



Napa County Priority Development Area (PDA) Investment and Growth Strategy Update

Napa Valley Transportation Authority

May 17, 2017

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Chapter 1: Introduction and Background

In an effort to encourage and concentrate future growth near transit and in existing communities, Napa Valley Transportation Authority (NVTa) has partnered with local jurisdictions to evaluate development in the County's Priority Development Areas (PDAs) and to assess what barriers exist in encouraging the production of housing in general but also fostering the production of affordable housing to meet the demand of Napa's work force. NVTa first completed the PDA Investment and Growth Strategy in April 2013 with an update in May 2014. This document is the third update to the PDA Investment and Growth Strategy.

PDAs are locally identified areas that can accommodate future housing and employment growth near public transportation. The development of PDAs will help reduce traffic congestion and encourage transit use, walking, and biking. With the growing population, worsening traffic conditions and constrained natural and urban environments it is more important than ever to plan smarter for future generations. The shift to more transit oriented development (TOD) has not only been driven by these factors, but has also been mandated by California State laws, in particular AB 32 and SB 375. These laws require Metropolitan Planning Organizations (MPOs) and other regional agencies to develop a Sustainable Communities Strategy (SCS) as a part of the long range planning process.

The San Francisco Bay Area's MPO is the Metropolitan Transportation Commission. In partnership with the Association of Bay Area Governments (ABAG), MTC is developing the Bay Area's SCS as part of the update to the Regional Transportation Plan (RTP) – "Plan Bay Area 2040" www.onebayarea.org. To meet the SCS goals and as a requirement for receiving federal highway funds, MTC is requiring each county Congestion Management Agency (CMA) create and maintain a PDA Investment and Growth Strategy. NVTa serves as the CMA for Napa County and maintains the Investment and Growth Strategy in partnership with the County of Napa, the City of Napa, the City of American Canyon, the City of St. Helena, the City of Calistoga, and the Town of Yountville. This PDA Investment and Growth Strategy is a working document and will continue to be updated periodically to include new policies, growth strategies, and data as needed.

SB 375- Sustainable Communities Strategy

The Global Warming Solutions Actions Act of 2006 (AB 32) tasked the California Air Resources Board (CARB) and other state agencies to develop plans and programs to reduce California's greenhouse gas emissions (GHGs) to 1990 levels by 2020. The cornerstone of the program is the development and adoption of a Scoping Plan that identifies specific reduction strategies, implementation mechanisms, and timelines. CARB adopted the Scoping Plan in December of 2008. The complete Plan can be accessed at: www.arb.ca.gov/cc/ab32/ab32.htm.

The California State Global Warming Solutions Actions Act of 2006 (AB 32) calls for the reduction of greenhouse gas emission to 1990 levels by 2020.

Senate Bill 375, signed into law in 2008, requires that the California Air Resources Board establish emission budgets for each region and requires that each of the State's 18 MPOs prepare a Sustainable Communities Strategy.

Senate Bill 375 (Steinberg) became law in 2008 and imposed AB 32-like requirements on local and regional planning practices to encourage sustainable development strategies to reduce GHGs. SB 375 required that CARB establish reduction targets for 2020 and 2035 for each region covered by one of California's 18 MPOs. For the San Francisco Bay Area, CARB followed the recommendation adopted by MTC in July of 2010, requiring a 7 percent per capita reduction target for 2020 and 15 percent per capita reduction target for 2035, relative to 2005 levels. SB 375 requires local and regional governments to

identify measures to meet their emissions targets by promoting good planning through sustainable strategies. Each of California's MPOs are required to prepare a SCS that demonstrates how it will meet its greenhouse gas reduction target through integrated land use, housing and transportation planning. In the San Francisco Bay Area this task is the responsibility of MTC, in partnership with ABAG to create the SCS for the nine county Bay Area.

The goal of the Sustainable Communities Strategy is to link land use development with transportation and to make transportation investments where people live, eat, work, and play.

The SCS is intended to improve land use and transportation coordination as part of the 25-year long range transportation plan prepared by MTC. The SCS must be consistent with the Regional Housing Needs Allocations (RHNA), and provide a strategy for housing 100 percent of the region's projected growth by income level (very-low, low, moderate, above-moderate) while not displacing low-income residents. The goals of the SCS is to link land use development to transportation investments outlined in the Regional Transportation Plan (RTP), and to invest in transportation infrastructure where people live, eat, work, and play. The goals include: preservation of agriculture by directing development into the urban footprint; increasing non-auto trips by 10 percent; increasing the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%; and decreasing the automobile

miles traveled per capita by 10 percent.¹

Meeting the emission reduction targets and the goals outlined in the region's RTP is a daunting task. Lack of critical funding, decentralization of jobs, loss of redevelopment revenues, foreclosures, and the high cost of infill development present the greatest challenges. However, with strong partnerships, a common vision, and sustainable planning efforts, the stage has been set for Napa County and the larger Bay Area region to meet its objectives, making our communities desirable places to live and work. The PDA Investment and Growth Strategies for each of the nine Bay Area counties will help the regional agencies understand the barriers to affordable housing development at the local level and understand if local transportation investments can be made to support regional targets.

¹ Plan Bay Area 2040 Goals and Targets <http://www.planbayarea.org/2040-plan/plan-details/goals-and-targets>

Priority Development Areas

In general, PDA eligibility is dependent on key characteristics, such as being located in an existing community, near transit service and planned for more housing. More specifically, a PDA must meet the following criteria:

Size - the recommended area size is 100 acres, which is approximately a ¼ mile radius.

Existing Community – means the area is within an existing urbanized area, is located within an urban growth boundary or limit line if one is established, and has existing or planned infrastructure to support development that will provide or connect to a range of services and amenities that meet the daily needs of residents, making non-motorized modes of transportation an option.

Priority Development Areas are located within urban growth boundaries, have existing infrastructure, are located near transit, and include areas with planned housing.

Near Transit – means (1) the area surrounds an existing rail station or ferry terminal (typically a half-mile around the station), (2) the area is served by a bus or bus rapid transit service with minimum headways of 20 minutes during peak weekday commute periods, or (3) the area is defined as a planned transit station by MTC's Resolution 3434.²

Housing – means the area has plans for a significant increase in housing units to a minimum density of the selected "place type" from MTC's Station Area Planning Manual, including affordable units, which can also be a part of a mixed use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.

Finally, a PDA can be either "Planned" or "Potential"

- A planned area is part of an existing plan that is more detailed than a general plan, such as a specific plan or an area plan.
- A potential area may be envisioned as a potential planning area that is not currently identified in a plan or may be part of an existing

plan that needs changes.

Napa County Priority Development Areas

Napa County has two PDAs. One PDA is located in Downtown Napa and the adjacent Soscol Gateway Corridor and is shaped by the Downtown Napa Specific Plan and the other PDA is located along State Route 29 in American Canyon and is currently undergoing a PDA Specific Plan.

Table 1.1 Napa County PDAs

PDA Name	PDA Description	PDA Designation
Downtown Napa – Soscol Gateway Corridor (Planned PDA)	Approximately 585 acres located in downtown Napa bordered by Polk, Clinton, and Caymus Streets to the north, Jefferson Street to the west, Division Street to the south and then extends east across the Napa River to Silverado Trail and south to Imola Avenue.	Transit Neighborhood (Figure 3.2)
American Canyon Hwy 29 Corridor (Potential PDA)	Approximately 225 acres located on the Hwy 29 corridor; geographic boundaries are generally Green Island Road on the north, James Road on the west, the railroad tracks on the east, and the City of Vallejo on the south.	Mixed Use Corridor (Figure 3.8)

² Association Bay Area Governments Application Guidelines for Priority Development Area Designation <http://www.mtc.ca.gov/funding/onebayarea>.

Purpose and Goals of the PDA Investment and Growth Strategy

The purpose of this Priority Development Area Investment and Growth Strategy is to identify specific transportation and housing needs for each PDA in Napa County. This document is both a requirement under MTC's Resolution 4202 and is also a tool for NVTa and its member jurisdictions to aid in establishing priorities and focus planning and development efforts. Identifying barriers to affordable housing in each PDA will assist the regional entities in understanding local needs.

In order to gauge the progress of each PDA in meeting its development goals, baseline data and current-conditions analysis are included in this document. This will include a summary of planning documents, a summary of planned development goals, and an inventory of planning and capital needs. As noted in Table 1.1, each of the PDAs within Napa County has a different designation and is at different stage of development. The City of American Canyon has a "Potential" PDA, and City of Napa is has a "Planned" PDA. A Potential PDA needs assistance with more detailed planning. This could include a Specific Plan, Area Plan, Master Plan, redevelopment plan, or more detailed section of the General Plan. Planned PDAs already have completed all or most of these planning elements, as well as the necessary California Environmental Quality Act (CEQA) review.

Funding Better Development – The One Bay Area Grant (OBAG) Program

Prior to the passage of AB 32 and SB 375, MTC encouraged TOD-type developments through funding incentives such as the Transportation for Livable Communities (TLC) Program. The program offered technical assistance and capital grants for projects that supported developments that encourage non-auto travel, more livable neighborhoods and mixed-use town centers. In Plan Bay Area, MTC has replaced incentives with planning and development requirements outlined in the One Bay Area Grant (OBAG) Program.

The OBAG Program is a funding approach intended to integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the SCS mandated by that legislation. The OBAG program was established in 2012 by MTC's resolution 4305, which includes the requirement that countywide transportation agencies, such as NVTa, create PDA Investment and Growth Strategy. NVTa approved a list of investments for OBAG 2, a five year program (FY 2017-18 to FY 2021-22), outlined in MTC's Resolution 4202, at the April 19th NVTa Board meeting. Region-wide the County Program has a total of \$385 million over the 5 years. Napa County's share of OBAG 2 is \$10,305,000 (including CMA Planning funds and PCA funds).

The OBAG 2 funding distribution to the nine Bay Area counties is linked to progress toward achieving local land-use and housing policies by:

- Rewarding jurisdictions through transportation incentives that accept higher housing allocations through the Regional Housing Need Allocation (RHNA) process in particular low and very low income housing.
- Providing additional flexibility by eliminating required program targets (the OBAG program allows each county the flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and PCAs).

Under OBAG 2, project sponsors must adhere to specific requirements such as the Complete Streets Act of 2008 and the Housing Element Annual Report. In addition to these requirements, under OBAG 2, project sponsors must also adhere to the Surplus Land Act Requirement. This requirement states that cities and counties receiving funds through the County OBAG Program must adopt a surplus land act resolution by the date the CMAs submit their project recommendations to MTC (July 31, 2017). The resolution must verify that any dissolution of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, amended by AB 2134, 2014. This requirement does not currently apply to charter cities.

Also new to OBAG 2 is a specific requirement for project scoring and evaluation. Under the project selection process MTC has added language related to affordable housing and anti-displacement:

CMAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies.

In the past, NVTa has evaluated OBAG projects using a qualitative process and continues this process for projects submitted under the OBAG 2 call. Projects go through an initial screening process based on OBAG 2 criteria and then are prioritized based on evaluation criteria consistent with the Regional Transportation Plan and the Countywide Transportation Plan. Projects located within or in proximate access to a PDA are evaluated qualitatively along with the rest of the projects but are assigned an “anti-displacement and affordable housing ranking.”

To meet requirements under Resolution 4202, NVTa assigned a PDA “Affordable Housing Anti-Displacement Ranking” to projects in PDAs. A jurisdiction submitting a PDA project was given a “PDA Affordable Housing Anti-Displacement Ranking” of high, medium or low. A jurisdiction’s ranking is factored into the prioritization process but is not the only means of evaluating projects within the PDA.

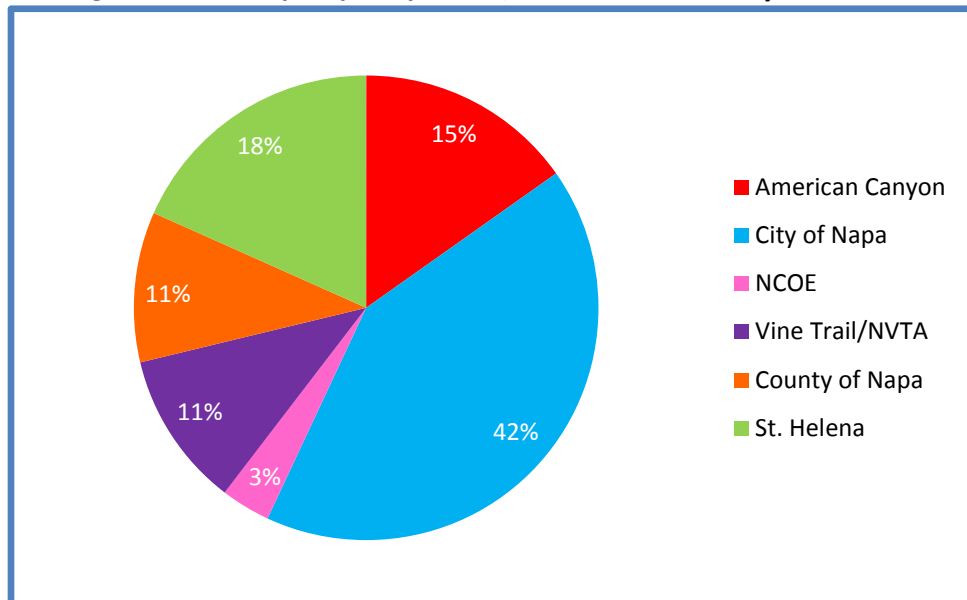
The PDA Affordable Housing and Anti-Displacement Ranking is based on how many of the following policies/programs a jurisdiction has in place. Jurisdictions that have 10 or more policies in place are given a high ranking, jurisdictions with 5 to 9 policies a medium ranking, and fewer than 5 a low ranking.

Affordable Housing/Anti-Displacement Policy Program	Check all that apply
Condo conversion ordinance regulating the conversion of apartments to condos	<input type="checkbox"/>
SRO conversion ordinance	<input type="checkbox"/>
Mobile Home Park Preservation	<input type="checkbox"/>
Demolition of residential structure ordinance	<input type="checkbox"/>
Streamlined Permitting Process	<input type="checkbox"/>
Low-cost loan program for affordable housing rehabilitation, preservation	<input type="checkbox"/>
Inclusionary/Below Market Rate Housing Policy	<input type="checkbox"/>
Density Bonus Ordinance	<input type="checkbox"/>
Mixed-use zoning	<input type="checkbox"/>
Rent stabilization	<input type="checkbox"/>
Just cause for eviction	<input type="checkbox"/>
Foreclosure prevention programs	<input type="checkbox"/>
Homebuyer education/counseling/assistance programs	<input type="checkbox"/>
First-time homebuyer loan program	<input type="checkbox"/>

Code enforcement relocation program	<input type="checkbox"/>
Repair/rehabilitation loan program for low-income residents	<input type="checkbox"/>
Fair housing and landlord-tenant counseling programs	<input type="checkbox"/>
Reduced fee or waivers for affordable housing	<input type="checkbox"/>
Inclusionary zoning	<input type="checkbox"/>
Second unit ordinance	<input type="checkbox"/>
Has Affordable housing complexes	<input type="checkbox"/>
Has Group Homes	<input type="checkbox"/>
Reduced Parking Requirements	<input type="checkbox"/>
Commercial Development Fee	<input type="checkbox"/>
Housing Development Impact Fee	<input type="checkbox"/>
Other taxes or fees dedicated to housing	<input type="checkbox"/>
Other:	<input type="checkbox"/>
Total	

NVTA received 14 OBAG 2 project submittals totaling \$27.6 million dollars. Staff evaluated the eligible projects against the scoring criteria adopted by NVTA Board which gave further prioritization to projects that were located in Priority Development Areas or served Communities of Concern (COC), were regionally significant, safety projects, addressed high-risk and high activity multi-modal corridors, provided a match over 20 percent and focused the request to one project phase. Projects were vetted through multiple public meetings including the NVTA Technical Advisory Committee, the Napa County Active Transportation Advisory Committee (ATAC), NVTA's Citizen Advisory Committee (CAC), and the Paratransit Coordinating Council (PCC). In addition to the recommended list of projects staff created a "contingency list" of projects in the event a selected project cannot be delivered.

Funding Distribution by Project Sponsor (OBAG and PCA funds)



PCA Projects			
Sponsor	Project Name	OBAG \$	Total Project \$
Vine Trail/NVTA	St. Helena to Calistoga	\$711,000	\$9,861,000
Soscol Gap Vine Trail	City of Napa	650,000	750,000
County of Napa	Silverado Trail Phase L	689,000	2,478,000
Total		\$2,050,000	

OBAG Projects			
Sponsor	Project Name	OBAG \$	Total Project \$
City of Napa	Silverado five-way	\$2,000,000	\$9,500,000
NCOE	SRTS Program	227,000	270,000
St. Helena	Main Street Pedestrian Improvements	1,206,000	1,557,000
American Canyon	Green Island Rd. rehabilitation and active transportation facilities	1,000,000	9,000,000
Total		\$4,433,000	

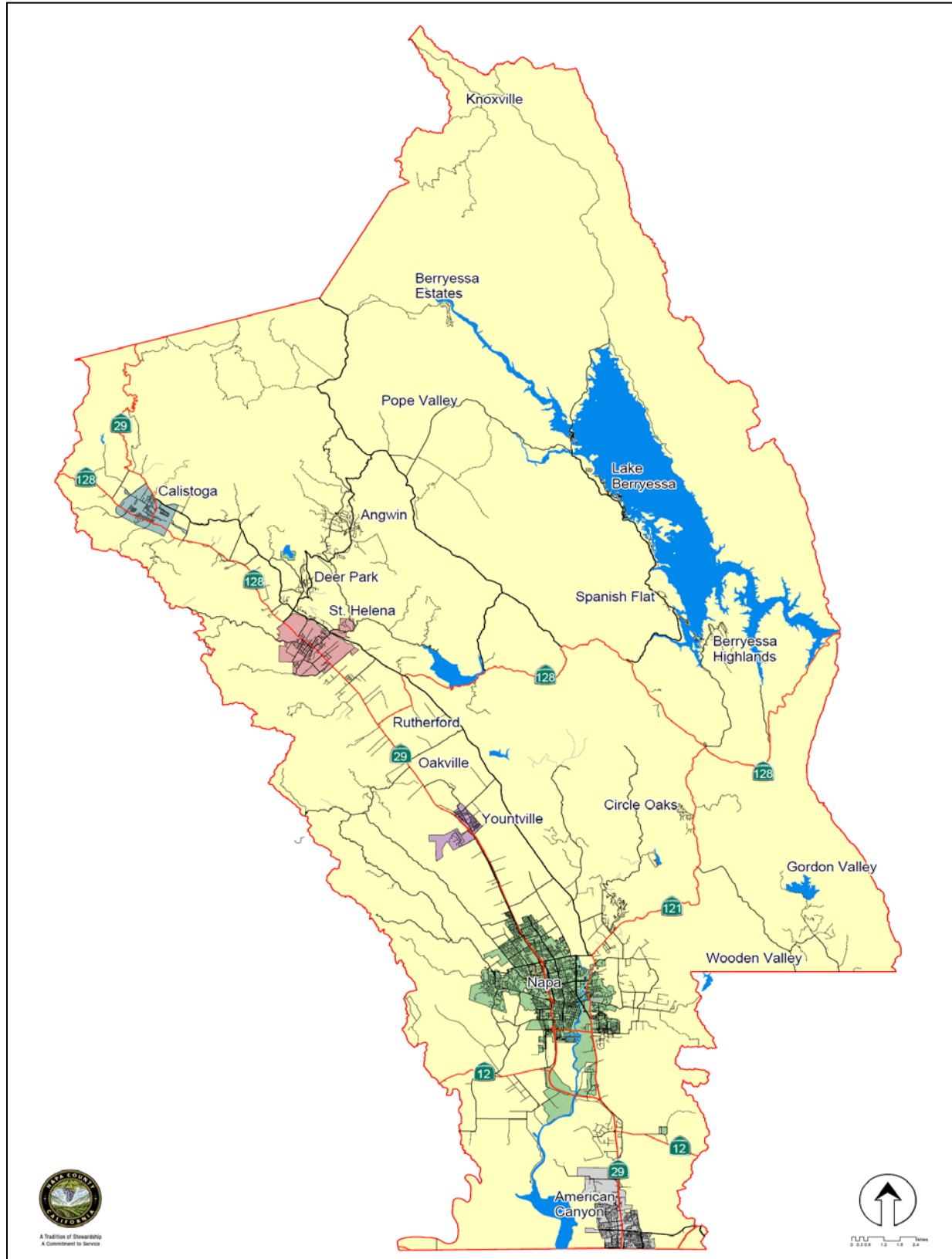
Contingency list			
Sponsor	Project Name	OBAG \$	Total Project \$
County of Napa	Airport Blvd. rehabilitation	\$1,606,000	\$1,824,000
Town of Yountville	Washington Park Accessibility Improvements	405,000	465,000

Chapter 2: Napa County Background

Located approximately fifty miles northeast of San Francisco, Napa County is the least populous and most rural county in the San Francisco Bay Area. With a population of 136,484 it is home to a multibillion dollar wine industry, and is a leader in agricultural preservation. Napa County encompasses five incorporated areas: the cities of Napa, American Canyon, Calistoga, St. Helena and the Town of Yountville. The City of Napa, with a population of 76,915, is the largest city in the county. Napa County has a median age of 40.3 and a population that is steadily aging with 17.4 percent of the population being over the age of 65.³ In comparison, only 11.2 percent of the population is over 65 in the Bay Area.

³ 2011-2015 American Community Survey 5-year estimates
<https://www.census.gov/quickfacts/table/BZA210214/06055>

FIGURE 2.1 Napa County



By the year 2040 the population's median age is projected to be 42.1 years.⁴ This growing trend towards an aging population brings new challenges to the County and its jurisdictions. Elderly populations tend to live closer to support services in the incorporated areas, drive less and require more public services such as transit. Another important demographic trend is that Napa County's Hispanic population has grown significantly in recent years; from 8.7 percent in 1980 to 23.7 percent in 2000. During the same period, the Hispanic population in the Bay Area- increased from 12.2 percent to 19.4 percent. Napa County, which in 1980 had one of the lowest percentages of Hispanic persons among Bay Area counties, now has the highest percentage of Hispanics among the nine counties in the Bay Area at 34 percent.⁵ There are approximately 70,000 jobs in Napa County and 55,000 housing units. The cost of housing and the nature of employment in the County result in commute patterns that contribute significantly to the congestion along the County's major corridors. The unemployment rate in Napa County is 4.8 percent.⁶

Table 2.1 Jobs and Housing Units⁷

Jurisdiction	Total Housing Units (2010)	Total Jobs (2010)
American Canyon	5,980	2,920
Calistoga	2,320	2,220
Napa	30,150	33,950
St. Helena	2,780	5,340
Yountville	1,250	1,600
Unincorporated County	12,280	24,630
Total	54,760	70,660

Napa County is comprised of approximately 500,000 acres of which 450,000 acres, or 90% of the total land mass, is designated as various types of "open space". Approximately 115,000 acres are dedicated open space in public ownership, and approximately 20,000 acres are either owned by a private land trust or protected via conservation easement. Napa County has long been a leader in agricultural preservation and the balance of open space lands are in private ownership and have been protected from urban development through a series of actions taken by the County's elected officials and the electorate starting in 1968. The passage of Measure J in 1990 set the minimum parcel size for agricultural land at 40-160 acres and required voter approval before agricultural property can be converted to other uses. Measure J was extended with the passage of Measure P in 2008, and continues the policies of Measure J until the year 2058.⁸

In 1970, 50 percent of the county's population lived in unincorporated areas. Since then, growth in the incorporated jurisdictions has resulted in a dramatic shift in the city/county split; by 2005, nearly 80 percent of the County's residents lived in incorporated jurisdictions.⁹ Much of this trend is influenced by the strict growth policies that the County and cities have enacted to protect agricultural land and open space. Coupled with new legislation such as SB 375, that encourages growth in incorporated city

⁴ Napa County General Plan Economic Development Element

⁵ US Census Bureau 2011-2015 <https://www.census.gov/quickfacts/table/RHI125215/0650258> and Napa County General Plan Economic Development Element

⁶ State of California Employment Development Department - Monthly Report March 3 2017

⁷ ABAG's Jobs-Housing Connection Strategy (May 2012)

⁸ Napa County <http://www.countyofnapa.org/Pages/Search.aspx?keywords=Measure%20J>

⁹ Napa County General Plan Recreation and Open Space

centers, this trend will continue to guide development to be compact/mixed-use near transit in the incorporated areas of the county.

Priority Conservation Areas

The OBAG program also contains provisions to preserve open space and set aside funds for a Priority Conservation Area (PCA) program. Napa County has eleven PCAs (Table 2.2). PCAs are areas of regional significance that have broad community support and an urgent need for protection. These areas provide important agricultural, natural resource, historical, scenic, cultural, recreational, and ecological values and ecosystem functions. The purpose of designating priority conservation areas is to accelerate protection of key natural lands in the San Francisco Bay Area through purchase or conservation easements. Conservation will be promoted through regional designation by:

- Coordinating conservation efforts within a regional framework of near-term priorities
- Providing a strong platform on which to leverage public and private resources
- Building upon prior and existing land protection efforts and investments
- Providing opportunities for forging new partnerships

Knowing the region's land conservation priorities will promote collaboration and investment in these areas that are critical to the region's quality of life and ecological diversity. In 2007 Bay Area jurisdictions nominated areas for PCA consideration. The ABAG Executive Board adopted a set of Priority Conservation Areas on July 17, 2008.

Funding for PCAs

Specific funding for PCAs is provided through the OBAG program. Under OBAG 1 Napa County received \$1.25 million for the conservation of 400 acres of open space in Suscol Headwaters Preserve and for Silverado Trail Bicycle Safety Improvements. Under OBAG 2 there are three projects proposed to receive \$2.05 million in PCA funds.

Table 2.2 OBAG 2 PCA Projects

PCA Projects			
Sponsor	Project Name	OBAG \$	Total Project \$
Vine Trail/NVTA	St. Helena to Calistoga	\$711,000	\$9,861,000
Soscol Gap Vine Trail	City of Napa	650,000	750,000
County of Napa	Silverado Trail Phase L	689,000	2,478,000
Total		\$2,050,000	

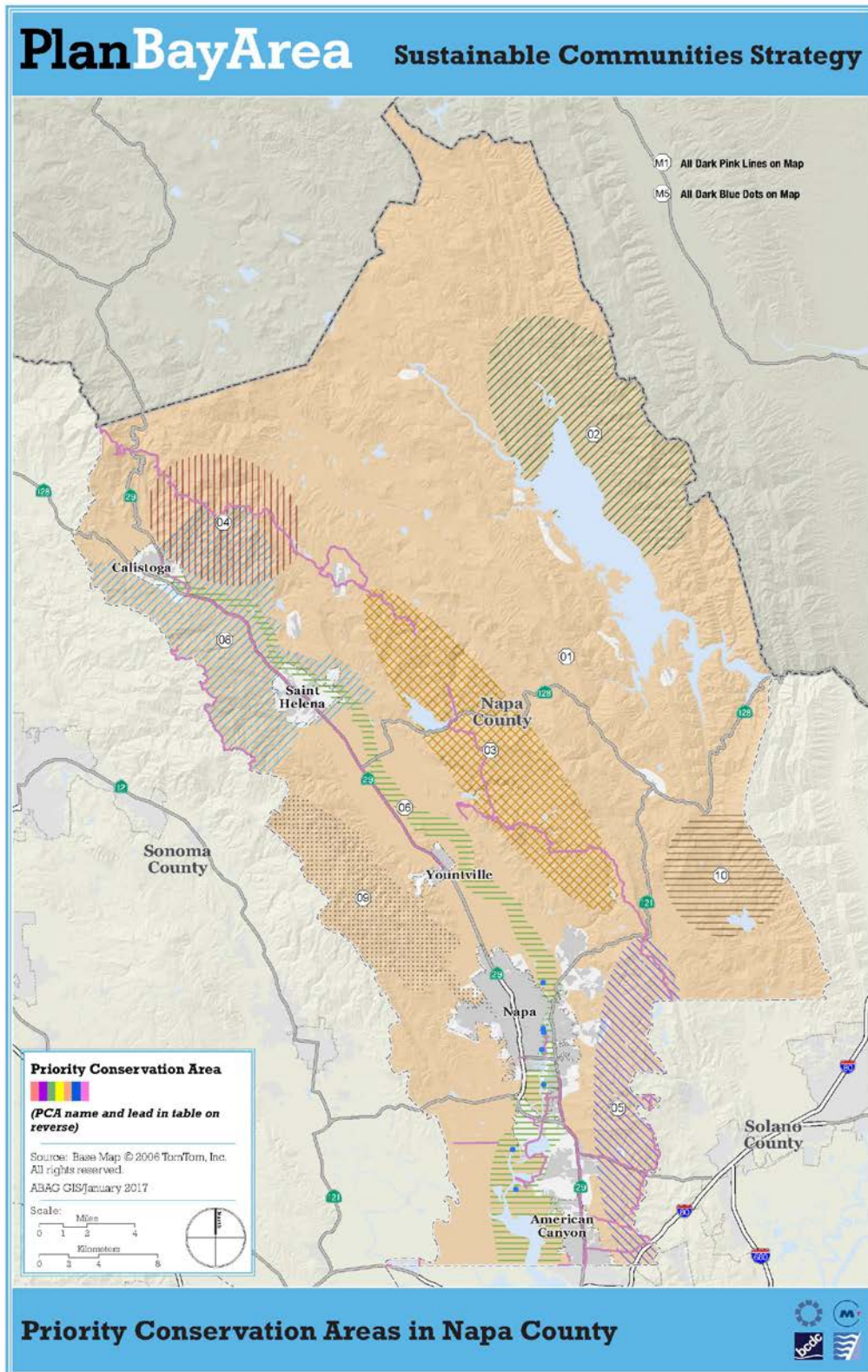
Table 2.3 PCAs

Map IDs are numeric portion of Priority Conservation Area (PCA) key. Numbers are non-sequential due to either PCAs being withdrawn by lead or proposed PCAs being rejected for inclusion in program.

Map IDs starting with M designate multi-county PCAs.

ID	PCA Name	PCA Lead	Designation
01	Napa County Agricultural Lands and Watersheds	Napa County	Agricultural Lands
02	Blue Oak Woodlands of the Lake District	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
03	Interior Mountains - Moore Creek to Milliken Creek	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
04	Palisades - Mount Saint Helena to Angwin	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
05	Southern Mountains - Skyline Park to Newell Preserve	Napa County Regional Park and Open Space District	Natural Landscapes/Regional Recreation
06	Napa Valley - Napa River Corridor	Land Trust of Napa County	Natural Landscapes
08	Bothe-Napa Valley State Park to Sugarloaf Ridge State Park Priority Conservation Area	Save-the-Redwoods League	Natural Landscapes
09	Redwood & Dry Creek Watersheds Priority Conservation Area	Save-the-Redwoods League	Natural Landscapes
10	Lake Curry/Suisun Creek Watershed	Napa County Regional Park and Open Space District	Natural Landscapes
M1	San Francisco Bay Trail - Bay Area Ridge Trail	San Francisco Bay Trail Project	Natural Landscapes
M5	San Francisco Bay Area Water Trail	San Mateo County, on behalf of the California State Coastal Conservancy	Regional Recreation

Figure 2.2 Priority Conservation Areas



Communities of Concern

Certain segments of the population depend heavily on non-auto modes of transportation, especially public transit but also bicycle and walking modes. To help funnel resources to these groups, the Metropolitan Transportation Commission (MTC) uses the concept of communities of concern (COC) as an important category in the allocation of infrastructure funding. COCs are census tracts designated by MTC with a high concentration of challenged communities (see 2.3 for specific definition). There are several areas of concentrated poverty and disadvantaged communities in the County which do not have the MTC COC designation.

MTC, as part of its last regional transportation plan, recognized that:

“Communities of concern have distinct demographic and socioeconomic characteristics compared to the rest of the region. In particular, low-income persons, Limited English Proficiency persons, and zero-vehicle households are twice as likely to live in communities of concern compared to the population in general.”¹⁰

MTC has identified 4 COCs in Napa County as part of the Plan Bay Area 2040. MTC used eight criteria to define COCs in the Plan Bay Area 2040 Equity Analysis, with a census tract having to meet three or more factors, or have concentrations of both low-income and minority populations to qualify as a COC. Table 2.3 below shows the eight criteria MTC used, the overall regional percent of the population that meets that criterion, and the percentage required in any census tract for it to be counted towards qualification as a COC. Based in these definitions, 20% of the region’s population is characterized as living in a COC and 80% live in the remainder of the region.

Table 2.3 - MTC’s Communities of Concern Target Populations and Concentration Thresholds¹¹

Disadvantage Factor	% of Regional Population	Concentration Thresholds
1. Minority Population	54%	70%
2. Low-Income (<200% of Poverty) Population	23%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors 75 or Over	6%	10%
6. Population with a Disability	18%	25%
7. Single-Parent Families	14%	20%
8. Cost-burdened Renter	10%	15%

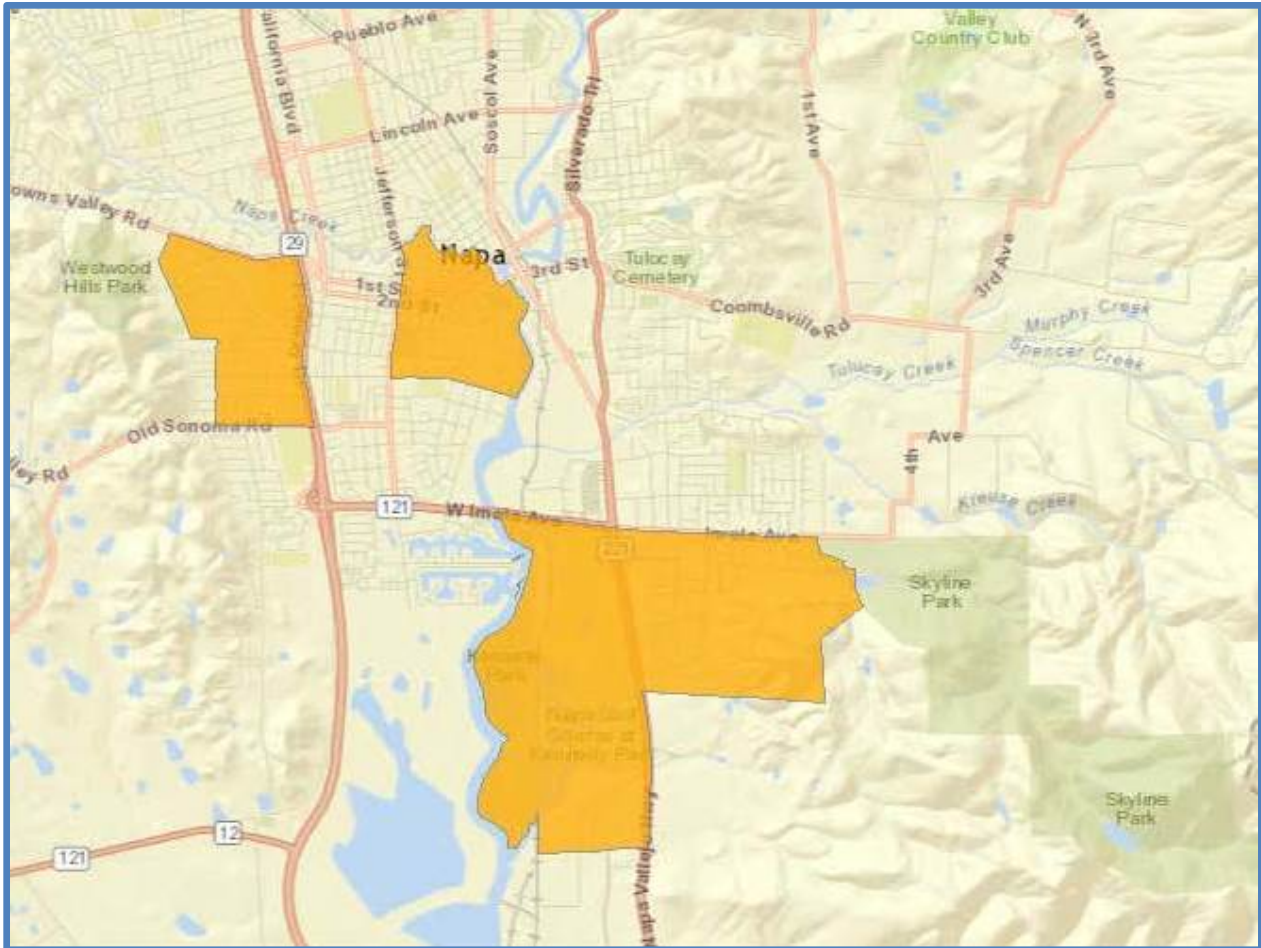
¹⁰ Metropolitan Transportation Commissions: Plan Bay Area: Equity Analysis Report - http://planbayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report.pdf

¹¹ Plan Bay Area Appendix A Detailed Methodology

Table 2.4 Napa County Communities of Concern by Census Tract

Census Tract	Neighborhood Name	Number of Criteria Met
2002.02	South Downtown Napa	4
2008.04	Westwood Neighborhood	4
2016.01	South St. Helena	5
2009	East Imola	4

Figure 2.3 City of Napa COCs



Source: MTC's Communities of Concern Tracts Plan Bay Area 2017

South Downtown Napa (2002.02) meets the following criteria:

- Low income population – 48% of households are below 200% of the federal poverty level
- Zero vehicle households – more than 10% of households do not have access to a vehicle
- Single-parent families – 27% of households are single-parent families
- Cost-burdened renter – over 18% of households pay more than 50% of their income on rent

Westwood Neighborhood in Napa (2008.04)

- Low income population – 46% of households are 200% below the federal poverty level
- Limited English Proficiency – 27% of households have limited English proficiency

- Single-parent Families – 30% of households are single-parent families
- Cost-burdened renter - 17% of households pay more than 50% of their income for rent

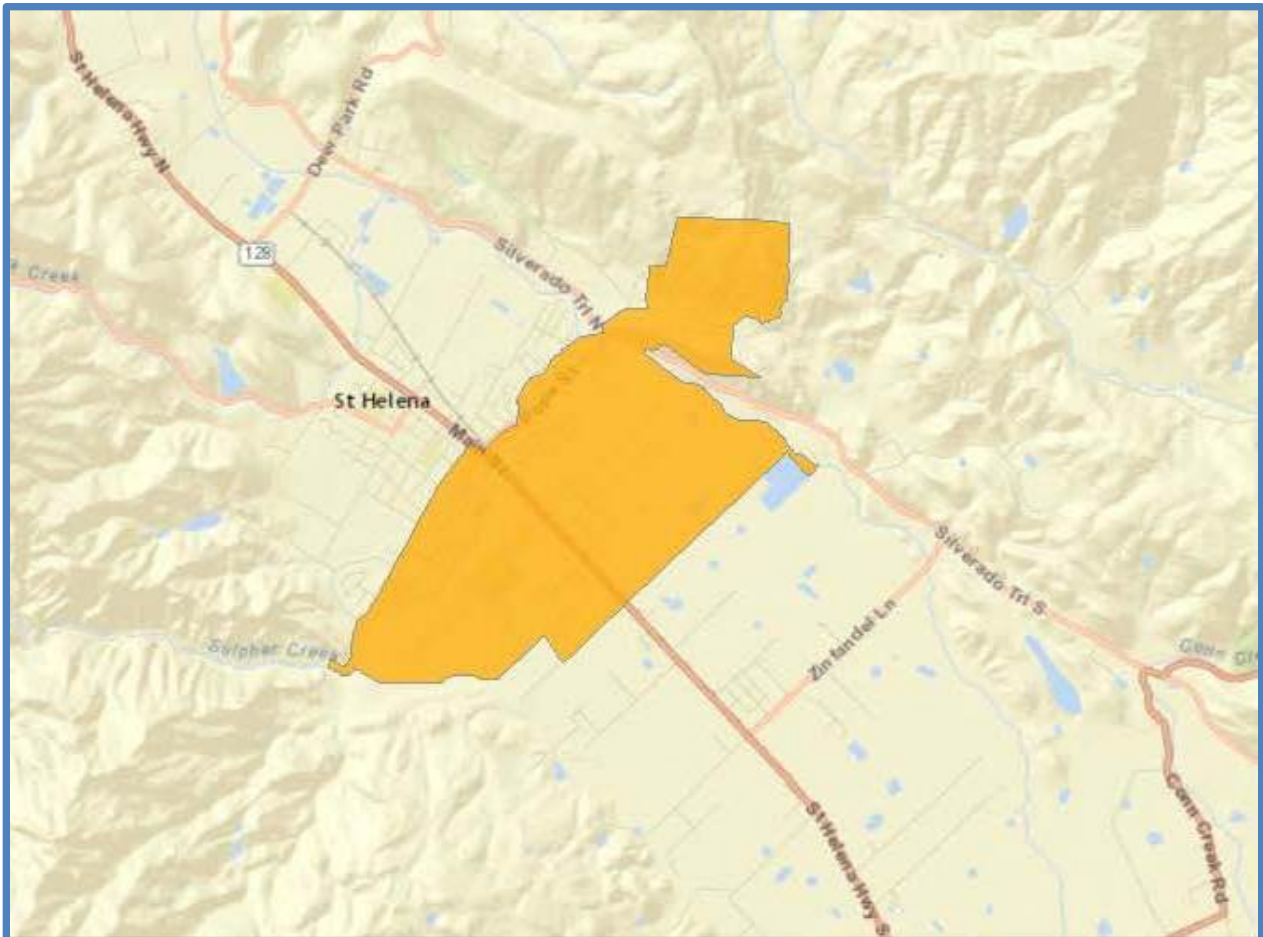
East Imola (2009)

- Low-income population – 90% of households are below 200% of the federal poverty level
- Disabled – 80% of the population has a disability
- Zero-vehicle household – 45% of the households do not have access to a vehicle
- Cost-burdened renter – 43% of households pay more than 50% of their income on rent

South St. Helena (2016.01)

- Limited English Proficiency – 20% are limited English proficiency households
- Zero vehicle households – over 13% of households do not have access to a vehicle
- Seniors 75 and over – 13% of residents are age 75 or over
- Single-parent families – 27% of households are single-parent households
- Cost-burdened renter – 15% of households pay more than 50% of their income on rent

Figure 2.4 St. Helena COC



Source: MTC's Communities of Concern Tracts Plan Bay Area 2017

NVTA is concerned MTC's COC criteria does not fully take under consideration the income to housing cost ratio as defined by the California Poverty Measure (see Table 2.5). Napa County has a large immigrant population where multi-family households are not uncommon. Consequently, there are pockets in Napa that include multi-family and multi-generational households that may superficially inflate household income.

The Public Policy Institute of California in collaboration with the Stanford Center for Poverty and Inequality created a new poverty measure, the California Poverty Measure (CPM) which takes into account social safety net services when calculating poverty. The CPM was created to reflect the changes that have occurred in a family's spending in contrast to the Official Poverty Measure which was created in the 1960s and has not changed since.

The CPM compares monetary value of resources for a family of four to maintain a basic standard of living. CPM figures take into account nationwide spending levels on food, shelter, clothing and utilities, and are adjusted for differences in housing costs across counties. The CPM differentiates amongst families who are renting, paying a mortgage, or living in an un-mortgaged (paid off) home.¹²

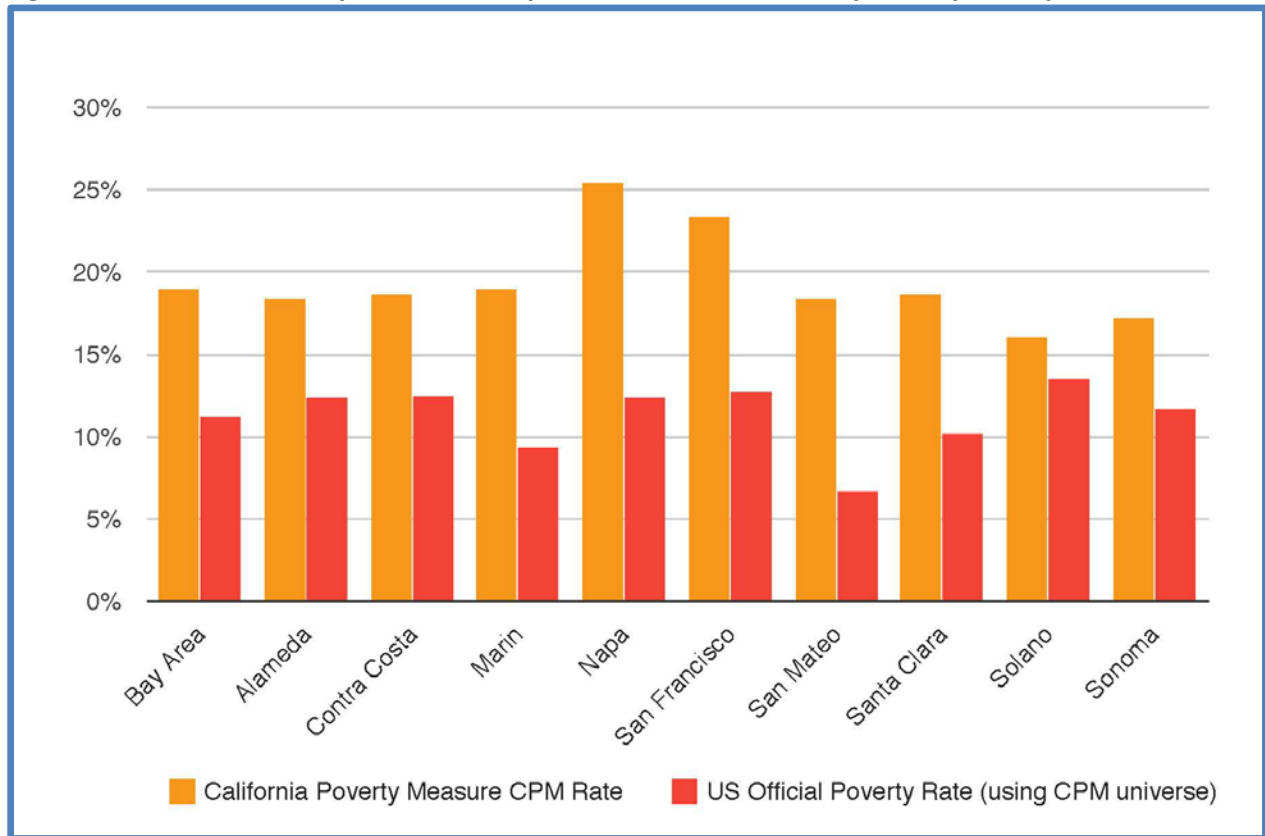
Table 2.5- Spending on Essential Goods¹³

Counties		Share of state residents	CPM annual income threshold range		Average CPM threshold
			Owners with a mortgage and renters	Owners without a mortgage	
Low-cost	Colusa, Del Norte, Fresno, Glenn, Humboldt, Imperial, Kern, Kings, Lassen, Madera, Merced, Modoc, Siskiyou, Sutter, Tehama, Trinity, Tulare, Yuba	9.2%	\$23,200-\$25,400	\$19,500-\$20,600	\$23,900
Mid-range	Alpine, Amador, Butte, Calaveras, El Dorado, Inyo, Lake, Mariposa, Mendocino, Mono, Nevada, Plumas, Riverside, Sacramento, San Bernardino, San Joaquin, Shasta, Sierra, Stanislaus, Tuolumne, Yolo	21.8%	\$25,500-\$29,500	\$20,500-\$23,200	\$27,200
High-cost	Alameda, Contra Costa, Los Angeles, Marin, Monterey, Napa , Orange, Placer, San Benito, San Diego, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz, Solano, Sonoma, Ventura	69.0%	\$29,500-\$37,400	\$20,700-\$25,600	\$31,300

¹² The California Poverty Measure: A New Look at the Social Safety Net
<http://www.ppic.org/main/publication.asp?i=1070>

¹³ The California Poverty Measure: A New Look at the Social Safety Net

Figure 2.5 California Poverty Measure Compared to US Official Poverty Rate by County



Source: ABAG's State of the Region 2015 <http://reports.abag.ca.gov/sotr/2015/index.php>

Local Trends:

Napa census tracts show a high number of low income families and high cost-burdened renters. As previously noted in the CPM, poverty can be described in several ways. For example, approximately 42 percent of Napa County public school students qualify for the free lunch program.¹⁴ There are some census tracts in Napa County that fall outside of the regional agency's definition of COC although they are severely disadvantaged in terms of a few criteria. An example of this would be Census Tract 2003.1 in south Napa just north of the East Imola tract that is disadvantaged in four areas when using the most recent American Community Survey data. Census tract 2003.1 contains a population that is very low income with over 46% of households with incomes below 200% of the federal poverty level, 60% are minority, 19% of residents are high-burdened renters, spending more than 50% of their income on rent, and 22% are single-parent families. Further, this census tract is proximate to the Downtown Napa-Soscol Gateway Corridor PDA which will take on a majority of the City of Napa's future growth. Another census tract with high concentrations of low-income residents is census tract 2005.01 with 48% below 200% of the federal poverty level. NVTa considers these two census tracts communities of concern even though they are not recognized by the region.

¹⁴ Napa County Comprehensive Community Health Assessment Appendix B Page 9 – April 2013

NVTA proposes that, in the ongoing development of the Regional Transportation Plan, MTC consider incorporating the analysis methods from the “California Poverty Measure” to acknowledge the impact of high local housing costs on equity.

CHAPTER 3: Local Housing – PDA Updates

City of Napa

Currently, there are approximately 125 units in downtown. Housing consists primarily of single family homes, with some apartments and duplexes. The Napa Riverfront is the largest mixed use development containing 50 condominiums located above retail and restaurant space.¹⁵ The Soscol Corridor has more land to accommodate future housing. Current housing consists of 173 units of low density residential units intermixed with commercial. The City of Napa General Plan increased land density to 10-40 du/ac for mixed-use development along the Soscol Corridor. This will provide the opportunity for future mixed-use development along the Soscol Corridor to be residential and commercial.

The City in its most recent Housing Element, adopted in 2015, updated the Accessory Dwelling Unit Ordinance reducing required setbacks, allowing larger units, removing the requirement that the primary units be owner-occupied and allowing waivers for parking. The city also increased Affordable Housing Impact Fees with Hotel projects charged the highest rate of \$6 per square foot, up from \$1.40, condominiums and single-family homes would pay \$4.75 instead of the current \$2.20, retail and office projects would be charged \$3.55 a square foot, up from \$1 and 80 cents, respectively. Industrial and warehouse construction would incur of \$3.50 charge, up from 50 cents. Multifamily housing developers would pay only 30 cents more for each square foot, or \$4.05, a level meant to spur denser construction of lower-cost housing. The City also updated the Historic Preservation Ordinance and Historic Resources Inventory, and updated the Historic Preservation Ordinance and Historic Resources Inventory. Since 2013 the City has permitted and seen 510 new residential units constructed. Of those units 58 were for the very low income level, 17 for low income, 208 for moderate income, and 206 for above moderate income. None of the constructed units have been within the PDA. The city has approved 282 units in the PDA this past year, but no permits have been pulled for the developments.

Table 3.1 Napa Housing Production to meet the Regional Housing Needs Allocation for 2007-2014¹⁶

City of Napa	Very Low			Low			Low and Moderate Housing		
	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA met
	466	88	19%	295	26	9	1,142	276	24%

¹⁵ Downtown Napa Specific Plan Existing Conditions Chapter 2.1 Land Use and Urban Design Assets

¹⁶ MTC Table on Displacement, Housing, and Travel Data Summary Table <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

City of Napa	Moderate			Above Moderate		
	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA Met
	25	16	64%	882	495	56%

Table 3.2 Napa Housing Production Progress Report 2015-2023¹⁷

City of Napa	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (120%+AMI)		
	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA met
	185	0	0%	106	0	0%	141	3	2%

City of Napa	Above Moderate (120%+AMI)			Total		
	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA Met
	25	16	64%	835	99	12%

American Canyon

There are currently 490 housing units within the PDA. On the west side of the Highway 29 the majority of housing is low density single family residential units. On the east side of the PDA there are high density residential units at The Lodge at Napa Junction.¹⁸

The City in its most recent Housing Element, adopted in 2015, has incorporated a new Affordable Housing Impact Fee for residential and commercial development that imposes a \$3.00 per square foot fee for every new home or \$3.50 per square foot fee for apartment built in the city.

The fee for commercial developers ranges from 50 cents (for warehouses or food/wine production) to 75 cents per square foot (for offices, hotels or retail businesses). The city also adopted a new density bonus ordinance consistent with state law, and also adopted an Emergency Shelters Ordinance, allowing transitional and supportive housing as a permitted use in single family zoning districts. Since 2013 the City has approved 415 new residential units of which 52 units have been constructed. Of the units approved, 43 were for the very low income level, 50 for low income, 284 for moderate income, and 38 for above moderate income. Out of the total units approved within the City a large proportion, 377, were within the PDA boundary with 148 constructed to date.

¹⁷ MTC Table on Displacement, Housing, and Travel Data Summary Table <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

¹⁸ City of American Canyon Housing Element B-30

Table 3.3 AC Housing Production to meet Regional Housing Needs Allocation 2007-2014¹⁹

American Canyon	Very Low			Low			Low and Moderate Housing		
	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA met
	169	0	0%	116	0	0%	428	2	0%

American Canyon	Moderate			Above Moderate		
	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA Met
	143	2	1%	300	86	29%

Table 3.4 AC Housing Production Progress Report 2015-2023²⁰

American Canyon	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (120%+AMI)		
	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA met
	116	0	0%	54	17	31%	58	133	229%

American Canyon	Above Moderate (120%+AMI)			Total		
	RHNA	Permits Issued	% of RHNA met	RHNA	Permits Issued	% of RHNA Met
	164	0	0%	392	150	38%

CHAPTER 4: Regional and Local Affordable Housing and Anti-Displacement Concerns

Regional Housing Crisis

California as a whole and the Bay Area in particular, have a serious housing shortage. Housing costs have been rising for decades. High housing costs make it difficult for many residents to find housing that is affordable and that meets their needs, forcing individuals to make serious trade-offs in order to live in the Bay Area.

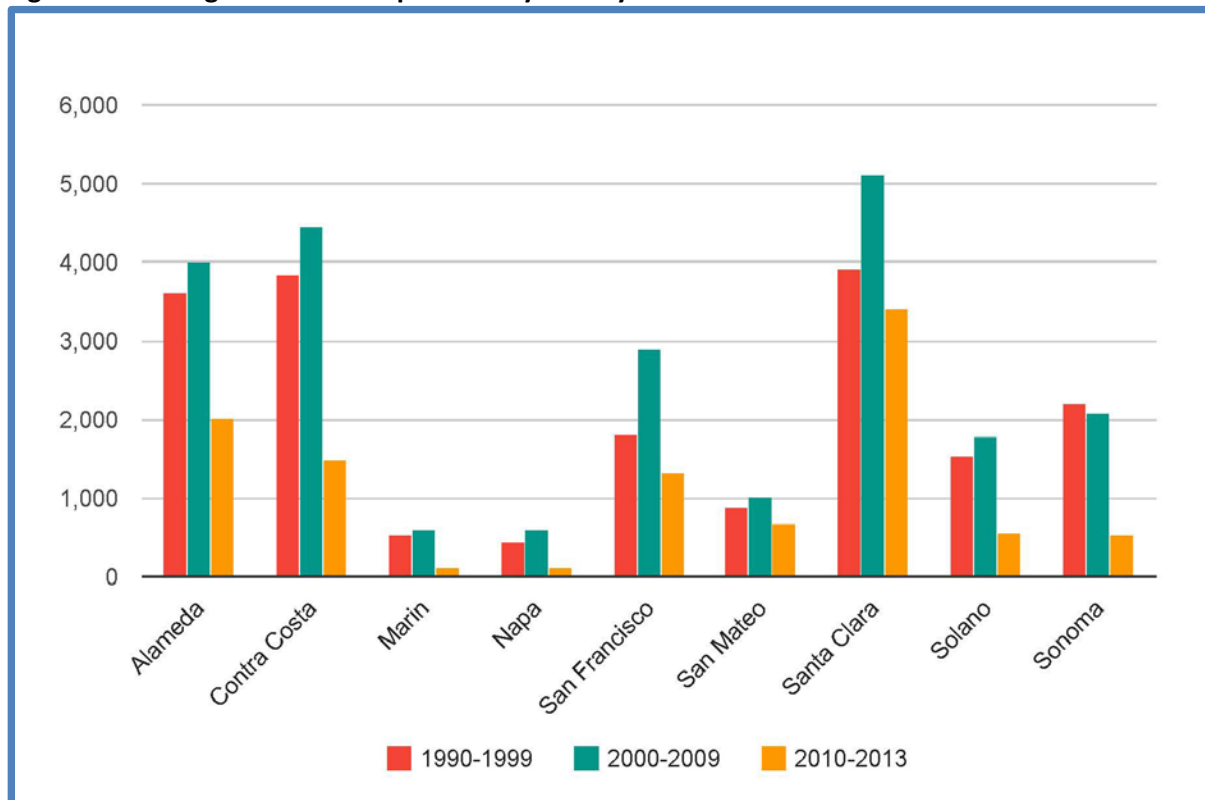
The Bay Area's housing market is still recovering from the recession, the slow recovery of new housing starts coupled with population and employment growth is fueling the housing crisis. Since 2010 the Bay

¹⁹ MTC Table on Displacement, Housing, and Travel Data Summary Table <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

²⁰ MTC Table on Displacement, Housing, and Travel Data Summary Table <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

Area has created 500,000 new jobs but only 50,000 new housing units of which the majority have been above moderate.²¹ Housing cost burden is a regional issue with a current \$1.32 billion funding shortfall.

Figure 4.1 Average Units Added per Year by County



Source: ABAG's State of the Region 2015 <http://reports.abag.ca.gov/sotr/2015/index.php>

MTC is facing immense pressure from housing advocates across the Bay Area to help alleviate the housing crisis which is putting more and more stipulations on transportation funding to be spent on projects that benefit affordable housing and do not contribute to housing displacement.

Further, MTC states that addressing the region's housing crisis requires policies and strategies that fit into the following categories:

- Produce housing for the full range of workers within your community. Building new homes—both market-rate and affordable—is critical. How local governments plan to increase the number of available homes, particularly in Priority Development Areas, is key to addressing high housing costs, increasing access to transit and walkable neighborhoods, and sustaining economic vitality in the region.
- Protect existing residents from displacement. Protecting current residents, mostly renters, from rapid housing cost increases and deter market-motivated evictions of rent-paying tenants in the near-term is a challenge for many communities. Displacement pressures are felt most acutely in a constrained housing market, characterized by low vacancies, and may be felt at the household, neighborhood and regional level.

²¹ Association of Bay Area Governments

- Preserve existing affordable units. Preserving subsidized or unsubsidized affordable housing is a cost effective strategy for maintaining current levels of affordability for existing residents—both homeowners and renters.²²

In a Technical Memo on Housing Data and Policies to Guide the PDA Investment and Growth Strategy dated October 7, 2016, MTC and ABAG identified the following policies that help produce, protect and preserve affordable housing. Many of these policies are already in place in the cities of American Canyon and Napa.

Table 4.1 Housing Policies that Help Affordable Housing

Housing Policy	Protect	Preserve	Produce	City of Napa	American Canyon
Permitting for Conforming Uses and/or Housing Element Sites (Affordable and Market Rate)			X		✓
Implementation of SB 743 (infill Development Level of Service Reform)			X		
Accessory Dwelling Unit Creation			X	✓	✓
Reduced Parking Requirements for Housing (Affordable and Market Rate)			X	✓	✓
General Fund Allocation for Affordable Housing		X	X	✓	
Housing Impact or Commercial Linkage Fees		X	X	✓	✓
Inclusionary Zoning			X	✓	✓
Density Bonus Program that Exceeds State Mandates			X	✓	✓
Just/Good Cause Evictions	X				
Rent Stabilization	X				✓
Condominium Conversion Controls	X	X		✓	✓
Mobile Home Park Preservation	X	X		✓	✓
Single Room Occupancy (SRO) Preservation	X	X			
Acquisition/Rehabilitation/Conversion	X	X			

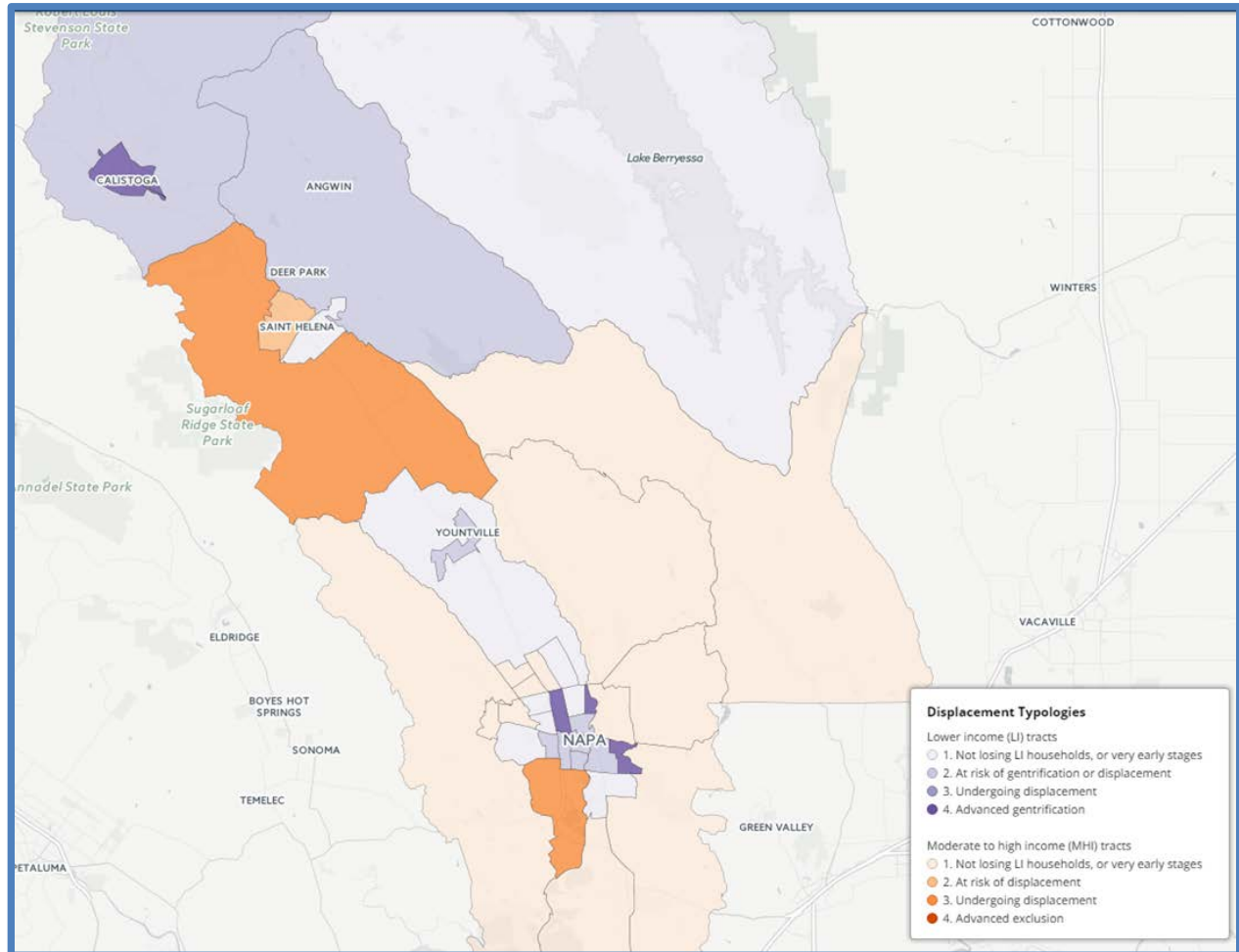
Assessing Community Needs

Housing displacement risk is a threat throughout the Bay Area. Displacement takes many different forms. Housing displacement can be direct or indirect, physical or economic, and may be the result of investment or disinvestment in a certain area. UC Berkeley created a Regional Early Warning System for Displacement. Their methodology takes over 50 different indicators coupled with information of neighborhoods displaced in the past to “paint a comprehensive picture of the extent and nature of displacement in the Bay Area.”²³

²² Technical Memo on Housing Data and Policies to Guide PDA Investment and Growth Strategy
http://mtc.ca.gov/sites/default/files/OBAG2_Housing_Policies_Guidance_October_2016.pdf

²³ Urban Displacement Project
http://www.urbandisplacement.org/sites/default/files/images/rews_final_report_07_23_15.pdf

Figure 4.2 Displacement Levels throughout Napa County



Source: “Mapping Displacement and Gentrification in the San Francisco Bay Area” www.urbandisplacement.org.

As can be seen in the displacement map above Napa and Calistoga are undergoing displacement and advanced gentrification in low-income tracts, while St. Helena and portions of unincorporated County areas are undergoing displacement in moderate to high income tracts. Advanced gentrification is gentrification that has taken place between the years 1990-2000 or 2000-2013. Undergoing displacement means losing low-income households and a decline in low income in-migration or market rate affordable housing. Low income tracts are census tracts having 39% of households below the median income level. With the exception of American Canyon, all areas within Napa County are at the early stages or at risk of losing low-income households.

MTC has put together a summary of housing that is available to low-wage workers (workers making less than \$15,000/year) throughout the Bay Area. As noted in the table below the City of Napa has 10.8% of the housing stock available to low-wage workers and City of American Canyon has 16.6% of the housing stock available to low-wage workers.

Table 4.2 Displacement, Housing and Travel Summary²⁴

Displacement Risk		RHNA Permitted 1999-2014			% of Housing Units Affordable to Low-Wage Workers (LWW)						
Y/N		Low and Moderate Income Housing			Total Jobs	Low Wage Jobs <\$15k	Affordable Rental <\$750/m	Affordable Owned <\$150k	All HUs	Affordable renter + owner	Affordable to LWW %
		RHNA	Permits	%							
Nap	Y	3,204	1,386	43	30,543	8,431	1,724	1,455	29,570	3,179	10.8%
AC		1,192	227	19	3,224	858	255	697	5,739	952	16.6%

Jobs-Housing Fit

There are approximately 70,000 jobs in Napa County and only 55,000 housing units available. Additionally, the median household income of residents is \$70,443 annually, while the annual median income of Napa's workforce is \$38,168. The median home price is \$620,000, while it would take a household income of \$122,210 to afford a median priced home. As a result areas of Napa and Calistoga are facing advanced gentrification, while St. Helena and portions of unincorporated County areas are showing advanced exclusion. With the exception of American Canyon all areas within Napa County are at the early stages or at risk of losing low-income households.

- Low-wage worker in-commute data
- Share and number of renters by city
- Expiring affordable housing units

According to the American Community Survey 2015 data the proportion of renters to owners in the City of Napa is approximately 60% owners, and 40% renters for the approximately 30,000 units within the city. For the City of American Canyon this percentage is 35.5% renters and 64.5% owners of the approximately 5,700 units within the city.

The City of American Canyon just this past summer lost 22 affordable units in The Lodge development. The units were evenly split between the very low and low income levels. The California Housing Partnership Corporation published a document titled "28,152 Affordable Rental Homes Lost in California; 31,988 More at Risk over Next Five Years" on March 7, 2017. The report included a County-level discussion on the number of federally and State funded properties at-risk affordable housing units by income level. Below is a table showing the projected potential loss of affordable housing units by income level for Napa County:

²⁴ Source: Bay Area Displacement, Housing and Travel Data Summary <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

Table 4.3 Loss of Affordable Housing Units in Napa County

	Properties	Assisted Units	Total Units
Very High	0	0	0
High	0	0	0
Moderate	3	88	90
Low	21	1,317	1,573
Total	24	1,405	1,663

Affordable housing shortages can cause workers to live outside of where they work placing greater strain on transportation infrastructure. UC Davis has taken the discussion on jobs-housing imbalance further in comparing housing stock availability against household income levels. The jobs-housing fit represents the ratio of low-wage jobs to affordable housing available. The cities with a lower ratio are cities that have sufficient affordable housing to meet the needs of low income workers in their city.²⁵ The Bay area jobs-housing fit ratios range from the highest in Colma (48.41), Moraga (25.51), Lafayette (24.54), to the lowest in San Pablo (0.98), Oakland (1.38), Richmond (1.44) and Rio Vista (1.52). The cities of American Canyon (3.10) and Napa (4.86) perform relatively well in the jobs-housing fit scenario with moderate ratios.²⁶

Barriers to Affordable Housing

According to a 1991 HUD report, local government policies that increase building costs and/or restrict the supply of housing are one of the primary reasons for the lack of affordable housing. These regulations range from minimum lot sizes that encourage larger and more expensive homes, to the prohibition of multifamily dwellings. In some communities, regulations have raised the cost of new development and construction by 35 percent. A 2005 follow-up HUD report found that in more heavily regulated localities rents were 17 percent higher; home prices, 51 percent higher; and homeownership rates, 10 percent lower compared to less-regulated areas. Impact fees and inclusionary zoning are particularly costly. If these costs were reduced, more affordable housing would be available. On the other hand, impact fees are an important mechanism to fund needed infrastructure improvements in many jurisdictions. Unless other funding mechanisms are identified to fund needed infrastructure improvements, a jurisdiction's ability to deliver improvements would be reduced.

Local issues hindering the construction of affordable housing is the lack of available funds to subsidize proposed housing projects. Developers have also voiced frustration with the length and costs of environmental review. Both issues will require changes at the Federal and State level to add new sources of funding, or limit environmental challenges to housing projects.

Potential Solutions

In the Legislative Analysts' Office (LAO) 2015 report, *California's High Housing Costs: Causes and Consequences*, they outlined the evidence for California's housing shortage and discussed its major ramifications. It was also suggested that the key remedy to California's housing challenges is a substantial increase in private home building in the state's coastal urban communities. An expansion of California's housing supply would offer widespread benefits to Californians, as well as those who wish to

²⁵ San Francisco Bay Area-State of the Region 2015: Economy, Population, Housing

http://reports.abag.ca.gov/sotr/2015/SOTR2014FinalReport_RHNAAddendumLowRes.pdf

²⁶ UC Davis Center for Regional Change ratio indicators <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

live in California but cannot afford to do so. Although this would likely result in higher vehicle miles traveled if the jobs are not developed where the new housing is being developed.

Since the majority of new construction is targeted at higher-income households, it is often assumed that new construction does not increase the supply of lower-end housing. In addition, some worry that construction of market-rate housing in low-income neighborhoods leads to displacement of low-income households. In response, some have questioned whether efforts to increase private housing development are prudent. These observers suggest that policy makers instead focus on expanding government programs that aim to help low-income Californians afford housing.

In 2016 the LAO, published, *Perspectives on Helping Low-Income Californians Afford Housing*, and offered additional evidence that facilitating more private housing development in the state's coastal urban communities would help make housing more affordable for low-income Californians. Existing affordable housing programs assist only a small proportion of low-income Californians. Most low-income Californians receive little or no assistance. Expanding affordable housing programs to help these households likely would be extremely challenging and prohibitively expensive. It may be best to focus these programs on Californians with more specialized housing needs—such as homeless individuals and families or persons with significant physical and mental health challenges.

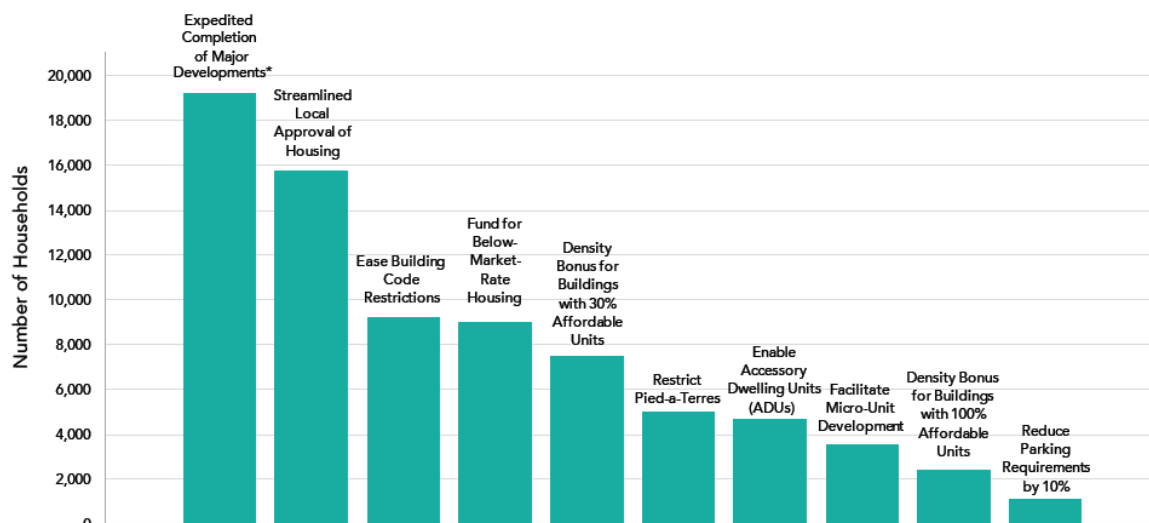
Encouraging additional private housing construction can help the many low-income Californians who do not receive assistance. Considerable evidence suggests that construction of market-rate housing reduces housing costs for low-income households and, consequently, helps to mitigate displacement in many cases. Bringing about more private home building, however, would be no easy task, requiring state and local policy makers to confront very challenging issues and taking many years to come to fruition. Despite these difficulties, these efforts could provide significant widespread benefits: lower housing costs for millions of Californians.

The Bay Area Council Economic Institute has also published studies that analyzed various housing policies and their effects on housing affordability. Below is a graph showing the top ten best and worst policies in solving the affordable housing situation in the Bay Area. Adoption of some of these policies at the local level could help with housing development at all income levels and would be a step forward in fixing Napa County's affordable housing issue.

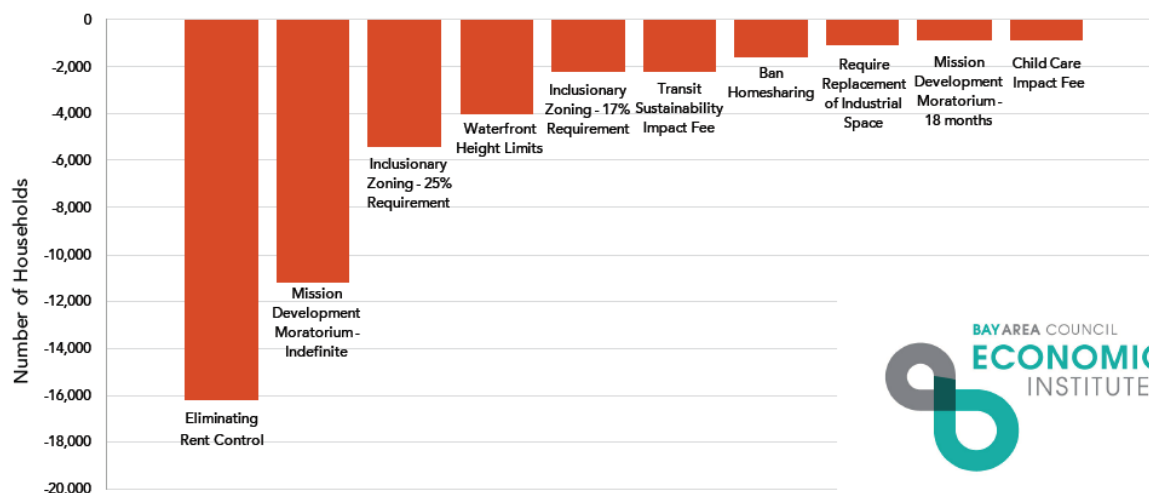
Figure 4.3 Affordability Factors

How San Francisco Policy Choices Change the Number of Households Burdened by Housing Costs

Top Ten Policies that Increase Affordability ...



Top Ten Policies that Worsen Affordability ...



*Major developments include the Hunters Point Shipyard, Mission Rock, Treasure Island, and Park Merced projects.

Housing cost burden is defined using the conventional measure of households spending more than 30% of their income on rent or mortgage payments.



Source: "Solving the Housing Affordability Crisis" www.bayareaeconomy.org

As seen in the tables above there are recommendations from housing professionals and experts that contradict one another. The regional entities like MTC and ABAG recommend inclusionary zoning as a driver to protect affordable housing and anti-displacement, whereas the Bay Area Council Economic Institute claims that inclusionary zoning requirements hinder the production of affordable housing. According to the Bay Area Council inclusionary zoning hampers market rate housing production therefore lessening housing supply at every level, including low-income.

Next Steps

NVTA will continue to work with the cities of Napa and American Canyon and support PDA development and continue to update the PDA Investment and Growth Strategy to track development of the local PDAs. NVTA will continue to identify resources for more specific planning efforts within the PDAs and support projects that promote the development of the PDAs. NVTA will also continue to manage planning efforts and transportation demand strategies that support the goals of the PDAs.

APPENDIX A: Glossary of Terms

Affordable Housing - Housing that can be purchased or rented by a household with very low income (earning below 50 percent of the area median income), low income (earning between 50 percent and 80 of the area median income), or moderate income (earning between 80 to 120 percent of the area median income) based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, property taxes, insurance, and utilities.

Assembly Bill 32 (AB 32) – California Global Warming's Solutions Act of 2006. AB 32 requires California to lower greenhouse gas emissions to 1990 levels by 2020.

Association of Bay Area Governments (ABAG) – A comprehensive regional planning agency and Council of Governments for the nine counties and 101 cities and towns of the San Francisco Bay region. The Bay Area is comprised of nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma.

Bay Area Rapid Transit (BART) – Bay Area high-speed rapid rail network.

Bay Area Air Quality Management District (BAAQMD) - is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties

Bay Conservation and Development Corporation (BCDC) – was established in 1965 as the nation's first state coastal management agency.

Bike Facilities - These include Class I, Class II and Class III Bike Facilities. A Class I Facility, typically called a "bike path" or "multi-purpose path", provides bicycle travel on a paved right-of-way completely separated from any street. A Class II Facility often referred to as a "bike lane," which provides a striped and stenciled lane for one-way travel on either side of a street or highway. A Class III Facility, generally referred to as a "bike route," provides routes through areas not served by Class I or II facilities or to connect discontinuous segments of a bikeway. Class III facilities can be shared with either motorists on roadways and is identified only by signing.

Bulbout- A traffic calming measure, primarily used to extend the sidewalk, reducing the crossing distance and allowing pedestrians about to cross and approaching vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility.

Bus Rapid Transit (BRT) - is a term applied to a variety of public transit systems using buses to provide faster, more efficient service than an ordinary bus line. Many times this is achieved through a designated bus lane or right of way.

Caltrans – California Department of Transportation.

California Environmental Quality Act (CEQA) - Enacted in 1970 and amended through 1983, established state policy to maintain a high-quality environment in California and set up regulations to inhibit degradation of the environment by instituting a statewide policy of environmental protection.

Capital Investment Program (CIP) – Is a plan that identifies future infrastructure needs for a municipality.

Congestion Management Agency (CMA) - develops and updates the legislatively required Congestion Management Program (CMP), a plan that describes the policies and strategies to address congestion problems in the county, and ultimately protects the environment with strategies to help reduce greenhouse gas emissions.

Congestion Mitigation and Air Quality Program (CMAQ) – program that funds surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

Density Units (du) - The number of residential dwelling units per acre of land. Densities specified in General Plans are expressed in units per gross developable acre.

Environmental Impact Report (EIR) - A document used to evaluate the potential environmental impacts of a project, evaluate reasonable alternatives to the project, and identify mitigation measures necessary to minimize the impacts. The California Environmental Quality Act (CEQA) requires that the agency with primary responsibility over the approval of a project (the lead agency) evaluate the project's potential impacts in an Environmental Impact Report (EIR).

Federal Highway Administrations (FHWA) - The agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).

Federal Transit Administration (FTA) - The agency within the U.S. Department of Transportation that provides funding and technical assistance for local public transit systems.

Floor Area Ratio (FAR) - regulates the intensity of non-residential development, is the ratio of the total floor area of a building to the size of the land or parcel on which it sits.

Gentrification – The process of renewal and rebuilding accompanying the influx of middle-class or affluent people into deteriorating areas that often displaces poorer residents.

Greenhouse Gas (GHG) – Air pollutants such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases.

Housing Displacement – Describes the impact of increasing housing prices in a neighborhood prompted by neighborhood reinvestment, major infrastructure investments, and processes of gentrification. Displacement may occur through legal rent increases, illegal evictions, and foreclosure.

Infill Development - The development of new housing or other buildings on scattered vacant lots in a predominantly developed area or on new building parcels created by permitted lot splits.

Infrastructure - Permanent utility installations, including roads, water supply lines, sewage collection pipes, drainage pipes, and power and communications lines.

Jobs-Housing Fit – Is a new metric that measures the imbalance between a city’s total number of low-wage workers and the quantity of homes affordable to them within the city.

Level of service (LOS) - A qualitative term describing operating conditions a driver will experience while traveling on a particular street or at an intersection during a specific time interval. It ranges from LOS A (very little delay) to LOS F (long delays and congestion).

Low Income – Individuals or families earning less than twice the federal poverty line per household size.

Mixed-Use Development - Defined as a development form in which a mix of uses is located in close proximity to each other, sometimes within the same building. The land uses may be stacked on top of each other (i.e., a retail land use on the ground floor with multi-family residential units or offices above). Alternately, the mix could be “horizontal” in nature where, for example, commercial or institutional (school or civic) uses are placed directly next to multi-family residential uses. In all instances the intent of a mixed-use designation is to allow a higher density and intensity of uses that encourage pedestrian activity by placing residents within walking distance of daily needs, reducing automobile dependence.

Moving Ahead for Progress in the 21st Century (MAP 21) – Federal transportation legislation signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014.

Metropolitan Planning Organization (MPO) - Metropolitan Planning Organizations are responsible for planning, programming and coordination of federal highway and transit investments in urbanized areas.

Metropolitan Transportation Commission (MTC) – Is the local MPO tasked with transportation planning, coordinating and financing for the nine county Bay Area.

Napa Valley Transportation Authority (NVTa) – Is a Joint Powers Authority (JPA) made up of all the jurisdictions in Napa County. NVTa’s duties include transportation policy development and providing the region with transportation planning and funding, also serving as the countywide transit provider.

National Environmental Policy Act (NEPA) –is a United States environmental law that established a U.S. national policy promoting the enhancement of the environment and also established the President's Council on Environmental Quality (CEQ).

One Bay Area Grant (OBAG) - a new funding approach that better integrates the region’s federal transportation program with California’s climate law (Senate Bill 375, Steinberg, 2008).

Pedestrian-oriented Development - Development designed with an emphasis on the street sidewalk and on pedestrian access to the building, rather than an auto access and parking areas.

Plan Bay Area 2040 – Plan Bay Area is an integrated long-range transportation and land-use/housing plan for the San Francisco Bay Area. It includes the Bay Area’s Regional Transportation Plan, which the

Metropolitan Transportation Commission (MTC) updates every four years, and the Association of Bay Area Governments' (ABAG's) demographic and economic forecast, which is updated every two years

Priority Conservation Area (PCA) – area of regional significance that has broad community support and an urgent need for protection. These areas provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions

Priority Development Area (PDA) – are locally-identified, infill development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit.

Regional Housing Needs Allocation (RHNA) – state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its Housing Element.

Regional Transportation Plan (RTP) – Carried out by MPOs the RTP is a long-range transportation plan which identifies and analyzes transportation needs of the metropolitan region and creates a framework for project priorities.

Senate Bill 375 (SB 375) – Sustainable Communities and Climate Protection Act of 2008. Sustainable Communities requires ARB to develop regional greenhouse gas emission reduction targets for passenger vehicles. ARB is to establish targets for 2020 and 2035 for each region covered by one of the State's 18 metropolitan planning organizations (MPOs). Requires each of California's MPOs to then prepare a "sustainable communities strategy (SCS)" that demonstrates how the region will meet its greenhouse gas reduction target through integrated land use, housing and transportation planning.

SOV – Single Occupancy Vehicle

Sustainable Communities Strategy (SCS) – Mandated by SB 375 the SCS is a regional blueprint for transportation, housing and land use that is focused on reducing driving and associated greenhouse gas emissions

Transportation Control Measure – strategies to reduce vehicle emissions specifically identified and committed to in State Implementation Plans (SIPs); and are either listed in Section 108 of the Clean Air Act (CAA) or will reduce transportation-related emissions by reducing vehicle use or improving traffic flow.

Transportation Demand Management (TDM) - The application of strategies and policies to reduce travel demand, particularly by single-occupant vehicles during peak commute periods. Instead of increasing roadway capacity, TDM programs focus on using existing transportation systems and modes in ways that contributes less to traffic congestion.

Transportation for Livable Communities – a regional program to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit.

Transportation Oriented Development – planning and design that seeks to create compact, mixed-use, pedestrian-oriented communities located around public transit.

VMT – Vehicle Miles Traveled

APPENDIX B: PDA Background Information

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APPENDIX B

City of Napa

Located in the southern end of the county, the City of Napa is the largest jurisdiction in Napa County. The City has a population of approximately 80,000 and is home to 56 percent of Napa County's residents. As of 2014, the City of Napa had approximately 29,570 housing units and 30,543 jobs.¹ The median household income for Napa is \$68,000 thousand.² Napa's housing stock is predominantly single family. In 2010, single family detached or attached units were about 69 percent of the total housing stock while multifamily housing (including duplexes and apartments) comprised about 27 percent of the housing stock. The remaining units are mobile homes.³

Downtown Napa - Soscol Gateway

Napa's downtown has gone through significant changes in the last 10 years. In May 2012 the City adopted its Downtown Specific Plan to refine the vision for the downtown area. The downtown area is currently characterized by a wide range of land uses. It is predominantly composed of commercial, office and public uses with a limited amount of housing. Existing uses are clustered in various subareas, with the highest density of uses within the heart of downtown along Main and First Streets, and a mix of commercial and residential uses in adjacent areas.

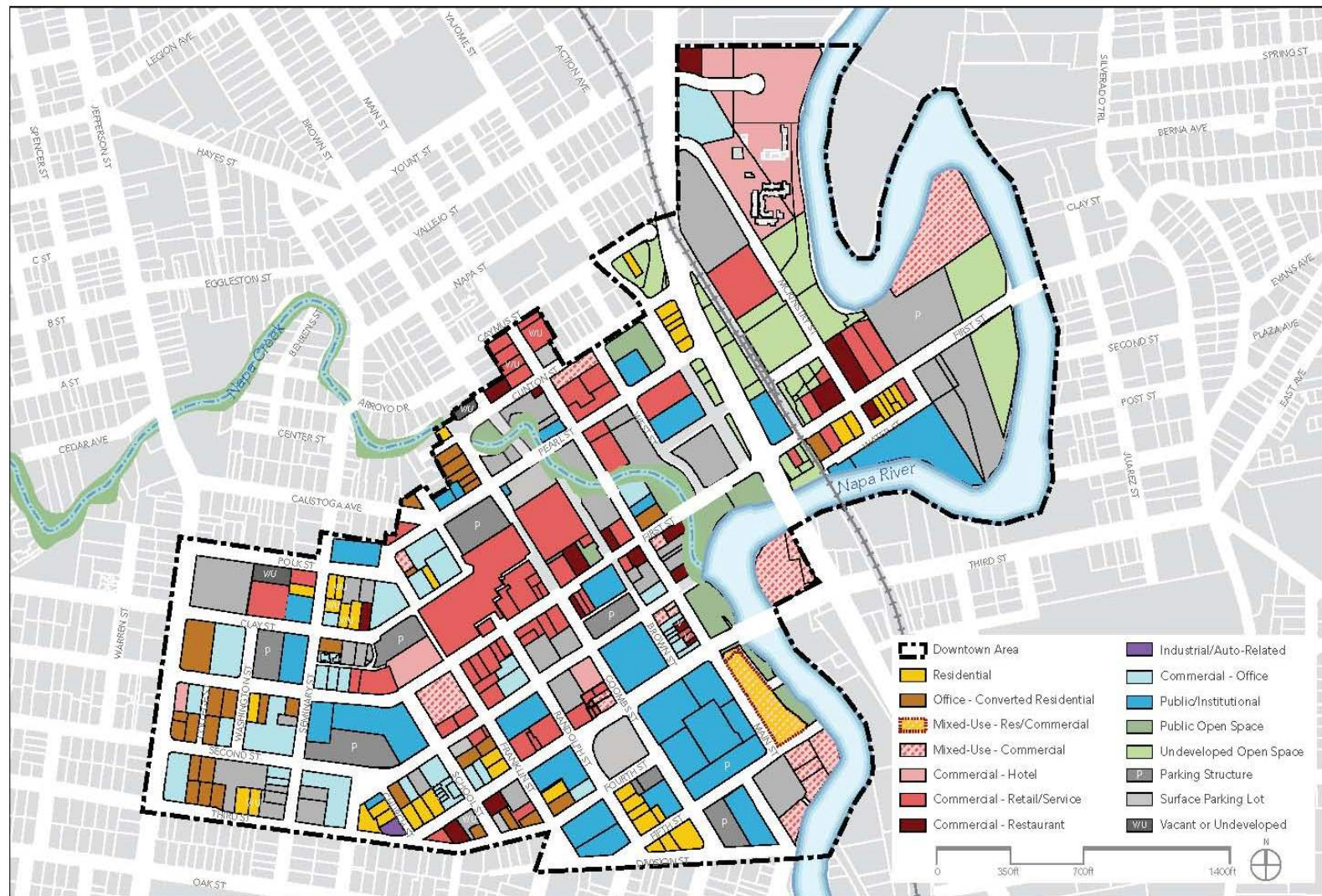
Downtown Napa also includes unique natural features like the Napa River and Creek which cuts through the downtown and Soscol corridor.

¹ Bay Area Displacement, Housing and Travel Data Summary <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

² MTC Vital Signs <http://www.vitalsigns.mtc.ca.gov/income>

³ City of Napa General Plan – Housing

Figure 1 Existing Land Use Conditions⁴



⁴ Source: Downtown Napa Specific Plane Figure 2.1 Existing Conditions

Both the river and creek flooding hindered development in the downtown, but with the 1998 passage of Measure A – the Countywide Flood Control Measure – the City incorporated features of the natural river environment into the development and recreational features of downtown, while making improvements that minimize the threat of flooding in the area. These improvements, in turn, have engendered new business and housing developments in the downtown/Soscol corridors.

The Soscol Corridor provides most visitors with their first view of Napa as a “gateway” to the downtown. Currently the Soscol corridor contains varied land uses, building forms, streetscapes, commercial centers, auto dealerships, and residences that lack a cohesive design and feel. As outlined in the 2004 Soscol Gateway Corridor Vision Plan, the City provided an overall framework of planning concepts for land use, open space, and circulation. The concepts anticipate a substantial evolution of the Soscol Avenue corridor and adjacent areas over a 25 year period. They provide direction for early phase investment so that it supports the community’s long-term vision. Some elements of the plan include a central transit node – the Soscol Gateway Transit Center –this project has already been built, absent the high density housing development that the project originally included.

Since 2000, Napa has experienced significant growth. This is particularly true in Downtown Napa and along the Soscol Gateway Corridor. Several mixed use commercial-residential and hotel developments have been constructed in these areas in recent years reflecting Napa’s smart growth principles and strong city-centered planning practices. To retain existing commercial uses and encourage new commercial and residential development in the Downtown and its surrounding area, Napa prepared comprehensive master plans for Downtown Napa and the Soscol Gateway area. These comprehensive plans propose 1,274 housing units (976 net new units) in the 20 to 30 year horizon. Although development slowed as a result of the prolonged recession and State’s dismantlement of redevelopment agencies, the vision remains as a solid foundation for attracting and retaining new local-serving uses, hotels and residential development in the future.⁵

Napa’s Vision

The Downtown Specific Plan paves the way for a vibrant downtown including a thriving business community, extensive pedestrian and bicycle networks, historic preservation of buildings, as well as new sustainable buildings and architecture. These features will help create a distinct sense of place within the downtown, complementing the surrounding Napa Valley wine country. The vision for the Soscol Gateway is a mixed use corridor with neighborhoods and commercial villages. The overall planning approach emphasizes creation of villages and neighborhoods that have mutually supporting land uses, site plans and pedestrian experiences.⁶

Napa’s Planned Priority Development Area **The Downtown Napa-Soscol Gateway PDA generally**

Welcome to Downtown Napa in 2030. Enjoy Downtown’s unique environment where the community comes together to enjoy a vibrant collection of inviting public spaces, attractive streets, distinctive shops and eateries, exciting entertainment venues, creative public art, historic buildings, sustainable new buildings and an array of housing options. As the distinctive heart of Napa, Downtown is a welcoming, fun and intimate city center – a place where history, charm, neighborhood and economic vitality come together along the Napa River.

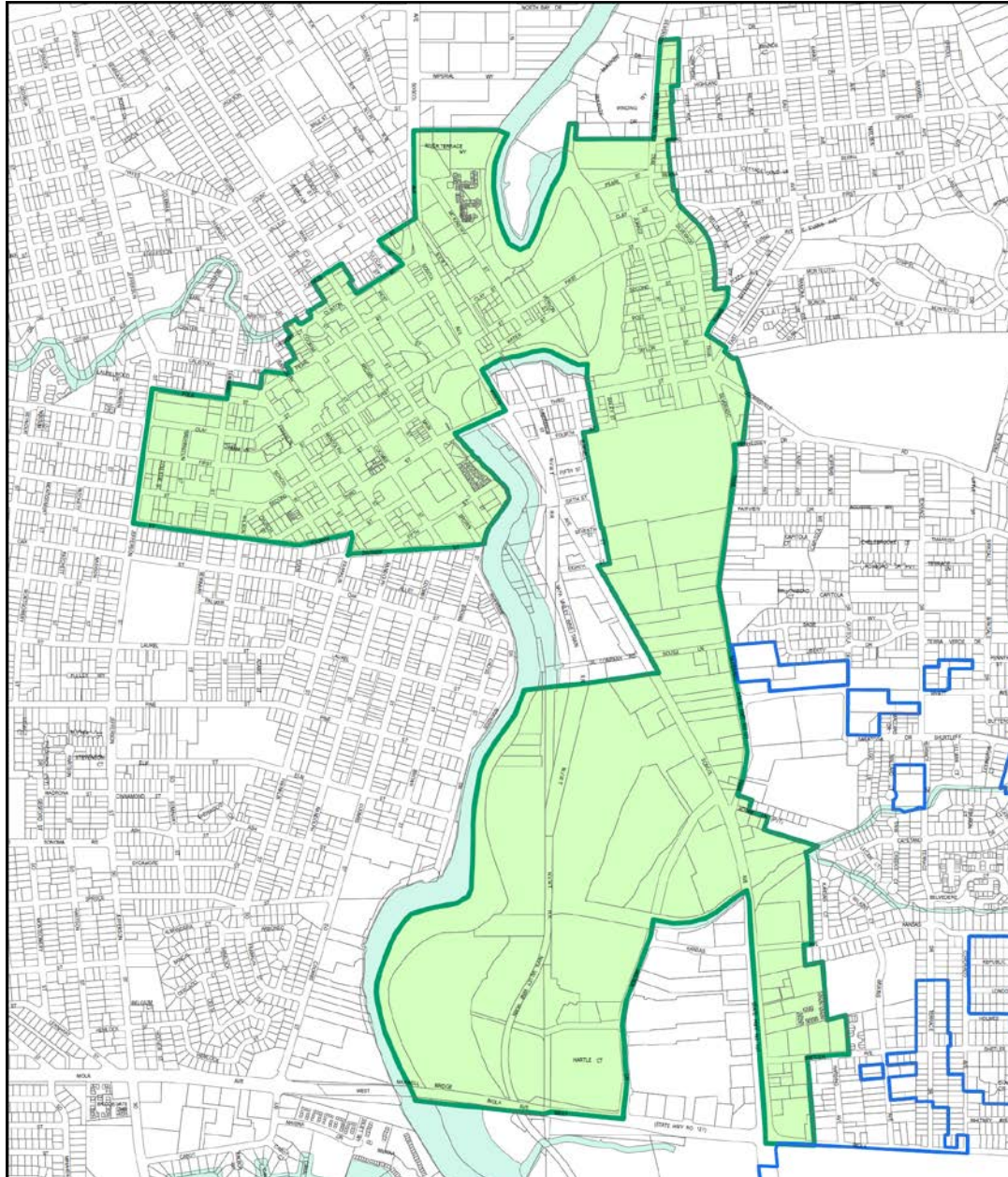
-Excerpt from the Napa Downtown Specific Plan contains the following vision statement:

⁵ City of Napa PDA Application Narrative

⁶ City of Napa Soscol Gateway Vision Plan (2004)

follows the boundaries the Soscol Gateway Corridor outlined in Napa's adopted Soscol Gateway Vision (2004) and the Soscol Gateway Redevelopment Project Area (2007). The Downtown Specific Plan area boundaries include the Napa River on the east, Division and Third Streets on the south, and Jefferson Street on the west. The northern boundary generally follows the zigzagging edge of the existing "Downtown Commercial" zoning area boundary adjacent to northern residential neighborhoods along Polk and Caymus Streets west of Soscol Avenue. The boundaries extend east to include the Oxbow Public Market and the Culinary Institute of America at Copia, east of Soscol Avenue. The Planning Area encompasses approximately 58 acres.

FIGURE 2 Napa's PDA Boundary



Napa County land use is predominantly agricultural and is served by Highway 29 and Silverado Trail (from Napa north to Calistoga). Much of this land is protected by voter initiative (Measures J and P and the City's RUL) and by recognized conservation areas where future development is prohibited, except when specifically associated with agricultural activities or by a vote of the people.

The Downtown Napa-Soscol Gateway PDA provides for compact, mixed-use development of substantial new residential and commercial uses that will serve existing residents and new residents in the 976 new dwelling units planned for the area. These residential neighborhoods or "villages" will be walkable, located near services and transportation, connected by trails to recreation and open space, and located in and near Napa's historic downtown and the Soscol Gateway Transit Center.

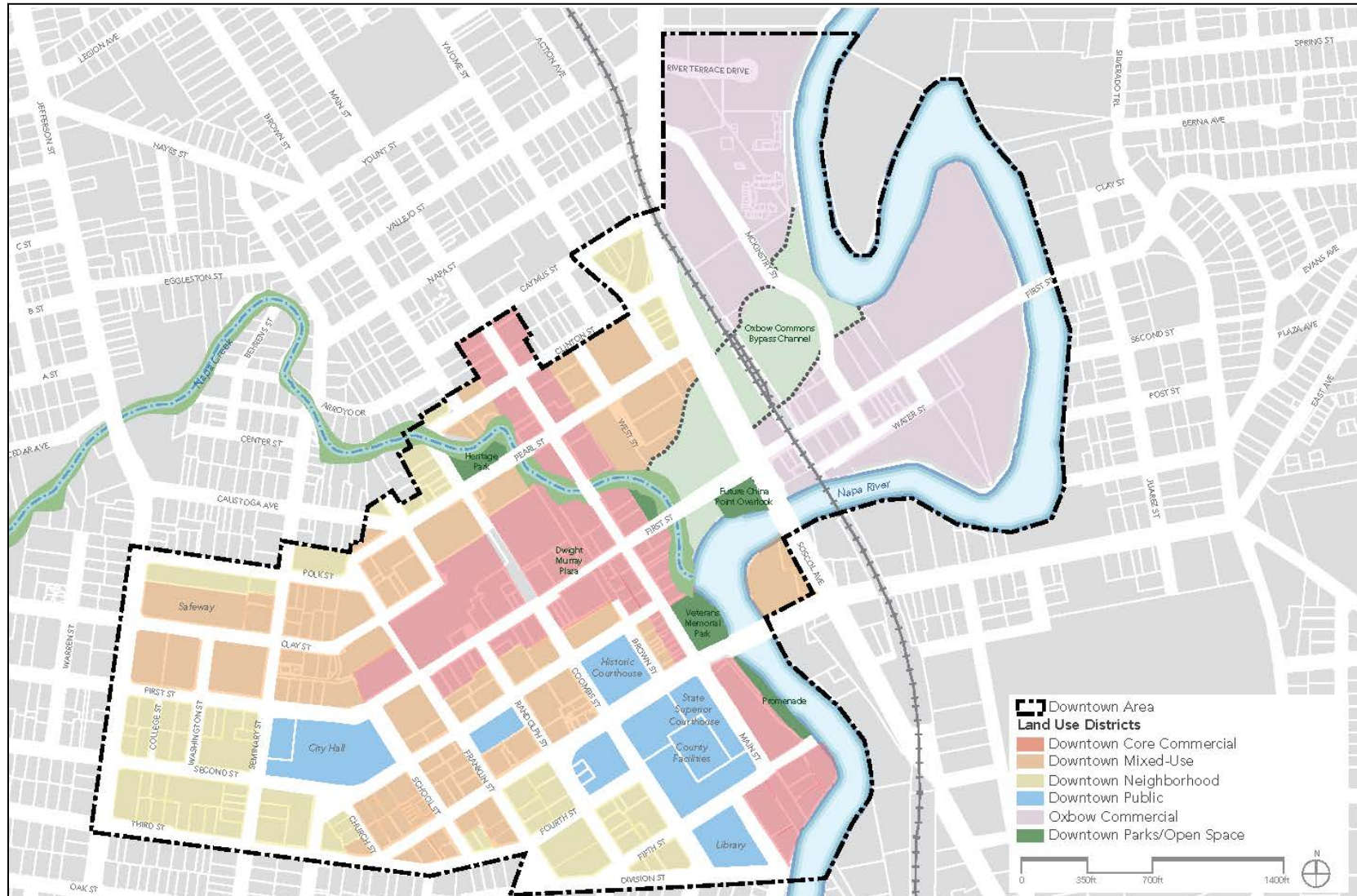
To fully realize and implement the vision of the PDA, resources are necessary to address infrastructure deficiencies, including those primarily related to drainage and circulation (e.g., street, bicycle and pedestrian improvements). General upgrades to roads, road maintenance and traffic delays at key intersections have been identified as deficiencies needing to be addressed with future development. The total cost associated with all infrastructure needs in the Soscol Gateway area is approximately \$50 million, with approximately \$35.5 million specific to transportation improvements. Within the Downtown Specific Plan area the infrastructure needs are approximately \$38 million. The development, when built out, will create more than 1,600 jobs and bring more than 1,400 people to the Downtown.

Densities and floor area ratios are increased along with the diversity in building height, parking requirements and similar strategies to accommodate the vision for a city-centered, sustainable downtown with residents living near services. Collectively, these strategies provide increased housing and transportation alternatives to the community and align with regional goals for creating a complete community and planning for land use, transportation and the environment.

Table 1 Napa PDA

Downtown Napa – Soscol Gateway Corridor PDA		
Area Name and Location	Located in downtown area bordered by Polk, Clinton and Caymus Streets to the north, Jefferson Street to the west, Division Street to the south and extends east across the Napa River to Silverado Trail and south to Imola Avenue.	
Area Size	585 Acres	
Public Transit Serving the Area	NVRTA operates the countywide and regional fixed-route transit system (VINE), the main hub of the system is located within the PDA on the corner of Fourth and Burnell Street. The new transit center provides bus service on a pulse system, includes commuter options, and is in a prime location for future light rail and Ferry Service. There are 15 minutes headways within the planned PDA.	
Place Type	Transit Neighborhood	
	Current Conditions (2006)	Future Goal (Horizon Year 2037)
Total Housing Units	298	1,274
Total Jobs	3,184	5,689
Net Project Density (New Housing)	Existing density ranges are variable in the area by land use designation ranging from 20-40 du/ac in the Downtown Commercial area, 10-40 du/ac on the Mixed Use sites in the Soscol Gateway area; and 3-8 du/ac on the sites set aside for limited single-family residential development.	<p>Within the Downtown Specific Plan area, density ranges have been increased to 20-60 du/ac in the core (Downtown I designation), remain 20-50 du/ac in the downtown edge (Downtown II designation) and 10-25 du/ac in the transitional area between the downtown and the surrounding neighborhoods (Transition designation)</p> <p>Within the Soscol Gateway area densities are revised by converting 5.3 acres to Mixed Use, 16.9 acres to Transit Village, assigning 2.5 acres at the Napa Expo site Mixed Use, and applying the mid-range of the number of units assumed in the 1998 General Plan for the area. The density ranges in the Soscol Gateway area are 10-40 du/ac on mixed Use sites and 3-8 du/ac on the limited number of low density residential sites in the area</p> <p>These revisions provide for 1,274 housing units or 976 net new units in the PDA with approved planning and environmental review.</p>
Minimum/Maximum FARs (New Employment Development)	<p>1.25-4.0 FAR in Downtown Specific Plan area for commercial use and .35 FAR for Residential/Offices</p> <p>.35-.95 FAR in the Soscol Gateway area</p>	<p>The FAR has been increased with the adoption of the Downtown Specific Plan to 5.0 Downtown I designation, 4.0 Downtown II designation, and 3.0 Transition designation.</p> <p>Within the Soscol Gateway area the FAR is .35-.95, although far more land is now zoned for multi-family use as part of Mixed Use designation.</p>

FIGURE 3 Downtown Napa Land Use Designations⁷



⁷Source: Figure 4.3 in City of Napa's Downtown Specific Plan

The Downtown Napa - Soscol Gateway Area specific plan will guide public and private investment in the area. The PDA is already being transformed by the Napa River Flood Protection Project which prompted redevelopment along the water front, improved the transit and pedestrian network, and significantly mitigated flood risks in the area. As outlined in adopted plans, the vision provides an overall framework for land use, circulation, open space, and the foundation for new neighborhoods and revitalization of existing neighborhoods. The Soscol Gateway Corridor Plan covers 376 acres, including 24.7 acres of land rezoned to accommodate the transit center and mixed residential-commercial uses, a 2.5-acre portion of the Napa Expo, a State-owned property, and the 80-acre Gasser site.

Within the Soscol Gateway Corridor, a minimum of 458 new housing units are planned at densities up to 40 du/acre, including 20 percent affordable housing for lower-income residents. These neighborhoods will connect to 13 acres of open space and wetlands through a network of public use trails linking the commercial development, Napa River trails and Downtown Napa.

Similarly, the Downtown Specific Plan enhances Napa's unique, colorful and historically significant downtown to meet the needs of existing and new residents, while continuing to draw visitors to the area. The Downtown Napa Specific Plan, adopted by the Napa City Council in May 2012, will provide the framework for realizing the vision of a vibrant, healthy and balanced pedestrian-oriented city center. To help achieve its objectives, the Specific Plan outlines a set of recommended improvements to cultivate a physically attractive, economically healthy and socially animated city center where people choose to live and visit. This includes establishing an appropriate mix, density and orientation of residential and commercial uses to improve the business environment to enhance community in the downtown Napa area. It also entails enhancing the auto, transit and bicycle circulation network and pedestrian streetscape. Such improvements will allow people to have easy and efficient access into and out of downtown, as well as great mobility options throughout the city core.

Both the approved Soscol Gateway Corridor Vision and the Downtown Napa Specific Plan help to achieve Napa's overall community vision of protecting farmland and vineyards surrounding the community while focusing development inside the Rural Urban Limit (RUL).

Public transit is a significant part of Napa's future plans for success. NVRTA operates Napa's fixed route transit service (the Vine) which serves greater Napa County and destinations in Solano and Contra Costa Counties – connections to the larger Bay Area. Napa's transit hub was re-located from Downtown Napa, to the new intermodal Soscol Gateway Transit Center located one block east of Downtown Napa on the corner of Fourth and Burnell Street. The new Transit Center is centrally located one block east of Downtown Napa, one block south of the Oxbow Public Market, and immediately adjacent to the Napa County Expo and Soscol Gateway area and provides bus transit services of between 15 minute and 30 minute headways during peak period in downtown Napa with access to interregional commuter services, including Amtrak (Capital Corridor), BART, and ferry services, as well as close proximity to locations that could be developed to provide future ferry service and light rail.⁸

Physical Landscape:

The physical landscape of the Napa PDA has a wide array of uses. The Soscol Gateway has recently gone through major development including the construction of the new movie theater on the South Gasser site, the homeless shelter, and a 24-unit transitional housing complex. The Downtown Expo is also

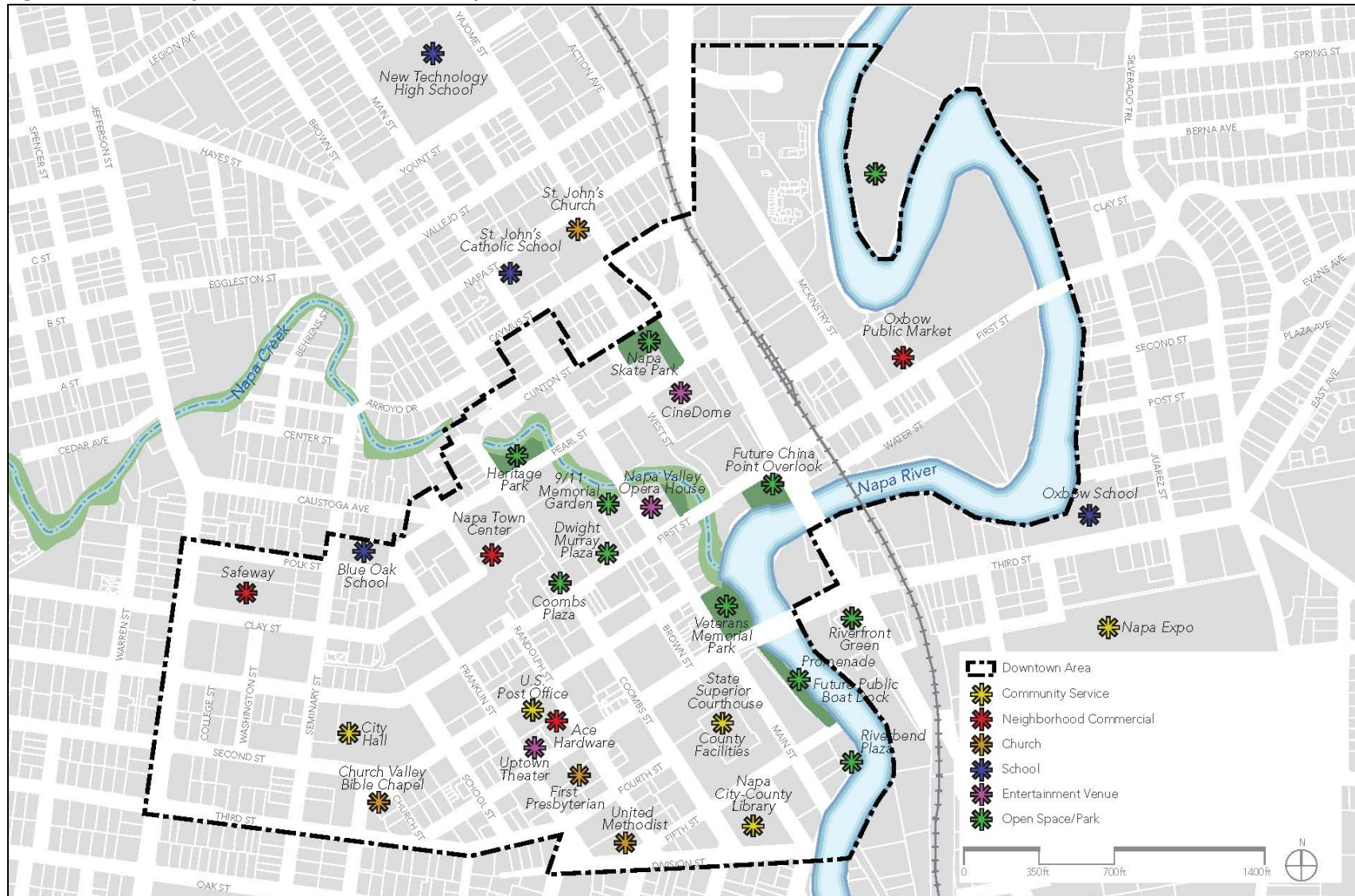
⁸ City of Napa PDA Application Narrative

within the Napa PDA boundary. In Downtown Napa there is a mix of old and new development, park and recreational space, and natural features such as the Napa River and Creek. Downtown is home to many social and governmental services such as the County and City offices, the Napa Library, and other social service facilities such as COPE, the Family Services of Napa Valley, the Hope Center, ALDEA, and The Table. The County of Napa has plans to relocate the jail facilities to a location just south of the City of Napa. This will open up areas of the downtown for other redevelopment opportunities. There are also schools in Downtown Napa including St. John the Baptist Catholic School and Blue Oak Elementary. There is limited housing in the Downtown Napa PDA but surrounding neighborhoods include two historical residential neighborhoods and two communities of concern – one just off 1st street and Highway 29 and the other on Imola at Soscol, making the PDA a logical location for new development and housing.

Downtown Napa Riverfront Mixed-Use Development:



Figure 4 Community Resources in Downtown Napa⁹



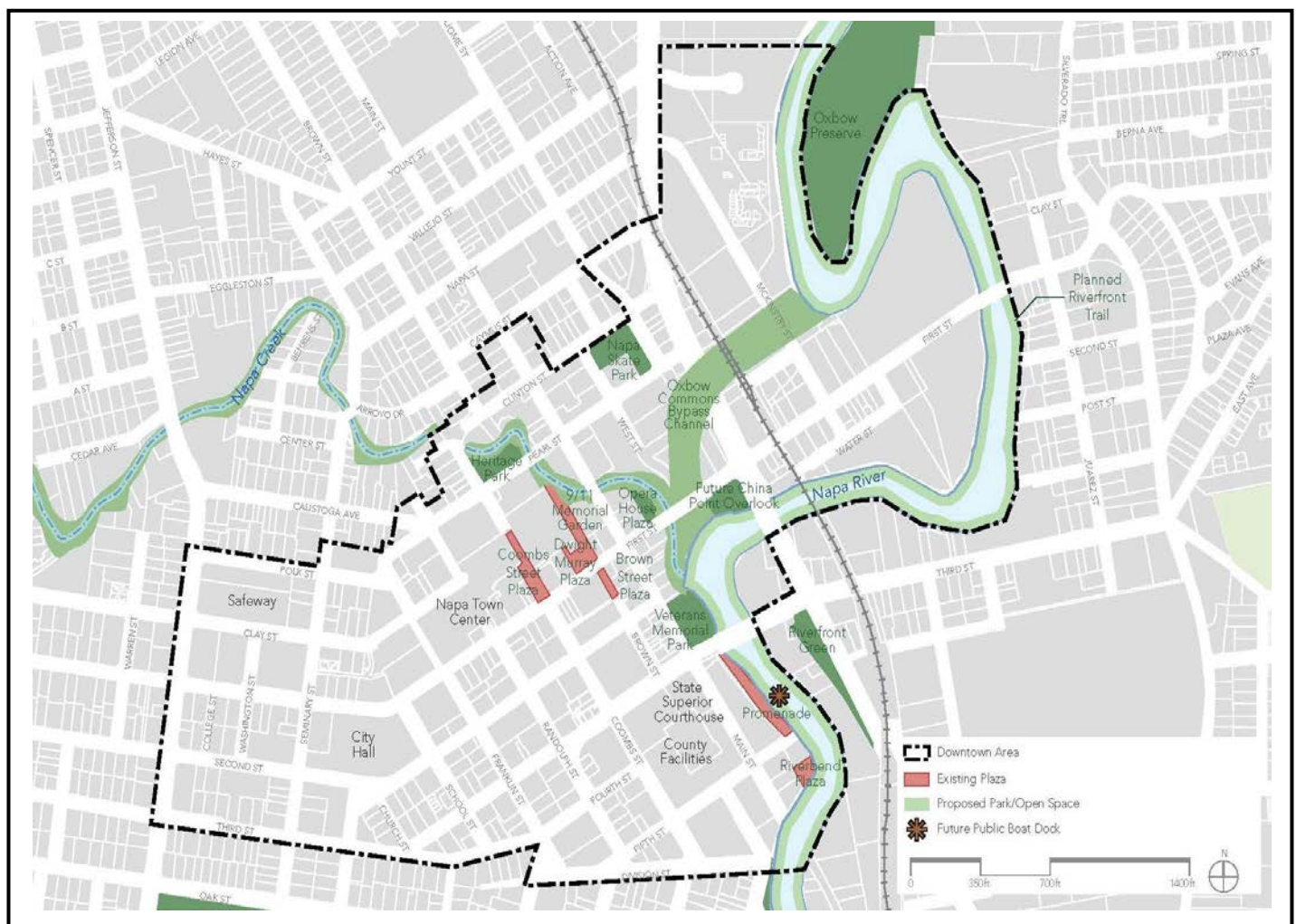
⁹ Source: Downtown Specific Plan Figure 2.3 Community Amenities

The Downtown Specific Plan categorizes the following area types within Downtown Napa:

- Downtown Commercial Subarea – includes community amenities, neighborhood servicing retail, churches, schools, hair and nail salons, and entertainment venues
- Residential/Office Subarea – includes historic residential structures converted to offices, contains mixed residential and offices
- Tourist Commercial Subarea – includes Oxbow area, hotels, restaurants, and wine tasting rooms and retail shops
- Public/Quasi Public Subarea – includes County offices and courthouse, the County jail, City of Napa Administration offices and Fire and Police stations

Downtown also has numerous public spaces such as plazas and parks.

FIGURE 5 Parks and Open Space in Downtown¹⁰



¹⁰ Source: Napa Downtown Specific Plan Figure 2.7 Parks and Open Space

Housing

Currently, there are approximately 125 units in downtown. Housing consists primarily of single family homes, with some apartments and duplexes. The Napa Riverfront is the largest mixed use development containing 50 condominiums located above retail and restaurant space.¹¹ The Soscol Corridor has more land to accommodate future housing. Current housing consists of 173 units of low density residential units intermixed with commercial. The City of Napa General Plan increased land density to 10-40 du/ac for mixed-use development along the Soscol Corridor. This will provide the opportunity for future mixed-use development along the Soscol Corridor to be residential and commercial. The City in its most recent Housing Element, adopted in 2015, updated the Accessory Dwelling Unit Ordinance, increased Affordable Housing Impact Fees, and updated the Historic Preservation Ordinance and Historic Resources Inventory. Since 2013 the City has approved and seen 510 new residential units constructed. Of those units 58 were for the very low income level, 17 for low income, 208 for moderate income, and 206 for above moderate income. None of the constructed units have been within the PDA. The city has approved 282 units in the PDA this past year, but no permits have been pulled for the developments.

Increased land densities will provide the opportunity for future mixed use development along the Soscol Gateway Corridor.

Market Conditions

The 20 year projection for Downtown Napa market conditions is roughly 60,000 square feet of new retail space, which can include up to 49,543 square feet of mixed use space, between 375,000 and 400,000 square feet of new office space, of which 31,431 square feet can be converted to mixed-use space, and approximately 253,000 square feet of hotel space.¹² The 87,000 square feet of retail space is projected to be smaller national and regional retailers intermixed with specialty retail and restaurants and eateries.

Currently retail space is achieving a taxable rate of \$215 per square feet. If demand for retail services increases, and the average rate were to reach \$300 per square foot creating new retail space would be feasible. The actual retail space created in the Downtown area will be determined by residential demand. Improved infrastructure, recreational amenities, and a more vibrant downtown will attract residential tenants and in turn drive the demand for retail space. The future office space of Downtown Napa would serve approximately 1,300 employees. The most prevalent business types are likely to include finance, insurance, and real estate. Professional services, corporate offices, and some institutional space (City and County) would also be part of future office space. The Downtown Specific Plan projects that the new office development would result in increased demand for 800 new financial and professional service employees and about 450 employees in health, education, and recreation services.¹³

The Downtown Napa-Soscol Gateway Corridor has numerous hotel and lodging accommodations. The Westin Verasa and River Terrace Inn is already located on Soscol. Other downtown Napa hotels include the restored Napa Mill and the Andaz Hotel and the currently under construction, Archer Hotel. Future development includes a proposed 250 room hotel in the COPIA area. This size hotel would create about

¹¹ Downtown Napa Specific Plan Existing Conditions Chapter 2.1 Land Use and Urban Design Assets

¹² City of Napa Downtown Specific Plan Appendix E – Economic Analysis

¹³ City of Napa Downtown Specific Plan Appendix E – Economic Analysis

200,000 square feet of space. The Downtown Specific Plan forecasts a hotel of this size to be built within the next twenty years.²¹

Transportation: Existing Conditions

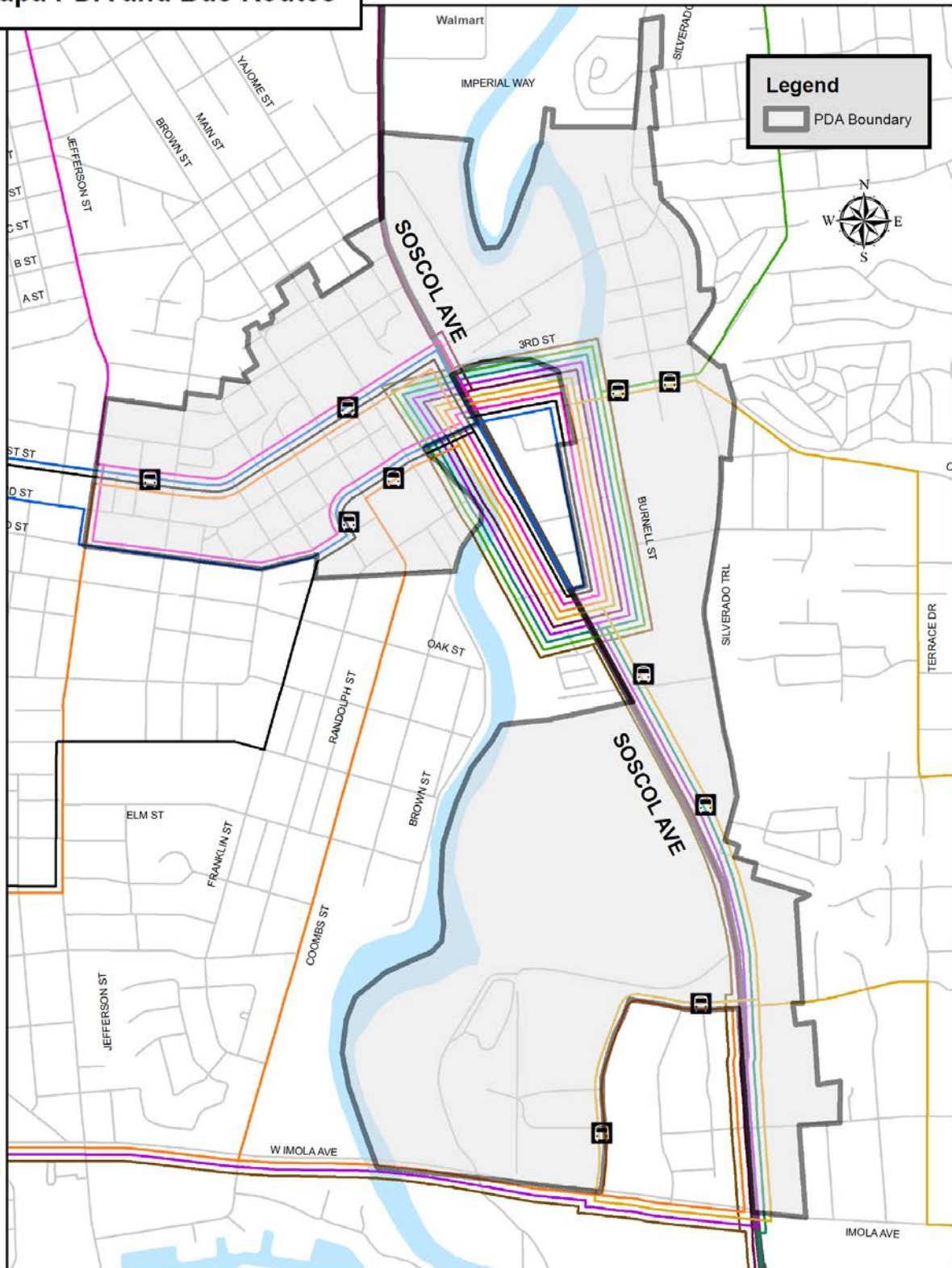
Transit - NVRTA operates the Vine – a fixed route transit service which provides service in the City of Napa. The entire Vine system was restructured in 2012 to reduce headways, improve transfer times and locations, which greatly improving system flexibility. This new restructuring has resulted in 15-20 minute headways in the Downtown Napa Soscol Gateway PDA. The Vine also provides commuter services to the Vallejo Ferry terminal, and the El Cerrito Del Norte BART station, and the Fairfield Suisun Capital Corridor/Amtrak Station.

Soscol Gateway Transit Center:



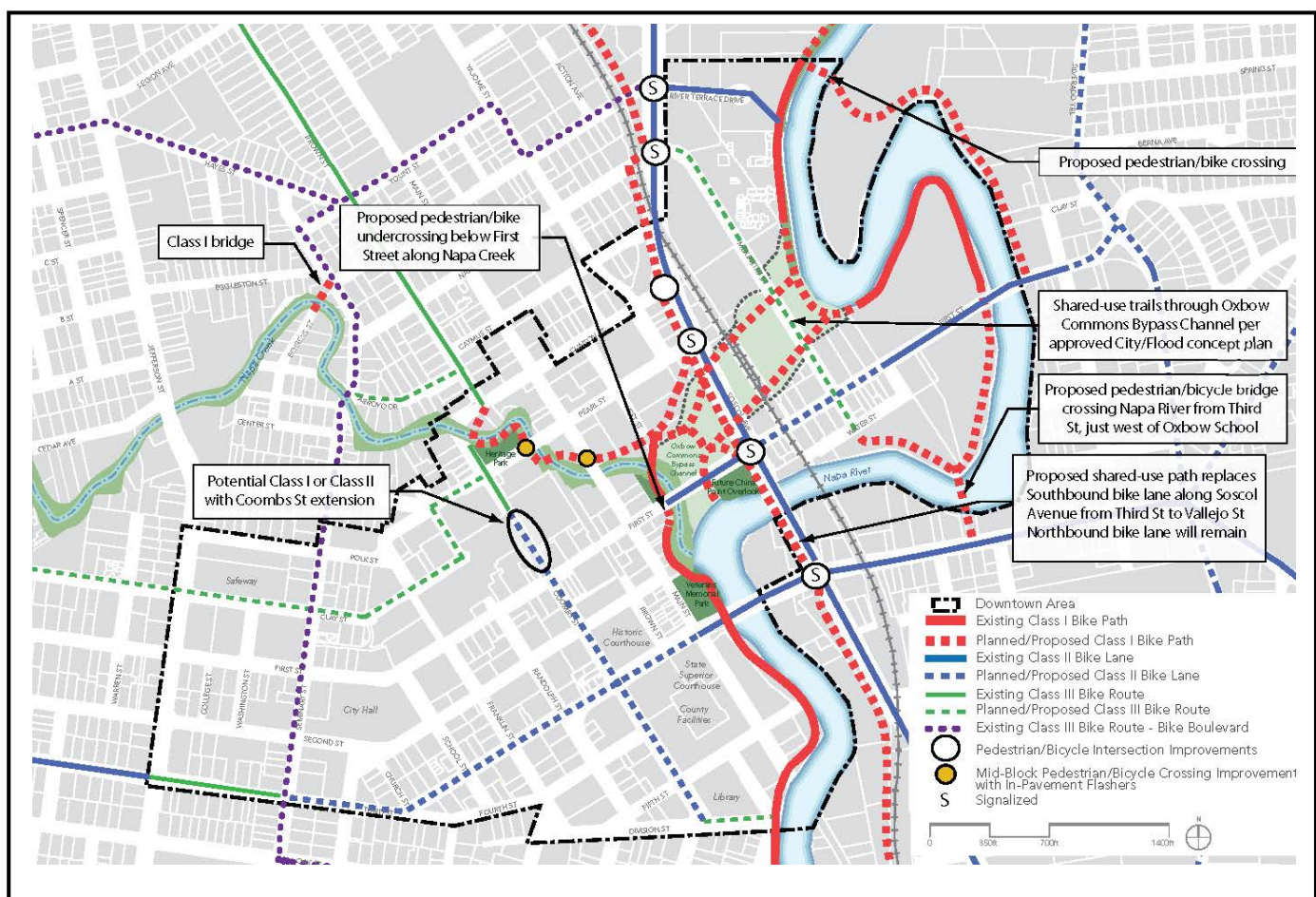
FIGURE 6 Transit Map of Napa PDA

Napa PDA and Bus Routes



Bicycle and Pedestrian – Downtown Napa offers many pedestrian-friendly features including continuous network of sidewalks, crosswalks, pedestrian signals at intersections, short crossings at most intersections, pedestrian friendly streetscapes, and sidewalk curb extensions. The Soscol Corridor is not as pedestrian friendly due to higher traffic volumes and speeds than downtown, however the newly completed segment of the Napa Valley Vine Trail, a class I facility that runs north/south adjacent to Soscol providing safe connections to downtown, Napa Valley College, and shopping along the Soscol Corridor. There is also a class II bike lane on Soscol Avenue, the main thoroughfare of the Soscol Corridor. The City of Napa has a bicycle network made up of various Class I, II, and III bike lanes and bicycle boulevards. Some of these bicycle lanes cut through Downtown. Barriers to bicycle and pedestrian travel include the natural environment like the Napa River and high traffic volumes and speeds on main arterials such as Soscol Avenue. There are two crossings for the river at First Street and Third Street both accommodate pedestrian and bicycle infrastructure.¹⁴

FIGURE 7 Downtown Bike and Pedestrian Network¹⁵



Roadway System - The Downtown Napa Soscol Gateway PDA is bordered by State Route 29 to the west and State Route 221 (which becomes State Route 121 when it turns into Soscol) on the east. Silverado

¹⁴ City of Napa Downtown Specific Plan Section 6.6 Pedestrian and Bicycle Circulation

¹⁵ Source: City of Napa Downtown Specific Plan Figure 6.6

Trail (SR 121) is also a main road that runs north-south parallel to Soscol up to Monticello Road. The major arterials that connect to the PDA include First Street which links SR 29 to the downtown area. It is a two-way east-west collector until to Jefferson Street and then becomes one-way westbound street between Jefferson and California. Second Street is also a one-way two lane eastbound collector from California to Jefferson Street. East of Jefferson Street to Soscol Avenue it is two-way street. Third Street is a two-way east-west collector that runs parallel to First and Second Streets and connects the downtown to Soscol Avenue. Soscol Avenue is a four lane two-way arterial that runs from Imola Avenue in the south to Trancas Street in the north. Other collectors in the PDA include – Main, Coombs, Seminary, and Pearl Streets. The primary access to the PDA from SR 29 is Jefferson Street, Soscol Street, First and Second Streets.¹⁶

Future Improvements

Transit Improvements – Future transit improvements potentially include a Bus Rapid Transit system, Light Rail Service, and downtown trolley service.

Napa’s Strategies to Support Transit Development:

- Emphasize the importance of streetscape improvements and pedestrian connectivity as essential strategies for increasing transit ridership.
- Work with NVTa to identify sources of funding for bus stop upgrades and improvement of amenities.
- Coordinate with NVTa as it explores a strategy of bus operations modifications such as coordinated signals.
- Accommodate buses in street design – understanding that buses need more generous curb radii and wider sidewalks to accommodate shelters and pedestrian flow.
- Coordinate with NVTa as it evaluates potential commuter or light rail service and identify downtown Napa as a viable regional transportation hub, central destination and center for housing, jobs, and tourism.¹⁷

Pedestrian Improvements – Downtown Napa streets serve a higher volume of pedestrians compared to other streets in Napa. In the Downtown Specific Plan, the City of Napa has identified the need to enhance the downtown streets with additional pedestrian friendly amenities such as wider sidewalks spanning at least 10 feet that accommodate pedestrians as well as landscaping. Other enhancements in the Downtown include: public art, sidewalk café space, bulbouts, lighting, wayfinding signage, and street furniture.¹⁸ Improved pedestrian crossings on Silverado Trail and Soscol Avenue are identified in the Soscol Gateway Study. The Soscol Gateway study identifies two pedestrian bridges that would greatly increase pedestrian circulation along the Soscol Corridor including one over the Napa River extending from Third Street to the Oxbow and CIA at Copia area. This bridge would be in close proximity to the Soscol Gateway Transit Center. The other pedestrian bridge crosses over the railroad tracks spanning from Oil Co. Road to the Napa River Trail.

¹⁶ City of Napa Downtown Specific Plan Section 6.2 Existing Roadway System

¹⁷ City of Napa Downtown Specific Plan Section 6.5 Public Transit System

¹⁸ City of Napa Downtown Specific Plan Section 6.6 Pedestrian and Bicycle Circulation

Bicycle Improvements – The City plans on creating a well-connected network of Class I, II, and III bicycle facilities throughout the Downtown Napa and Soscol Gateway PDA. The network will facilitate an east-west and north-south circulation pattern. The Downtown/Soscol bicycle system will also connect to the trails and pedestrian paths along the Napa River and the Oxbow Commons Bypass Channel. Other future bicycle improvements include: Downtown bike-sharing program, reconstructing street frontages to accommodate pedestrians and bicyclists, require downtown developers to contribute to streetscape improvements and the Class I multi-use trail system along the Downtown Napa waterway such as the Vine Trail along Soscol Avenue, and share lane markings.¹⁹

Parking and Travel Demand Management- To accommodate future housing and job growth in downtown Napa, the City has outlined a series of parking strategies. Included in these strategies is variable parking pricing, expansion of the parking exemption zone, shared parking for businesses, and implementation of a residential parking permit program. In addition, capital parking improvements identified by the City is an additional 300-400 parking space structure on the west side of Soscol Avenue, and 75-100 additional spaces in the Oxbow District. The Downtown Specific Plan also made a recommendation to adopt revised parking requirements to support the vision of a higher-density, mixed use downtown Napa, where visitors are encouraged to park once and visit several destinations. This recommendation was amended into the general plan. This revision reduced parking ratios by approximately twenty five percent for 2 and 3 plus bedroom units, lowered ratios for office and commercial parking ratios are 20 percent, and remain the same for lodging units at 1 space per sleeping room and 1 space per every 2 employees.²⁰

Table 2 Revised Downtown Automobile Parking Standards²¹

Residential Uses		
Single family attached, residential and condominiums and apartments of two or more attached	Per Unit Parking Requirements	
	Studio	1.0
	1 bedroom	1.0
	2 bedrooms	1.2
	3 bedrooms	1.3
Guest parking for the above uses	Not required unless within 200 feet of a residential district, in which case guest parking shall be provided at 1 space per 5 units; or 1 space per 3 units if units take access from arterials or collectors where on street parking is prohibited.	
Commercial and Office Uses		
All uses except hotels and motels, bed and breakfasts which shall use the Citywide standard	3.2 spaces per 1,000 sq. ft. ground floor 2.4 spaces per 1,000 sq. ft. other floors	
Bed and Breakfast Inns	No reduction in ratios. See bed and breakfast standards.	

¹⁹ City of Napa Downtown Specific Plan Section 6.6 Pedestrian and Bicycle Circulation

²⁰ City of Napa Downtown Specific Plan Section 6.7 Parking Supply and Demand / Parking Management Plan

²¹ Source: Table 6.2 in the City of Napa's Downtown Specific Plan Section 6.7 Parking Supply and Demand / Parking Management Plan

Hotels and Motels	1 space per sleeping room plus 1 space for manager plus 1 space for every 2 employees (full or part time) plus, if a hotel has a convention, banquet, restaurant or meeting facilities, parking shall be provided in addition to the hotel requirement, as determined by Planning Commission, based on parking study provided by applicant and acceptable to the City.
Public/Quasi public facilities	Standards are typically established through parking studies of the specific use.

Roadway Improvements - The City has identified a series of roadway improvements in the Downtown Specific Plan. These improvements include the following:

Table 3 Capital Roadway Improvements²²

1	California and First and Second Street Roundabouts
2	Imola Corridor Bicycle and Pedestrian Improvements
3	Oxbow Preserve Pedestrian Bridge
4	Implement widening of Soscol Avenue between Silverado Trail and Magnolia
5	Main Street Sidewalk Widening and Improvements
6	Widen the southbound approach of the intersection of Silverado Trail at Soscol Avenue to provide two left turn lanes
7	Complete the missing segment of Terrace Avenue over Cayetano Creek
8	Soscol Avenue Widening from Magnolia Drive to Silverado Trail
9	Extend Gasser Drive to Soscol Avenue at a new intersection north of the intersection of Soscol Avenue/Silverado Trail
10	Widen Silverado Trail to provide left turn lane improvements between Soscol Avenue and Third Street
11	Improve the five-way intersection of Third Street/East Avenue/Coombsville Road/Silverado Trail to improve safety, increase vehicular capacity, and improve level of service.
12	Implement Class II bike lanes on Silverado Trail between Soscol Avenue and Third Street

Numbers are for reference only and do not represent a priority order.

²² City of Napa Downtown Specific Plan Appendix C Transportation Analysis and Countywide Transportation Plan Vision 2040: Moving Napa Forward

City of American Canyon

The City of American Canyon is located at the southern end of Napa County between the Napa River and the Sulphur Spring Mountain Range. The City has a population of approximately 20,000 residents.

American Canyon experienced a 99% population growth from 2000 to 2010 - far surpassing any other jurisdiction in Napa County

American Canyon has experienced the greatest percentage increase in population of any jurisdiction in Napa County in the last twenty years, including a 99 percent growth in population from 2000 to 2010. The City's median household income is \$76,000 and the median home price is \$490,500.²³

The City of American Canyon is an entry point for most visitors to the Napa Valley. American Canyon, bordered by Highway 37 to the south, Highway 12 to the north serves as a throughway to reach Napa Valley for visitors coming on Highway 80. An obstacle to establishing a vibrant Priority Development Area in American Canyon is high posted speed limits and lack of complete street features along Highway 29, which currently serves as an east-west divide through the heart of the City.

The City encompasses a variety of suburban density tract residential neighborhoods, several mobile home parks, three apartment projects, several recent commercial shopping centers and some vacant and underutilized properties along Highway 29, a large industrial park on the north side of the City, and open space.²⁴

Highway 29 Corridor

Built in the 1970's Highway 29 is a four-lane, center divided regional highway. Highway 29 runs through the center of American Canyon. The Highway corridor is often the first and last impression made on visitors as they make their way through the City. Development along the corridor varies from the northern end of American Canyon where commercial, industrial and some rural residential is located, to the heart of the City which contains a shopping center and high density residential, to the southern end where low density residential is located. The majority of the traffic on Highway 29, through American Canyon, is single occupancy vehicle pass through traffic, meaning the vehicles are not arriving or departing in American Canyon. Highway 29 has an Annual Daily Traffic Volume (ADT) of approximately 50,000 vehicles. With its high volume and speed, and little pedestrian and bicycle infrastructure, Highway 29 is very vehicle centered and therefore presents barriers for promising a connected community within the Highway 29 Corridor PDA.

Highway 29 Corridor Vision

In 2014 the City of American Canyon received PDA Planning funds from the Metropolitan Transportation Commission to develop the Broadway District Specific Plan. Currently the Plan is still in draft stages.

The overarching goal for the Broadway District Specific Plan is to enhance the Broadway District as a livable, small town, mixed use city center that is vibrant and thriving and alluring as the "Face of the City."

²³ MTC Vital Signs <http://www.vitalsigns.mtc.ca.gov/>

²⁴ City of American Canyon General Plan Housing Land Use Element

The guiding principles for the PDA identified in the draft specific plan are:

- Beautify the corridor with landscaping, trees and architecture
- Provide New Retail Opportunities
- Provide Gathering Places/Multi-Purpose Places
- Unify the Character of New Development
- Improve Mobility
- Encourage Events/Festivals to Enliven the District
- Provide Connections between neighboring Properties and Adjacent Neighborhoods
- Improve Safety with Highway Speeds and Pedestrian Access

The goals of the Broadway Specific Plan are:

- Specific Plan lines for Highway 29, intersection designs, and parallel routes
- Pedestrian/bike crossing solutions
- Economic Development business opportunities
- Architectural and landscape design guidelines
- Economically feasible land uses
- Buffer development with adjacent neighborhoods
- Identify park, open space, and recreation opportunities

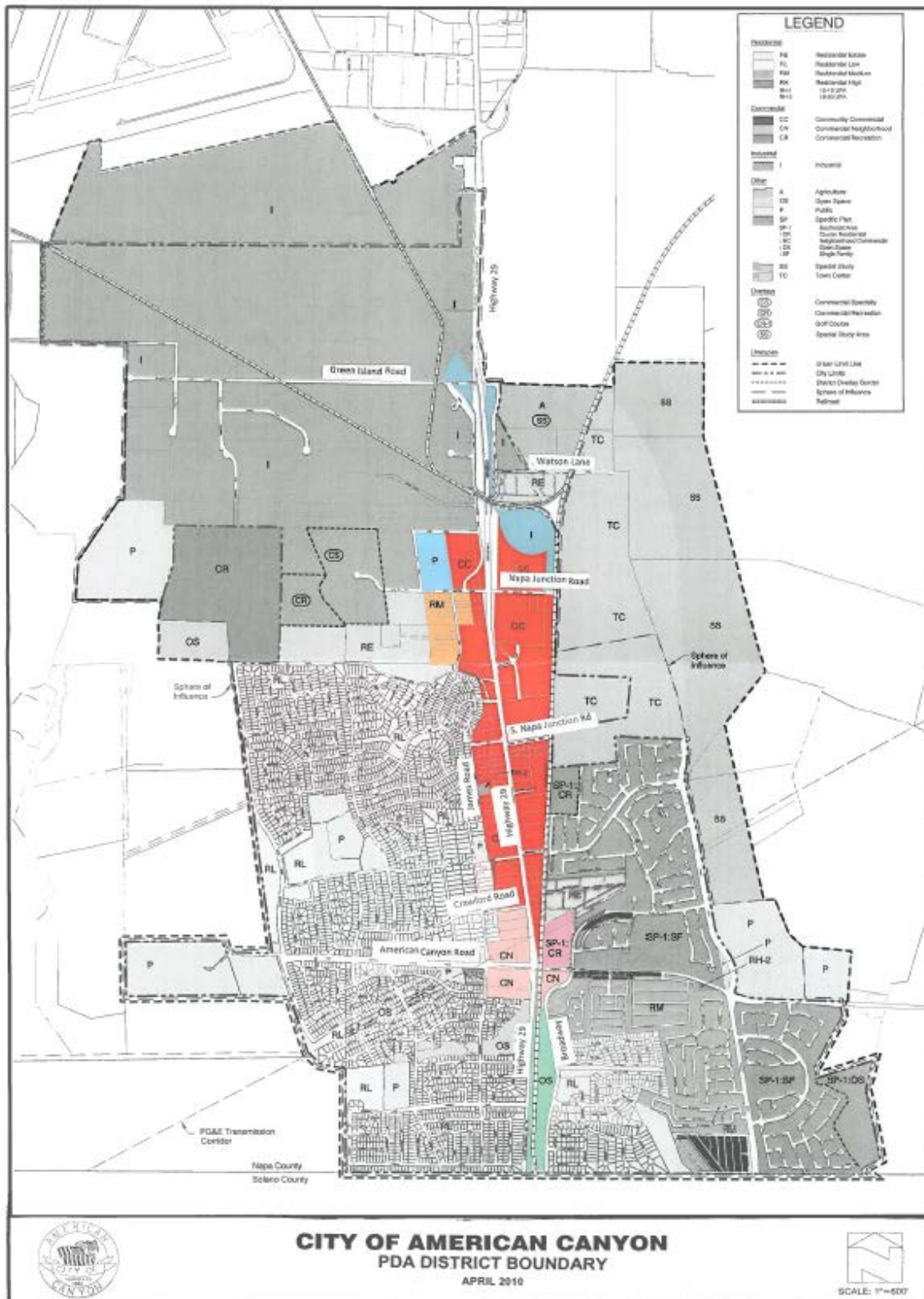
Table 4 American Canyon PDA

American Canyon – Hwy 29 Mixed Use Corridor PDA		
Area Name and Location	Highway 29 Corridor	
Area Size	225 Acres	
Public Transit Serving the Area	The Vine and American Canyon Transit	
Place Type	Mixed Use Corridor	
	Current Conditions (2008)	Future Goal (2035)
Total Housing Units	272	1,200
Total Jobs	593	1,993
Net Project Density (New Housing)	35 du/acre	35 du/acre
Minimum/Maximum FARs (New Employment Development)	1.5 FAR	1.5 FAR

American Canyon Highway 29 Corridor:



FIGURE 8 American Canyon PDA



Physical Landscape

The American Canyon PDA's geographic boundaries are generally Green Island Road on the north, James Road on the west, the railroad tracks on the east, and the City of Vallejo on the south. The northern end of the PDA near Napa Junction Road contains Napa Junction Elementary School, City of American Canyon Administration offices and City Hall, and the Napa Junction shopping center. The shopping center consists of one major anchor retailer – Walmart, and other retail stores and restaurants, as well as high density residential. Below the Napa Junction center on the east side of the Highway 29 is Adobe Lumber, and on the west of Highway 29 are the Broadway Market and a Garden Statuary store. Further south along Highway 29 is interspersed office and commercial space, lodging, religious institutions, restaurants, retail, and low density residential. The west side of the PDA also contains the City Library, the American Canyon Fire Protection District, and the Chamber of Commerce.

Mixed use and higher density residential projects along the corridor will boost transit ridership to BART stations in the East Bay, the Vallejo Ferry to San Francisco, and to local wine industry jobs in American Canyon, the Napa Airport Industrial Park, and north County.

Housing

There are currently 490 housing units within the PDA. On the west side of the Highway 29 the majority of housing is low density single family residential units. On the east side of the PDA there are high density residential units at The Lodge at Napa Junction.²⁵ The City in its most recent Housing Element, adopted in 2015, has incorporated a new Affordable Housing Impact Fees for residential and commercial development, adopted a new density bonus ordinance consistent with state law, and also adopted an Emergency Shelters Ordinance, allowing transitional and supportive housing as a permitted use in single family zoning districts. Since 2013 the City has approved 256 new residential units of which 188 units have been constructed. Of the units approved, 43 were for the very low income level, 50 for low income, - 284 for moderate income, and 38 for above moderate income. Out of the total units approved within the City a large proportion, 377, were within the PDA boundary with 148 constructed to date.

Market Conditions

The top five employers in American Canyon are Walmart- 426 employees, Amcam Beverages - 155 employees, G.L. Mezzetta – 150 employees, Kona Coast Food Productions – 150 employees, and American Canyon High School – 100 employees.²⁶ The City is currently processing a mixed-use development of approximately 300 acres east of Highway 29 and east of the Napa Junction Retail Center for a future Town Center which will consist of up to 1,253 single and multi-family residential units and a mix of urban uses such as retail and tourism/entertainment uses. This development could bring significant economic growth to the city and establish a new distinct neighborhood.

Transportation: Existing Conditions

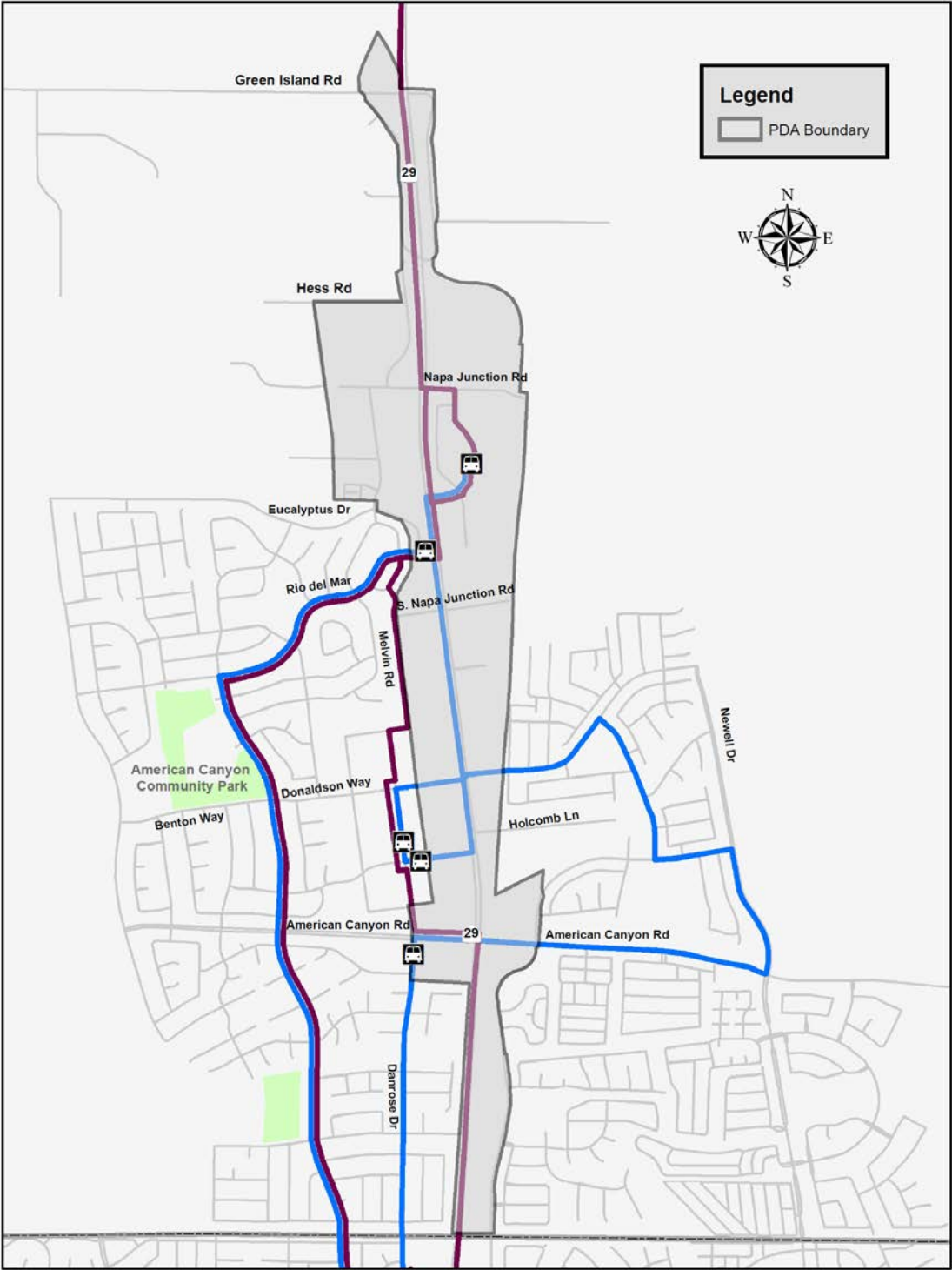
Transit – American Canyon is served by Vine Routes 11 and 29 and American Canyon Transit. American Canyon Transit is an on demand door to door bus service that provides service along Highway 29, Rio Del Mar, Donaldson Way, Elliot Drive, and American Road. The Vine Route 11 is a fixed route service that runs along Highway 29, Napa Junction Road, Rio Del Mar, and Donaldson Way. Route 11 provides a

²⁵ City of American Canyon Housing Element B-30

²⁶ City of American Canyon Community Profile 2011

regional service for residents wanting to travel north to Napa or south to the Vallejo Ferry Terminal. Route 29, which is the commuter express route, operates along Highway 29, as well as Melvin and James Road taking residents as far north as the City of Calistoga and as far south as the El Cerrito Del Norte BART Station.

FIGURE 9 American Canyon PDA Map Existing Transit Circulation



Bicycle and Pedestrian – Highway 29 poses a north-south divide with limited safe access for bicyclist and pedestrians travelling north or south, or crossing the Highway. Because Highway 29 serves as a local main street there is a need to accommodate bicyclist and pedestrians. There are a few spans of safe pedestrian access on Highway 29 in the form of a Class I multipurpose path and discontinuous segments of sidewalk on Donaldson Way, American Canyon Road, Napa Junction Road, Theresa Avenue, and South Napa Junction Road. Currently, there is little pedestrian access on Highway 29. The existing pedestrian crossings are as follows:

- Pedestrian crosswalk at Highway 29 and Napa Junction Road
- Class I multipurpose path along Highway 29 from Napa Junction Road to Eucalyptus Drive
- Crosswalk at Rio Del Mar and Highway 29
- Crosswalk at Donaldson Way and Highway 29
- Crosswalk at American Canyon Road and Highway 29

Although there is an existing bicycle network consisting of Class I, II, and III bike lanes in American Canyon, much of it is located outside of the Highway 29 PDA. Existing bike routes inside the PDA include a include a Class I multipurpose path on the east side of Highway 29 in front of the Napa Junction Center that parallels Highway 29 from Napa Junction Road to Eucalyptus Drive.

American Canyon Highway 29 Corridor:



Photo Courtesy: Napa Valley Register

Roadway System – The major highways surrounding the PDA include, Interstate 80 to the east, State Route 37 to the south, State Route 12 to the north, and State Route 29 runs through the PDA, bisecting it into east and west. The major arterials that feed Highway 29 through the American Canyon PDA are American Canyon Road and Flosden Road. American Canyon Road runs east-west bisecting the PDA at the southernmost tip. Flosden Road does not connect to Highway 29 but it is a major north-south arterial that feeds vehicles from Highway 37 to American Canyon Road. Collectors that serve the PDA include – James Road, Eucalyptus Drive, Donaldson Way, Elliot Drive, Theresa Avenue, Green Island Road, Napa Junction Road, South Napa Junction Road, Poco Way, Rio Del Mar, Paoli Loop, Lombard Road, Kimberly Road, Crawford Way, Melvin Road, Silver Oak Drive, and Broadway.

Future Improvements

Transit Improvements – Transit Improvements include the continuation of the Citywide Trip Reduction Ordinance, a potential multi-modal transit center within the City limits, better transit connections to regional transit modes such as BART and the Vallejo Ferry. The City will also consider establishing a marketing and educational program to promote transit, bicycling and other alternative modes of transportation in partnership with NVTa.²⁷

Table 5 Future Transit Improvements²⁸

1	Improved Express Bus Service
2	Investigate rail transit feasibility
3	Bus turnouts and Transit Center

American Canyon’s Policies to support Transit Development:

- Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use.
- Consult and coordinate with the various transit agencies in order to bring about improved transit service to the City of American Canyon.
- Provide transit linkages between the Community Center or Town Center and regionally-related transit such as BART, commuter railway and the Vallejo ferry.

Bicycle and Pedestrian Improvements – The City of American Canyon’s goal is to provide a citywide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use. The City has identified future bicycle and pedestrian routes as part of the Countywide Bike Plan which includes future class I, II, and III facilities within the PDA.²⁹

Table 6 Future Bicycle and Pedestrian Improvements³⁰

1	Construct new and replacement sidewalks on Highway 29
2	Separated bicycle paths along Highway 29 and across Highway 29
3	Pedestrian overcrossings for Highway 29
4	Bicycle/Pedestrian Bridge parallel to Highway 29 over railroad

²⁷ City of American Canyon Circulation Element – Transit Policies

²⁸ City of American Canyon PDA Application

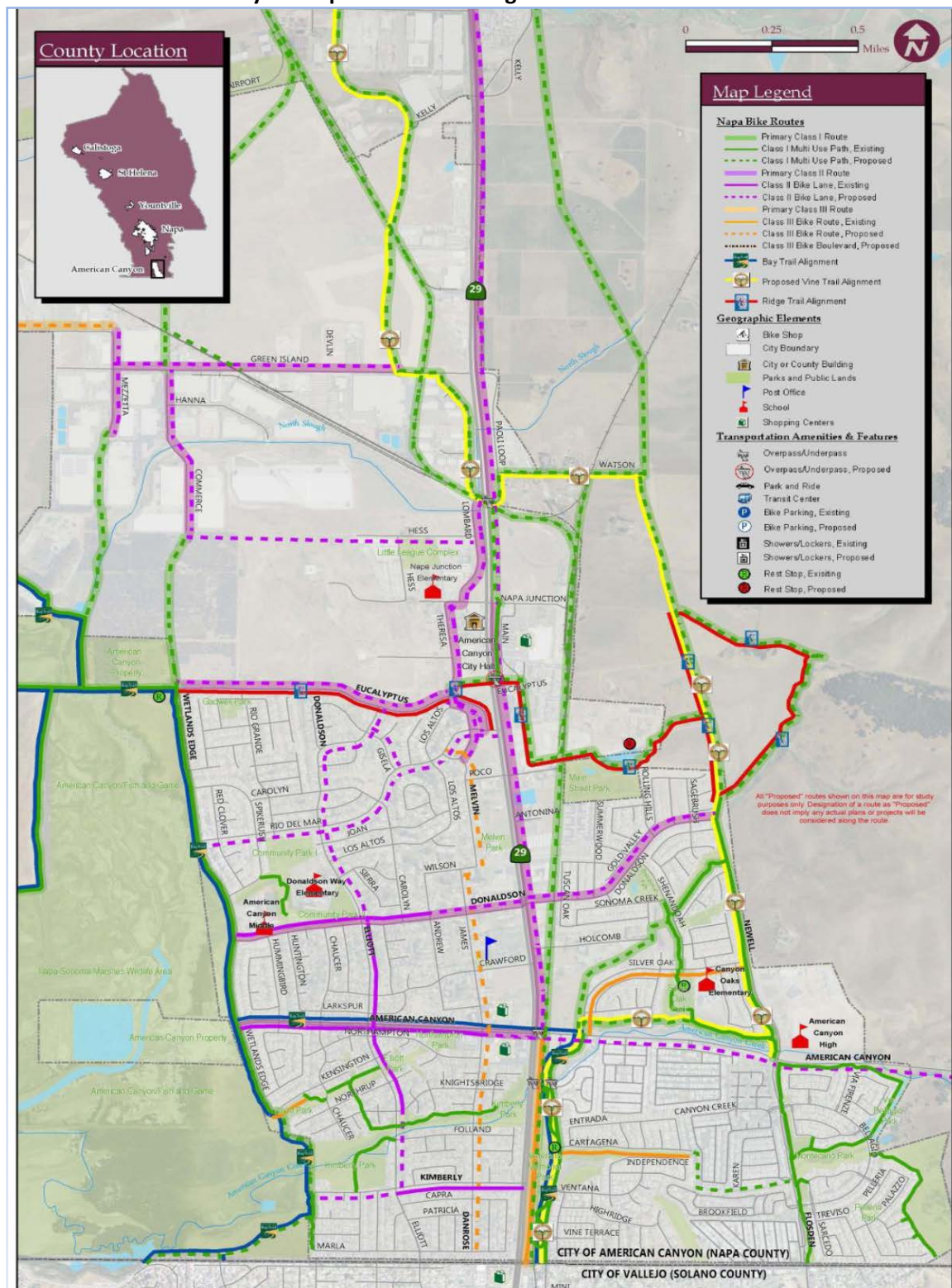
²⁹ City of American Canyon Circulation Element – Bicycle, Pedestrian and Equestrian Facilities

³⁰ City of American Canyon PDA Application

Policies to support Bicycle and Pedestrian travel:

- Maintain existing pedestrian facilities and require new development to provide pedestrian walkways between developments, schools and public facilities.
- Design and construct safe bicycle and pedestrian crossings of SR-29 at key locations that provide safe crossings for children and seniors.
- Provide pedestrian and bicycle linkages between all residential areas and employment centers within the City.
- Require that sufficient and secure bicycle parking be provided in all parking areas.

FIGURE 10 American Canyon Proposed and Existing Bike Lanes from Circulation Element³¹



³¹ Source: City of American Canyon Circulation Element Figure 1

Parking and Travel Demand Management – To curb future single occupancy vehicle trips, American Canyon will continue the Citywide Trip Reduction Ordinance. The City’s goal is to limit congestion on Highway 29, local arterials and collectors around the city.³²

Table 7 Future Travel Demand Management³³

1	Traffic Calming through adjacent neighborhoods
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Policies to support improvement in circulation:

- Require nonresidential developments to provide employee feasible incentives for utilizing alternatives to the conventional single occupant automobile (i.e. carpools, vanpools, buses, bicycles, walking, telecommuting, etc.).
- Support national, state and regional legislation directed at encouraging the use of carpools and vanpools.
- Promote ridesharing through publicity and provision of information to the public.
- Encourage the preservation and development of freight and passenger/commuter rail.
- Encourage the development of a telecommunications center within the City to reduce vehicle miles traveled.
- Utilize synchronized traffic signals, where appropriate, to improve traffic flow efficiency.

American Canyon’s goal is to limit congestion on Highway 29, local arterials and collectors.

Roadway Improvements – Capital improvements in the PDA include the reconstruction of Highway 29, street medians and tree line streetscapes, landscape parkway improvements, and added street lights. The following roadway improvements have been identified by the City of American Canyon and lie within or in proximate access to the Highway 29 Corridor PDA:

Table 8 Capital Roadway Improvements³⁴

1	Modified Boulevard from Napa Junction to American Canyon Road	6-lane modified boulevard from Napa Junction Rd. to American Canyon Rd. including pedestrian, bike and transit infrastructure
2	Eucalyptus Road Realignment/ Extension	Realign Eucalyptus Drive from Theresa Road to intersect with Hwy 29; construct auxiliary lane southbound on Hwy 29 between Napa Jct Rd. and Rio Del Mar.
3	SR 29 – Napa Jct Rd Intersection Improvements	Improvements to SR 29 and Napa Jct Rd. intersection including SR 29 widening and Napa Jct Rd. widening
4	Annual Pedestrian Improvement Project	Design for extending sidewalk westerly on Rio Del Mar from SR 29 to Cassayre; sidewalk along SR 29 from Rio Del Mar to Donaldson Way and sidewalk along Donaldson Way from SR 29 to James Road.
5	South Napa Junction Road	New Major Collector from SR 29 to extension of Newell Drive
6	Newell Drive Extension	New 4-lane arterial from Donaldson Way to South Napa Junction Road

³² City of American Canyon Circulation Element and Countywide Transportation Plan Vision 2040: Moving Napa Forward

³³ City of American Canyon PDA Application

³⁴ City of American Canyon Capital Improvement Plan

7	Paoli Loop Widening	Upgrade Paoli Loop Road to a two-lane industrial road. Widen shoulders and redesign the southwest loop radius.
8	Green Island Road Widening	Widen Green Island Rd. to commerce Blvd. to Industrial Collector Standards
9	Highway 29 Signal ATS	Install Advance Traffic Signal
10	Eucalyptus Road West of Theresa Ave.	Improve Eucalyptus Drive from Wetlands Edge Road to SR 29 as a two-lane collector.
11	Commerce Blvd. Extension	Extend Commerce Way from the end of the existing cul-de-sac to Eucalyptus Drive as a two-lane collector. Paving, curb, gutter and sidewalk.
12	Devlin Rd. Segment H	New Industrial Collector from railroad crossing to Green Island Rd.
13	Highway 29 Pedestrian Safety Overcrossing	Construct three pedestrian crossings over SR 29
14	SR 29 6-lane Parkway	6 Lanes parkway from Napa Junction Road to South Kelly Road, including overpass structure
15	Napa Junction Road Intersection Improvements	Add 2 nd excl. WBL and excl. WBR, add 2 nd excl. EBL and excl. EBR, traffic signal relocation

Numbers are for reference only and do not represent a priority order

American Canyon Policies to guide Roadway Improvements within the PDA:

- Design circulation system to focus regional travel on SR 29
- Support safe, complete, and well-connected neighborhood streets, bicycle, and pedestrian access and connections that balance circulation needs with the neighborhood context.
- Make efficient use of existing transportation facilities
- Reduce Vehicle Miles Traveled
- Develop a transportation financing program that will fully fund the planned expansion of the existing transportation network consistent with the General Plan.
- Coordinate with Caltrans to achieve timely context sensitive design solutions, funding and construction of programmed highway improvements
- Work with Caltrans, NVTa, Napa County and other jurisdictions to establish a fair-share fee program for improvements to routes of regional significance and State highways.
- Complete Streets – strive to provide for the movement of vehicles, commercial trucks, alternative and low-energy vehicles, transit, bicyclists and pedestrians appropriate for the road classification and adjacent land-use.
- Plan for safe, complete, well connected neighborhood streets.
- Provide a coordinated traffic control system that moves traffic within and through the City in an efficient orderly manner. Upgrade systems as technology evolves.
- New development is responsible for maintaining acceptable service standards and mitigation of transportation related impacts.
- Traffic calming techniques may be employed to mitigate the traffic effects of new development on minor and major collector streets.
- As part of the 20-year Transportation Impact Fee annually update a five-year CIP of projects required to construct and/or update circulation facilities.

- In reviewing designs of proposed developments, ensure that provisions is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets from subdivisions should not be impeded by continuous segments of sound walls.
- Promote walking and bicycling for transportation, recreation, and improvement of public and environmental health
- Use visual cues, such as brightly-colored paint on bike lanes or a one-foot painted buffer strip, along bicycle routes to provide visual signal to drivers to “share the lane”.
- Provide safe and direct pedestrian routes and bikeways between places
- Design considerations for arterial streets in newly developing area should provide for bus loading and unloading without disruption of through-traffic.
- Coordinate with NVTa and American Canyon Transit to establish citywide standards for bus stop locations and bus frequencies/headways. In industrial areas, standards may need to be adjusted to provide direct access to employee entrances.³⁵

³⁵ City of American Canyon Circulation Element 2013