



## **Virtual Open House Summary**

The City of Napa held a virtual open house from April 8, 2021 through April 16, 2021 to collect feedback on the Draft General Plan Framework documents from members of the public. The Frameworks were developed by the General Plan Advisory Committee, City staff, and the consultant team and provide a basis for the development of the General Plan elements. A kick-off community meeting was held on April 8, 2021 to explain the Napa 2040 General Plan process, how to comment on the Frameworks, and how comments on the Frameworks will be incorporated into the General Plan. This meeting was recorded and available as part of the virtual open house.

During the virtual open house, participants were able to provide comments on the Frameworks through the Participants page on the project website ([Napa2040.com](http://Napa2040.com)) by clicking on an associated icon, which took them to a PDF reader where they could comment. A comment form was also provided below the Framework icons for additional written comments. Appendix A contains the Frameworks with comments that were collected during the Napa General Plan virtual open comment period and Appendix B contains the comments received through the comment form.

The Framework documents received 291 comments from 77 different authors across all ten Frameworks. The comments ranged in their level of specificity; some broadly supported different aspects of the Frameworks, while others offered ideas and considerations for the development of the General Plan. These comments, along with the Framework documents, are shown in Appendix A.

In addition, the project team received 37 written comments submitted through the comment form; these are listed in Appendix B. These comments are generalized into three main categories: general comments related to the General Plan or Frameworks (11 comments); comments specifically related to transportation, including noise, speeding, and safety (5 comments); and comments related to the Linda Vista roadway extension (21 comments). As the Frameworks do not mention the Linda Vista roadway extension, these comments will not necessarily influence the Frameworks directly but will be taken in consideration for other aspects of the General Plan.

The next step of the General Plan process is to start drafting the General Plan Elements using the Framework documents as a starting point and incorporating the feedback generated through the virtual open house. The Public Review Draft General Plan is anticipated to be available for public review in August/September 2021.

### Virtual Open House

Welcome to our three-day virtual open house! During this event, participants are able to provide comments on the Draft Element Framework Documents through April 11, 2021.

You can view each Framework by topic by clicking on any of the icons below. The links will take you to an Adobe Acrobat PDF viewer in which you can leave comments on the Draft Frameworks. You do not have to register or have an account to comment on these documents. Please contact us at [Napa2040@cityofnapa.org](mailto:Napa2040@cityofnapa.org) if you have any questions.

A kick-off meeting is happening tonight, Thursday, April 8 at 6:30PM, via Zoom, to discuss the virtual open house. Sign up here to attend the kick-off meeting: <https://bit.ly/2PCSSx4>. A recording of the meeting will be posted here following the workshop.



1. General Plan Overview



2. Land Use and Community Design



3. Transportation



4. Community Services, Parks and Recreation



5. Historic Resources



6. Climate Change and Sustainability



7. Natural Resources Conservation



8. Safety and Noise



9. Public Health and Equity



10. Economic Development

If you have an additional thoughts or ideas, you can provide those here.

Name \*

First Name Last Name

Email \*

Subject \*

Virtual Open House Comment

Message \*

View of Framework icons and comment submittal form that was on [Napa2040.com/Participate](http://Napa2040.com/Participate) during the virtual open house.



N A P A 2 0 4 0  
GENERAL PLAN

*Virtual Open House Comment Summary  
April 20, 2021*

## **Appendix A: Comments on Draft Framework Documents**

# 1 GENERAL PLAN OVERVIEW

## 1.1 General Plan Framework

This General Plan Framework was prepared by City staff and consultants to summarize the key policies and strategies that will guide the preparation of the Public Draft of the Napa 2040 General Plan Update. This Framework is based on discussions during previous public meetings regarding the planned General Plan Update, including the meetings of the City Council, Planning Commission, and General Plan Advisory Committee (GPAC); and it considers components of the Napa Vision and Guiding Principles which were evaluated by the GPAC. The relationship between the Vision and Guiding Principles is listed in each Framework and summarized in Table 1-1.

The Framework is not intended to be an exhaustive list of issues to be addressed in the General Plan. Rather, the Framework is intended to identify the scope and organization of the General Plan Update, and elicit additional input from the public while City staff and consultants prepare the Public Draft.

After the Public Draft of the Napa 2040 General Plan Update is published, members of the public will have opportunities to review and comment on the actual text of the General Plan before it is considered for approval by the City Council. Comments may be provided in writing or during public hearings before the Planning Commission and the City Council. Visit [Napa2040.com](http://Napa2040.com) to view project information, including upcoming and past meetings, resources related to the General Plan, frequently asked questions, opportunities for participation, contact information, and to sign up for project updates.

## 1.2 Overall Key Strategies

The General Plan is shaped by the following strategies to achieve the core values of the Napa Vision and Guiding Principles and are supported by key strategies and policies developed in each Framework. The overall key strategies include:

- **Climate Change and Environmental Resiliency.** The General Plan envisions Napa as a leader in reducing climate change impacts and increasing environmental resiliency citywide. Strategies to achieve this include reducing the dependency on fossil fuels, incorporation of sustainable building practices, and reduction and reuse of waste.
- **Corridor Revitalization.** New development will focus in downtown, aging commercial areas, or where large, vacant surface parking lots offer an opportunity to build a variety of uses, including housing, employment, and commercial uses. Businesses along Soscol Avenue (such as car dealerships and big box retail) will be retained with opportunities to grow and modernize while mixed use along Jefferson Street is intended to create a walkable street with locally oriented retail and restaurants.

- **Accessible and Walkable City.** The General Plan seeks development of pedestrian-oriented corridors that maximize accessibility from residential neighborhoods. Where appropriate, these corridors would also include high and medium density housing surrounding the retail uses or integrated in mixed-use buildings. Emphasis would be on creating pedestrian-friendly environments and parking would be incorporated in a safe, aesthetic, and cohesive manner.
- **Inclusion of New Housing.** Housing production is to provide an inclusive range of options for people of all incomes, abilities, and stages of life, with a focus on workforce housing. As the City of Napa rural urban limit line prevents outward growth, much of the new growth will be focused inwards.
- **Connection to the Napa River.** Trails and open space networks along the Napa riverfront will be enhanced to enable residents and visitors to recreate along the river, and enjoy dining, shopping, and recreating along the waterfront. Properties undergoing development adjacent to the Napa River are to be oriented towards the river as to enhance public access and enjoyment of the waterfront.



# Summary of Comments on 01\_General Plan Overview\_final.pdf

Page: 1

- 
- Number: 1 Author: LSL Subject: Sticky Note Date: 4/11/21, 8:33:29 PM  
Perhaps I missed something, but where does the General plan address places to go, and things to do for our children and teens who live in Napa?
- 
- Number: 2 Author: Marie Dolcini Subject: Sticky Note Date: 4/11/21, 9:02:15 AM  
For 1.2 Overall strategies: "Accessible, Walkable and BIKEABLE City"
- 
- Number: 3 Author: Bob Muh Subject: Sticky Note Date: 4/16/21, 3:05:50 PM  
I just read in the Register of a new lease on the South lot across from the Oxbow Market and Copia. The article, if accurate, describes numerous new activities, including a beer garden and various pop-ups. As we all know, the Oxbow District already has a major parking problem on the week-ends. No specific plan to address this issue was detailed in the limited information provided by the proposed operator of these activities.
- 
- Number: 4 Author: Linda Delisi Subject: Sticky Note Date: 4/14/21, 10:31:45 PM  
I strongly disagree to the Linda Vista extension. I live at Rohlf's Manor and Linda Vista already has lots of traffic and many fast drivers. We do not need to risk accidents by having an extension.
- 
- Number: 5 Author: Jim Gunther Subject: Sticky Note Date: 4/16/21, 10:18:56 AM  
Thank you for all your work on all of these documents. I've gotten to some. Ran out of time to get to all. I really appreciate all the efforts you have put into this plan!
- 
- Number: 6 Author: Stacey Flukey Subject: Sticky Note Date: 4/14/21, 3:07:47 PM  
I too strongly disagree to the Linda Vista extension over Napa Creek. This was added to the General Plan well over 50 years ago. It is way out dated, poor for our local environment and unreasonably costly for any if at all benefit. I have lived here on this side of Linda Vista for over 19 years. It is a very quiet, low traffic neighborhood. The homes were mostly built in the early 1060's with most of the master bedrooms facing the street. The traffic would be horrific!! My neighbors and I have attended many of the City Counsel meetings and have made it clear that we are strictly opposed to any extension across Napa Creek at all.
- 
- Number: 7 Author: RF Subject: Sticky Note Date: 4/11/21, 7:26:25 PM  
To improve safety, walkability and environment the repair/ replacement of broken sidewalks and the trees that cause them should have equal or greater emphasis than improving the look of "
- 
- Number: 8 Author: rf Subject: Sticky Note Date: 4/11/21, 7:29:12 PM  
Entry corridors like Trancas and Soscol.
- 
- Number: 9 Author: Laurel Leonard-Brol Subject: Sticky Note Date: 4/14/21, 12:07:48 PM  
I strongly disagree with the Linda Vista extension over Napa Creek. There are critical environmental issues involved with building a bridge over Napa Creek - disruption of a Wildlife Corridor. The cost benefit of this extension does not justify the expense. It's an unnecessary and disruptive project
- 
- Number: 10 Author: Kathy Luce Subject: Sticky Note Date: 4/14/21, 6:10:22 PM  
I strongly disagree with the extension over Napa Creek at Linda Vista for several reasons. First, there are four schools that have entrances on Linda Vista: West Park, Pueblo Vista, Northwood, and St. John's Lutheran School. Putting our local children in danger from increased traffic and emergency vehicles seems very short-sighted. Second, Napa Fire Station #3 at Trower Avenue is only two miles from Linda Vista at Lone Oak so it seems that increased access for emergency vehicles is unnecessary. Third, there is much wildlife along the creek that will be negatively impacted by building a road through the creek area. In addition, neither West Lincoln nor parts of Linda Vista are pedestrian safe as they lack sidewalks nor are they bike safe as they lack bike lanes, further negatively impacting safety due to increased traffic. In summary, it seems that the slightly shortened emergency response time is far outweighed by the increased risks to safety that would be imposed upon pedestrians and cyclists of all ages, particularly children, not to mention the high cost of such a project.
- 
- Number: 11 Author: SD Subject: Sticky Note Date: 4/9/21, 11:36:36 AM  
Also love that climate change and housing is a focus
- 
- Number: 12 Author: SD Subject: Sticky Note Date: 4/9/21, 11:18:58 AM  
Accessible means people with disabilities too, yes? I'd love to see a Napa welcoming to people with sensory issues, mobility aids, who speak ASL, etc.
- 
- Author: Linda Nellet Subject: Sticky Note Date: 4/15/21, 9:48:21 AM  
Yes, strongly agree with this! There are young and older people who need to use mobility aids and can find it challenging in areas outside the downtown core due to sidewalks in poor repair or completely lacking. In the downtown core, restaurants and tasting rooms placing tables and seating on the sidewalks can make it difficult for those who use mobility aids, as well. Transportation within and to/from Napa that is accessible is likewise important.
- 
- Number: 13 Author: Hugh Linn Subject: Sticky Note Date: 4/12/21, 4:57:41 PM  
Napa is at risk of seeing a lot of our housing stock purchased for investments and second homes. At the same time we need housing for our workforce that makes the wine or services the visitors. We are currently seeing our school enrollment drop even though we are building new homes. I understand this same problem has hurt other communities that rely on tourist commercial activities. Are there any other communities that have been able to successfully create policies that encourages work force housing and discourage the purchase of existing homes for investment purposes? If so, is the General Plan a tool that can be used to help change this concerning trend?

## 1.2 Overall Key Strategies

- Improved Streetscape Design.** Streetscapes, including along Soscol Avenue, Trancas Street and Jefferson Street, will be designed to improve transit and bicycle connectivity, enhance corridor character, and better pedestrian and public safety, including adding bikeways and street trees in order to provide a consistent, welcoming image for the City of Napa.
- Include more flexibility in residential neighborhoods.** The existing character of historic neighborhoods will be preserved while allowing for more housing options and expanded use of historic properties. Residential areas will remain in residential use, but with opportunities to build a greater diversity of housing types. Home-based businesses and small-scale restaurants and stores would be permitted to increase everyday convenience for people living in these communities.
- Support of an economically diverse and resilient community.** Land use designations, especially around the Queen of the Valley hospital on Trancas Street, would focus on medical, technology, health and wellness, and professional services. Emphasis would be to enable business incubation with linkages to existing medical uses and technology production. Existing light industrial areas, such

as along Lincoln and Soscol Avenue and the business park at Napa Valley Commons, are to remain while intensification, including new residential, commercial, office, or industrial uses, is permitted if the uses are compatible from a health perspective.

### QUICK RESPONSE

Use the comment tool to respond to the questions below if you only have time to leave general feedback.



1. Do you have any concerns related to the overall key strategies?



2. Is there anything that we could include in the General Plan to help relieve those concerns?

## 1.3 General Plan Outline

The following is a proposed outline of the draft General Plan and will be updated as elements are prepared.

### 1. Vision and Planning Context

This introductory section will be based on the Vision and Guiding Principles developed. Context information will be provided.

### 2. Land Use and Community Design Element

Land Use Plan and the land use classifications will be included as part of this element, as well as plan buildout in terms of population, housing, and non-residential development, and employment will be quantified. Guiding policies (or goals) and implementing policies will balance preservation and new development appropriate for the character and setting of various neighborhoods, and Napa as a whole. Policies for community design and approaches for new development along the corridors where most new development is anticipated will be emphasized. In addition, policies for neighborhood preservation; placemaking and designing the public realm; public art; and the relationship between sustainability and built form will be included.

### 3. Transportation Element

Will address various transportation modes – including automobile movement, biking, and walking. Topics will include roadway network performance, the transit system, Travel Demand Management, bicycle and pedestrian systems, truck travel, emergency evacuation routes, and alternative vehicle systems. It is likely that the City would retain traffic level of service (LOS) standards for the General Plan to prepare a list of feasible and desirable roadway and intersection improvements (even though the EIR will use vehicle miles traveled [VMT] thresholds). VMT-related policies may be developed, which would focus on setting VMT reduction expectations that could also be used as CEQA impact significance thresholds and to define the range of potential feasible mitigation measures.

### 4. Community Services, Parks, and Recreation Element

Will include revised policies related to police, fire, and emergency services; schools; wet utilities; solid waste collection and disposal; recreational facilities; and parks and open space. Napa's current General Plan combines the required Open Space element with goals and policies pertaining to recreation. This is to be maintained in the updated plan and further combined with Community Services.



WWW.NAPA2040.COM



NAPA 2040 POLICY FRAMEWORKS

Number: 1 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 5:05:03 PM

I hope streetscape design will include traffic calming, control measures, our neighborhoods are being (almost terrorized) greatly impacted by speeding (this is getting crazy), loud engines/mufflers/music, parking in front/by of driveways and by intersections - you can't see drivers coming down the street, they usually are aggressive, speeding, you could get easily hit trying to back out of your driveway and trying to cross an intersection.

Number: 2 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 5:01:25 PM

Glad to see Parks, Green Space, Open Space as a key part of the vision. It is critical we protect and expand this element of our landscape/cityscape. I'm in hopes with this focus we will add a family, activity, perhaps artistic element to this offering and use as appropriate.

Number: 3 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 4:58:10 PM

To relieve my concerns about the agenda to change zoning that don't reflect the neighborhood's heart, soul, best interest, the city could tell us that this won't happen except in rare cases with x,y,z, factors and with x,y,z process that includes the votes and sentiments of the people that live in the neighborhood.

Number: 4 Author: Linda Nellet Subject: Sticky Note Date: 4/15/21, 9:35:50 AM

Regarding "flexibility in residential neighborhoods," the parking issue needs to be addressed head on. In areas where there is already multi-family housing and mixed use, parking is huge issue. It would be wonderful if the focus on biking, walking, and public transit addressed this issue, however, Napa needs to be realistic, too. There are many people who require a vehicle for their work: landscapers, vineyard management, tradespeople, people working non-traditional business hours, etc. Napa's parking code does not realistically address this fact, which results in substantial parking issues. Public transit and biking lanes alone cannot address this. How do we ensure that adding a "greater diversity of housing types" and "home-based businesses" in residential areas doesn't result in increased tensions around the finite parking currently available in residential areas?

Number: 5 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 4:56:12 PM

I hope "include more flexibility in residential housing neighborhoods" is not code for changing zoning laws in residential neighborhoods near downtown to allow businesses and multi-units in quantity thereby changing (maybe destroying) the nature of the neighborhood (e.g. Old Town) which already struggles to maintain it's diverse types of family, single family, Napa locals/permanent living types appeal, character and nature (as loved and portrayed for example in Porchfest-which celebrates our heritage homes, the family atmosphere, and enjoy-your-neighbor-type atmosphere, porches.

Number: 6 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 4:46:10 PM

Improved Streetscape Design thinking should also include traffic calming measures to curb speeding and aggressive driving.

Number: 7 Author: SD Subject: Sticky Note Date: 4/9/21, 11:27:47 AM

Would love to see racial in/equity addressed! This could easily dovetail with many of the topics mentioned.

Author: Debbi Hamilton Subject: Sticky Note Date: 4/11/21, 5:11:37 PM

"Equity"

May sound nice in theory AND from what I have observed of it in action, actually promotes racial and other divisions to a very alarming degree. Keep promoting equality, not equity. America's founding principle was that all are created equal, lets keep striving toward that. Drop the word " equity" from all these documents please.

Author: Jacqueline Yoakum Subject: Sticky Note Date: 4/11/21, 8:38:04 PM

Traffic congestion at 1st Street (west of Hwy 29): new higher density development puts higher burden on traffic at x-road of 29 and 1st. What's the plan to mitigate the higher volume of traffic at this intersection? More long-term planning for evolution of higher density and traffic flow, especially here where existing development is already built about to populate.

Author: Jacqueline Yoakum Subject: Sticky Note Date: 4/11/21, 8:44:02 PM

Parking is a big issue everywhere - even for existing high density development where multiple vehicle tenants have to park across the street (west of 1st and Hwy 29). It's not sustainable as is.

## 1.3 General Plan Outline

### 5. Historic Resources Element

The Historic Resources Element will provide updated guidance on the City's historic and archaeological resources, its approach to historic preservation, and strategies to promote education and awareness.

### 6. Climate Change and Sustainability Element

The Climate Change and Sustainability Element presents a framework outlining the City of Napa's strategies for combating climate change and its impacts. Wildfires, drought, and flooding are becoming more frequent in the Napa Valley and this element seeks to protect Napa's natural and human resources—including property, water, vegetation, wildlife, open space, and air—while furthering sustainability and reducing impacts due to climate change.

### 7. Natural Resources Conservation Element

The Natural Resources Conservation Element will include all components required by State law, including addressing Napa's natural resources—water, vegetation, wildlife, open space, and air—to improve the quality of life and overall environmental well-being of the community.

### 8. Safety and Noise Element

This element covers seismic activity, geologic hazards, fire hazards, hazardous materials, flooding, and other potential hazards. It would also address noise, including existing noise contours as well as projected noise contours

based on future traffic volumes that would arise from the Transportation Element improvements. Noise contour maps will visually depict traffic noise levels in the city.

### 9. Public Health and Equity

The Public Health and Equity Element seeks to address the environmental and social determinants of health so that all Napa residents live, work, and recreate in neighborhoods that offer an equitable chance at good health and opportunity. The element will address the determinants of health, often divided into the social and physical determinants of health, which reflect the social factors and physical conditions of a place.

### 10. Economic Development Element

The Economic Development Element will include goals and policies addressing a range of topics, including promoting a diversity of commercial uses in Downtown, encouraging local serving commercial uses in the neighborhood and resident serving commercial areas, promoting and enhancing the economic viability of key planning areas, increasing the community's benefits from tourism while also preserving Napa's sense of place, and supporting diverse and thriving commercial nodes in the city.

### 11. Implementation

This chapter will concentrate all implementation programs related to the Plan's various goals and policies in one place. The chapter will also include information about generalized timing, potential funding sources, and the responsible parties for implementation.

## 1.3 General Plan Outline

The General Plan is organized into elements structured around the core values of the Napa Vision and Guiding Principles, while meeting state law requirements for comprehensiveness. The table below shows the relationship of each General Plan element to the Napa guiding principles.

Table 1-1: Guiding Principles and General Plan Relationship

NAPA COMMUNITY GUIDING PRINCIPLES	GENERAL PLAN ELEMENT									
	Land Use and Community Design	Transportation	Community Services, Parks, and Recreation	Historic Resources	Climate Change and Sustainability	Natural Resources Conservation	Safety and Noise	Public Health and Equity	Economic Development	Housing (separate update from GP)
1. Foster Napa as a community of connected neighborhoods, with vibrant, walkable districts, and revitalized corridors.	●	●						○		○
2. Increase travel options through enhanced walking, bicycling, and public transportation systems, and promote mobility through increased connectivity and intelligent transportation management.	○	●						○		
3. Balance local and tourist needs.	●	○	●	●	○	○	○	○	●	○
4. Promote housing and support a diverse array of housing types to meet the needs of all segments of the population.	●							○	○	●
5. Foster connections to nature and open space.	○		●		○	●				
6. Emphasize environmental sustainability.	○	●	○		●	●	○	●	○	
7. Achieve a healthy and safe community for all.		○	●				●	●		
8. Promote continued Downtown revitalization.	●			●			○		●	○
9. Celebrate Culture, Arts, and History.			○	●						
10. Achieve an economically diverse and resilient community.			○						●	

● Most Closely Related to Core Value ○ Closely Related to Core Value

Thank you for participating! Your input will help shape the future of Napa!



Number: 1 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 5:06:09 PM

---

Thank you so much for layering in analysis of noise impact!

Number: 2 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 4:49:22 PM

---

Ref 8. Safety and Noise: are noise contour maps also planned for the downtown residential neighborhoods?

Number: 3 Author: Jim Gunther Subject: Sticky Note Date: 4/16/21, 10:21:04 AM

---

My only comment (as I commented elsewhere under transportation) I don't see anything to address ADA/disability issues in the plan. Diversity is not just cultural diversity, but physical diversity as well.

Number: 4 Author: Celeste Mirassou Subject: Sticky Note Date: 4/10/21, 12:00:56 PM

---

Why are the elements tied to guiding principles when you just listed all the strategies? Where is this list of general principles?

Number: 5 Author: Joanna Subject: Sticky Note Date: 4/11/21, 11:57:04 AM

---

I would argue that Guiding Principles 2 and 7 are also related to the Climate Change and Sustainability Core Value

# 2 LAND USE AND COMMUNITY DESIGN

## 2.1 Background and Purpose

The Land Use and Community Design (LUCD) Element seeks to enhance the defining attributes of Napa’s identity—its blend of small town character, historic neighborhoods, and picturesque setting along the Napa River, fused with vibrancy as a global destination in the heart of a premier wine-producing region; and with a resident population that is dedicated to both economic and environmental sustainability and community resiliency.

The LUCD Element directs the location, form, and character of future development, shaping where people will live, work, play, and shop in Napa. It presents the desirable pattern for the ultimate development of the city for the General Plan horizon (year 2040), and seeks to ensure that land use planning reflects the community’s evolution and changing demographics, conserves the natural environment, and promotes synergies between land uses to promote walking, biking, and sustainable lifestyles. This section includes goals and key policies that will form the basis of the LUCD element in the General Plan.



## 2.2 Relationship to Community Vision and Guiding Principles

While the LUCD Element includes aspects of almost all of the core values of the Napa Community Vision and Guiding Principles, most closely it furthers:

- 1** Foster Napa as a community of connected neighborhoods, with vibrant, walkable districts, and revitalized corridors.
- 3** Balance local and tourist needs.
- 4** Promote housing and support a diverse array of housing types to meet the needs of all segments of the population.
- 8** Promote continued Downtown revitalization.

**QUICK RESPONSE**   
Use the comment tool to respond to the questions below if you only have time to leave general feedback.

**1. Do you have any concerns related to this General Plan element?**

**2. Is there anything that we could include in the General Plan to help relieve those concerns?**



# Summary of Comments on 02 Landuse Framework\_final.pdf

Page: 1

- Number: 1 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:56:56 AM  
With regard to RUL policies, please emphasize promoting infill in the city's core and along key transportation corridors to reduce pressure to redevelop vacant or underutilized parcels in the Foster Road and such parcels on the city's urban-rural boundaries
- Number: 2 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 5:27:37 PM  
I wish we could optimize our plethora of downtown church/temple offerings, in some way, to locals and visitors.
- Number: 3 Author: martina Subject: Sticky Note Date: 4/12/21, 2:39:35 PM  
please leave the Gisletta property and the Horseman's property for recreational/park use as this is a beautiful entrance to the Napa valley
- Author: Peggy Getty Subject: Sticky Note Date: 4/13/21, 5:57:06 AM  
Yes, yes, yes! I'm hopeful (as are the majority of residents I speak with) that our "leaders" will for once listen to the desire of their constituents and not the developers. Leave this beautiful entry corridor alone!
- Number: 4 Author: Lynne Posner Subject: Sticky Note Date: 4/16/21, 12:53:13 PM  
Let us remember what is important and essential in Napa. When you enter the city do you want to see a sea of buildings like Brisbane, or do you want to see what makes us love living here? Is it acres and acres of buildings or the beauty of nature that keeps us smiling? Foster Rd. and Golden Gate are part of what makes Napa great --- they shouldn't be part of a sea of houses.
- Number: 5 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 5:21:05 PM  
I sure do wish we could do something about the parking lot at 3rd/ Randolph/Coombs/4th - the CENTER of town and it's not attractive. Can't that be a family friendly / community park? More parking somewhere else?
- Number: 6 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 5:09:41 PM  
To promote a healthy Downtown revitalization that is sustainable and fiscally smart, we need to limit the expansion of more hotels, wine bars, and focus on other services and offering to locals and visitors.
- Number: 7 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:55:02 AM  
Please retain or include policies similar to 3.2, 3.5 and 5.4 in the new update. In particular with respect to buffers please include a policy to require reasonable setbacks between the NVHA property and future uses to the south to minimize future conflicts between the existing agricultural use of the NVHA property and properties to the south.
- Number: 8 Author: Eve Kahn Subject: Sticky Note Date: 4/8/21, 2:15:09 PM  
THANK YOU for reversing the balanced needs so that locals are listed before tourists.
- Author: SD Subject: Sticky Note Date: 4/9/21, 11:35:52 AM  
Agreed.
- Number: 9 Author: martina Subject: Sticky Note Date: 4/12/21, 2:37:53 PM  
the gisletta
- Number: 10 Author: Francie Winnen Subject: Sticky Note Date: 4/16/21, 10:05:05 AM  
Friends of the Napa River is pleased to see the land use policy statement (EE) regarding the Oxbow District's need for clarification and determination of specific regulations regarding River access, heights, and massing for future development per the Urban Land Institute's recommendations.
- Number: 11 Author: David Dunlap Subject: Sticky Note Date: 4/11/21, 11:46:51 AM  
Actively infill areas of the city in which existing infrastructure (water, sewer, electricity, gas) already exist nearby before even considering areas like the Horseman acreage on Foster or the Ghisletta property on the frontage road. We need to commit to as much open space on the perimeter of the City of Napa as possible. The fact that newly discovered West Napa fault runs through the middle of these properties should be cause enough to pause in considering those locations for new Napa infrastructure.
- Number: 12 Author: Jeff Subject: Sticky Note Date: 4/11/21, 11:18:36 AM  
Please promote residential uses in the downtown area--retail/office with residential uses above?
- Number: 13 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:49:24 AM  
I support the inclusion of residential uses on the city's key transportation corridors such as Soscol Avenue and Jefferson Streets.. Mixed use with residential uses on the upper floors with retail uses below is an excellent program to concentrate such uses within the city's already developed areas. And can hopefully reduce non-work related vehicle trips. I would like the city to look at allowing greater densities on the Redwood Road corridor as it is close to Highway 29, near schools, shopping and health services I do not own property on Redwood Road but live in the 4 Oaks area nearby. By increasing densities on these transportation corridors, existing open space areas on the city's periphery, especially Foster Road can be preserved and 'banked' for the future.
- Number: 14 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 5:18:57 PM  
I hope we can attract more single families, with children and youth, make Napa rentals and housing affordable for first time buyers, inclusive and diverse cultures, as well as take advantage in the remote working from home/outflight from SF Bay Area.
- Number: 15 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 5:07:36 PM  
Downtown and Old Town needs a general-all-purpose grocery store. This is key for the revitalization of Downtown.
- Number: 16 Author: C. Robbins Subject: Sticky Note Date: 4/9/21, 1:28:50 PM  
Please elaborate on this "policy": Soscol South: Further the City's efforts to develop the corridor an attractive boulevard, serving as a distinctive gateway into Napa, with connections to the Napa River to the west.

Comments from page 1 continued on next page

# 2 LAND USE AND COMMUNITY DESIGN

## 2.1 Background and Purpose

The Land Use and Community Design (LUCD) Element seeks to enhance the defining attributes of Napa’s identity—its blend of small town character, historic neighborhoods, and picturesque setting along the Napa River, fused with vibrancy as a global destination in the heart of a premier wine-producing region; and with a resident population that is dedicated to both economic and environmental sustainability and community resiliency.

The LUCD Element directs the location, form, and character of future development, shaping where people will live, work, play, and shop in Napa. It presents the desirable pattern for the ultimate development of the city for the General Plan horizon (year 2040), and seeks to ensure that land use planning reflects the community’s evolution and changing demographics, conserves the natural environment, and promotes synergies between land uses to promote walking, biking, and sustainable lifestyles. This section includes goals and key policies that will form the basis of the LUCD element in the General Plan.



## 2.2 Relationship to Community Vision and Guiding Principles

While the LUCD Element includes aspects of almost all of the core values of the Napa Community Vision and Guiding Principles, most closely it furthers:

- 1 Foster Napa as a community of connected neighborhoods, with vibrant, walkable districts, and revitalized corridors. 22
- 3 Balance local and tourist needs. 24
- 4 Promote housing and support a diverse array of housing types to meet the needs of all segments of the population.
- 8 Promote continued Downtown revitalization.

### QUICK RESPONSE



Use the comment tool to respond to the questions below if you only have time to leave general feedback.

1. Do you have any concerns related to this General Plan element?

2. Is there anything that we could include in the General Plan to help relieve those concerns?



Number: 17 Author: Christiane Robbins Subject: Sticky Note Date: 4/11/21, 4:31:44 PM

---

There are a myriad of questions that are raised in this Draft Land Use proposal that one knows hardly where to begin.

Let's start with with the draft land use proposal and how it aligns with the existing housing element approved in 2015 ( which doesn't expire until 2023). It appears that this draft Land Use proposal is inconsistent with the existing Housing Element on a number of levels. I trust that Planning and its consultants are familiar with these inconsistencies. However, I am unable to locate any reference to, nor explanation of, these "inconsistencies" of these proposed "principles" with existing Housing Element policies. Also, there seems to be no reference to a proposed housing development plan for downtown Napa

One section of this current proposal seemingly proposes that the City annex, re-zone and up-value irreplaceable AGW land and utilize it specifically for housing and commercial development. Without having a housing element firmly in place, it strikes me that the City would be wholly unable to responsibly respond to is citizens nor arrive at a truly informed decision without first having drafted and confirmed its own new housing element and determinations therein.

What safely is proposed - but not delineated -are the specific housing numbers for the proposed mixed-use corridors. Not only is this a wonderful opportunity for housing and incentivizing developers, this is an absolute necessity. It is pivotal to any real adherence to smart growth initiatives alluded to in this draft proposal and to addressing the critical issues of the climate crisis facing us all.

Number: 18 Author: Melissa Subject: Sticky Note Date: 4/12/21, 9:18:19 AM

---

Please strongly consider leaving the Napa Gateway area, Ghisletta Property and Horseman's association in OPEN SPACE. This area is used by many of the residents of Napa for walking, biking, running recreation. It is open and welcoming to the beauty that is Napa Valley. We have lost that beauty tot the Stanley Ranch development just south of there and it is a critical part of Napa in the same way that Napa Oaks and Timberline ? Green areas are. Once lost to housing it can never return. Napa needs affordable housing and this are will not provide that. in any fashion.

Number: 19 Author: Sam Blake Subject: Sticky Note Date: 4/11/21, 7:09:14 PM

---

Napa's civic leaders should take a strong approach in preserving the Ghisletta Ranch as the gateway to the Napa Valley, rather than removing it's uniqueness.

Author: Debbi Hamilton Subject: Sticky Note Date: 4/11/21, 10:01:36 PM

---

Please consider keeping the gateway (Foster Road area) green,  
This community must hold onto those unique areas  
And not look like just another paved over suburb .  
Thanks  
Debbi

Number: 20 Author: Lynne Posner Subject: Sticky Note Date: 4/16/21, 12:46:31 PM

---

City of Napa ! Preserve Foster Rd., as gateway to all that is beautiful in Napa. We are building affordable housing, but we also need to preserve defend what is so beautiful about this valley. We are not a mass of housing developments like the South Bay.

Number: 21 Author: Lynne Posner Subject: Sticky Note Date: 4/11/21, 3:35:02 PM

---

SAVE AND PRESERVE FOSTER RD.!!!

Number: 22 Author: SD Subject: Sticky Note Date: 4/9/21, 11:32:49 AM

---

Making Napa "a community of connected neighborhoods" is a wonderful opportunity to examine who is assumed to belong in Napa, who are its "outsiders," and how these two groups are perceived both within and without Napa. For example, when I talk to people who don't live here, they always assume Napa is full of white people.

Number: 23 Author: SD Subject: Sticky Note Date: 4/9/21, 11:37:08 AM

---

Will we still be a "premier wine-producing region" in 2040 given the projected impact of global warming?

Number: 24 Author: Lynne Posner Date: 4/11/21, 3:32:41 PM

---

Yes. Napa needs affordable housing , but because of the earthwauke faults along Foster Rd. , this is one of the many reasons more housing here would not work.The cost of building there would be quite high, and who would the expense be passed on to. You're right, the purchaser of the house!

## 2.3 Land Use and Community Design Guiding Policies

Land use and community design guiding policies are outlined below and organized into the following sections. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused.

- **Land Use:** This section covers the broad goals of land use citywide.
- **Corridors:** The Corridors section refer to major streets and thoroughfares throughout Napa, including Jefferson, Soscol, Imola, Lincoln, and Trancas, and the parcels that front along and are adjacent to these streets.
- **Downtown:** While detailed policies and goals for Downtown are addressed in the Napa Downtown Specific Plan (2012), this section sets high-level goals that should be included when the Downtown Specific Plan is updated.
- **Neighborhoods:** This section specifically covers existing neighborhoods and residential or commercial uses found in each neighborhood. Example neighborhoods include Browns Valley, Napa Abojo, Shurtleff, and include a variety of other neighborhoods that make up Napa.

### LAND USE

- Maintain a compact urban form, with development contained within the city's Rural Urban Limit, and encourage development that protects open space, natural and agricultural resources surrounding the community.
- Maintain adequate supply of land designated for residential uses to accommodate the plan's projected population growth. To this end, the City shall monitor the ability of the plan to achieve this growth through such means as monitoring of plan changes from residential to nonresidential designations.
- Ensure Napa remains a "complete community" with a diverse array and balance of uses, while recognizing the city's linkages to the broader Bay Area region. Promote a diversity of compatible land uses throughout the city to enable people to live close to job locations, have adequate and convenient commercial services, and enjoy public support systems such as transit, parks, and schools.
- Prioritize local needs while supporting tourism and economic diversity. Promote jobs/housing balance. Foster production of housing to meet the needs of the city's increasingly diverse and changing population, and opportunities for a greater share of workforce to live in the community.
- Accommodate a diversity of business establishments in appropriately scaled settings reflecting Napa's position as the center of commerce of in the Napa Valley, provide employment for Napa residents, and promote economic growth in the city. Range of uses would encompass industrial

and research and development uses; regionally scaled shopping and neighborhood-serving commercial centers; and smaller-sized stores, restaurants and offices to meet community needs while also providing enhanced opportunities for visitor services in desirable locations.

- Ensure that new development fosters a sense of community and is designed with the focus on residents, including children, persons with disabilities and the elderly, by providing: safe, pedestrian-friendly, tree-lined streets; walkways to everyday destinations such as schools, bikeways, trails, parks and stores; buildings that exhibit visual diversity, pedestrian-scale, and street orientation; central gathering places; and recreational amenities for a variety of age groups.
- Promote the community's river orientation by incorporating open spaces as part of flood-improvement projects and ensuring that new development is oriented toward the river. Enhance public access to the river through trails and linkages to neighborhoods.
- Prioritize sustainable and energy-efficient site and building development patterns.
- Promote a range of business establishments, including small businesses, incubator uses, live-work spaces, artist studios, and small home-based businesses to foster entrepreneurship, workforce development, and increased workforce participation.

### CORRIDORS

- Promote development of key corridors as tree-lined boulevards, accommodating the principal share of the city's new housing needs in integrated, mixed-use, walkable environments, that also serve as active-transportation oriented foci for adjacent neighborhoods.
- Promote infill development along corridors that makes efficient use of limited land supply, while ensuring compatibility and integration with adjacent uses. Ensure that uses and intensities of infill development support a cohesive development pattern.
- Allow a range of mixed-use centers in strategic locations that maximize access to commercial services from transit and residential areas.
- Orient buildings towards the street, creating an active, walkable, and enjoyable street frontage. Incorporate active uses on the ground floor of buildings that face pedestrian-oriented streets.
- Enhance major urban gateways into the city to create a sense of arrival and reflect the uniqueness that defines Napa.
- Evaluate methods to create inviting streetscapes that encourage walking and promote livable streets.



Number: 1 Author: Donna Subject: Sticky Note Date: 4/11/21, 11:13:09 AM

---

Please consider the need for open space on the city's periphery, especially the Foster Road area. This is an area that is used by walkers and bikers daily. Keep this area green and undeveloped, it is the Gateway to Napa. We want to avoid urban sprawl as we have witnessed in other urban areas. This is also an earthquake fault area and think of the water that will be needed to develop and sustain the many houses and buildings that are purposed for this land.

Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 6:24:13 PM

---

I agree. If this area were to be developed, it would remove an important carbon sink and convert it into an ugly urban sprawl. Also, it would destroy what precious little is left of the south-western watershed. GPAC better take a better look at this.

Author: Ellen Sabine Subject: Sticky Note Date: 4/11/21, 8:43:36 PM

---

I agree. It would be a major loss to develop this distinctive gateway to Napa.

Number: 2 Author: Eve Kahn Subject: Sticky Note Date: 4/8/21, 2:47:54 PM

---

Earlier versions of the Land Use Framework included unincorporated islands within the City's RUL. Is this still included in this draft? Please advise.

Number: 3 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 4:53:21 PM

---

Enhancing the major gateways is not only about how things look - it's about it feels. Please include traffic calming in the planning for these gateways.

Number: 4 Author: Renee Mortell Cazares Subject: Sticky Note Date: 4/11/21, 6:42:02 PM

---

Thank you for asking us to participate. My concern is that the General Plan lacks some transparency in regards to potentially developing the Napa Gateway with homes and forever transforming the rural beauty of Napa.

Number: 5 Author: Charles Shinnamon Subject: Sticky Note Date: 4/14/21, 3:07:50 PM

---

Ensure that there are adequate setbacks from the top of the river bank to allow pedestrian / bike paths and to allow appropriate landscaping. Do not site parking lots along the river.

Number: 6 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 4:51:05 PM

---

Number: 7 Author: Charles Shinnamon Subject: Sticky Note Date: 4/14/21, 3:05:17 PM

---

I applaud the wording shift of focusing first on locals followed by visitors.

## 2.3 Land Use and Community Design Guiding Policies

- P. Encourage the usage of street rights-of-way for a variety of uses, including outdoor dining on sidewalks where widths permit, periodic closures to vehicular traffic for events, and other activities that could benefit from outdoor uses.

### TRANCAS

- Q. Promote revitalization of aging older developments with a mix of uses, while preserving the vibrant commercial clusters that offer the largest collection of neighborhood-oriented stores in the community.
- R. Promote more pedestrian-oriented design, including trees, sidewalks, and crossings, while acknowledging Trancas' role as an automobile-oriented arterial that provides regional access.
- S. Reinforce medical-related uses, such as office, research and development, to the existing medical hub and hospital in this area.

### JEFFERSON

- T. Promote mixed-use development (retail, housing, office), while retaining Jefferson's role as a community-oriented spine of smaller stores, restaurants, and cafes.
- U. Foster redevelopment of Jefferson as a tree-lined pedestrian-scaled spine, with widened sidewalks, and active street frontages.



WWW.NAPA2040.COM

### SOSCOL NORTH (SOSCOL AND LINCOLN)

- V. Maintain the area as light industrial hub, with maker, research, incubation, and repair uses, while extending new commercial and hospitality uses to the Napa River to entice redevelopment.
- W. Develop connection to the Napa River, and extend and connect the Napa River Trail as development occurs.

### SOSCOL SOUTH (SOSCOL AND IMOLA)

- X. V.Reinforce auto row, which represents the largest cluster in the county, in the north, while reimagining the southern extent of Soscol as a mixed-use community.
- Y. Further the City's efforts to develop the corridor an attractive boulevard, serving as a distinctive gateway into Napa, with connections to the Napa River to the west.

### DOWNTOWN

- Z. Promote Downtown as an active and vibrant heart of the community. Improve the vitality and character of Downtown through planning, design, business-community partnerships, and City programs and projects that encourage a variety of social, entertainment, cultural, retail, administrative, and government uses.
- AA. Foster a complementary mix of commercial, hospitality/tourism, and residential uses in Downtown; promote additional opportunities for residential development, especially affordable housing.

- BB. Enhance Downtown urban design quality and sense of place through strategies including:

- 12. Incorporating more public art, outdoor dining options, and street trees and plantings;
  - 13. Pedestrian comfort and safety, including consideration of pedestrian-only places and streets (generally or at specific times);
- Design of public spaces for all and include family-friendly amenities; and
  - Preservation and/or adaptive reuse of historic buildings.

- CC. Continue promoting Downtown's river orientation, and connections to adjacent neighborhoods.

- DD. Continue using the Downtown Specific Plan as the policy and implementation tool for development.

- EE. Recognize the Oxbow District as its own unique part of downtown that needs to be fully addressed in the Downtown Specific Plan (DTSP) or as its own specific plan study. Refer to the 2018 Oxbow District ULI Technical Assistance Panel report as a basis for the plan.



3

### NEIGHBORHOOD

- FF. Enhance Napa's character and image as a desirable residential, active, and sustainably oriented community.
- GG. Provide balanced neighborhoods accommodating a variety of housing types and density ranges to meet the diverse demographic, economic and social needs of residents, while ensuring a cohesive urban form and neighborhood compatibility.
- HH. Allow smaller scale commercial uses that do not generate visitor traffic to promote business incubation and work-from home environments.

### QUICK RESPONSE

Now that you've read the draft guiding policies, please let us know what you think below.



**3. Do you generally agree with the proposed guiding policies?**

**4. In your opinion, was anything missing from this framework?**

*Thank you for participating! Your input will help shape the future of Napa!*

NAPA 2040 POLICY FRAMEWORKS



- 
- Number: 1 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 5:00:54 PM  
Yes for more pedestrian-only places and streets! 5th Street between Coombs and Main Street (by the library) is only used as a cut-through. There are still two entrances to the garage (from the parking lot and from Main Street).
- 
- Number: 2 Author: Eve Kahn Subject: Sticky Note Date: 4/8/21, 2:17:19 PM  
I agree that the Oxbow District needs its own specific plan and height and density appropriate for downtown corridor is inconsistent with the scale of this unique sector.
- 
- Number: 3 Author: Jim Gunther Subject: Sticky Note Date: 4/16/21, 9:14:38 AM  
Overall, job well done!
- 
- Number: 4 Author: I am happy to read that Jefferson Street will continue to promote smaller stores and restaurants. This hub is also an important service area for our Latinx/ Hispanic Communities and is a great value to these communities. Subject: Sticky Note Date: 4/11/21, 7:46:04 PM  
I am happy to read that Jefferson Street Corridor will continue to retain this areas roe as a community oriented spine of smaller stores. It is important to note that areas along Jefferson street have several businesses which add great value to our Latinx Communities and any kind of redevelopment needs to make sure that there is not an emphasis to gentrify this area in any was as to change this wonderful dynamic and service area.
- 
- Number: 5 Author: Debra Subject: Sticky Note Date: 4/11/21, 8:32:04 PM  
There is only one gateway to Napa. Foster Road is part of that gateway and once it is gone, we can never get it back. Keep this area a greenbelt!
- 
- Number: 6 Author: Jim Gunther Subject: Sticky Note Date: 4/16/21, 9:13:59 AM  
Downtown: not sure "affordable housing" is feasible for this area. With regard to tourism, I would like to see a stronger influence on the relationship between tourism and residential concerns. Providing a "complementary mix" is great, but I also think (as a business owner myself trying to attract more tourists) that education about the benefits tourism brings to the broader community in terms of improvements, etc., is important. Or maybe establishing a dialogue process to ensure balance is there for both sides. OK, so that is a long way of saying something like: "Fostering on-going and better communication on the value of tourism to the larger community, and establish a process for the community continue to address tourism concerns."
- 
- Number: 7 Author: Patti Subject: Sticky Note Date: 4/11/21, 11:59:18 PM  
Foster Road is a beautiful Gateway. Please leave it as a rural, peaceful entrance to Napa Valley. Future housing needs can only be assumed. Not really known. I have observed great planning through a well-known-to-me expert. Never one to jump in before he knew for sure that the outcome of his plans would fit the real time need, some thought he was late in his planning. As it turned out, had he NOT waited until he knew for sure, he would have missed the mark and caused unnecessary cost and disappointment for all involved. City planners should likewise be careful to not proceed before they are absolutely sure of the need. Additionally, I heard that the number of homes being considered for this area is as much if not more than the city of St. Helena holds. Is that true? If so, that is extremely high density for that area, radically changing the environment already and purposefully chosen by your current residents there. Is that fair to them? Surely they moved to that area because of its current state and would not want it to be radically altered/crowded. It would be lost forever. And did I hear that the state is requiring certain changes of its cities? If so, how can we be confident that they have truly 'done their homework' and that they have Napa's best interests in mind? Especially with so many moving out of our state. (650,000 in 2019) More since the pandemic. At current levels of people leaving, how can we really know what housing needs will be? The latests statistic I have heard is that 30% of the people in the country will have moved when this pandemic is over. Does anyone really believe that in the state of flux that our country, state and city is in, this is a good time to make major plans for the future including housing, education and transportation? If anything, people with money will be moving in to get out of the bigger cities. They will not be looking for high density housing. The people who truly need affordable housing are already moving to other less expensive states...
- 
- Number: 8 Author: Jeff Dodd Subject: Sticky Note Date: 4/12/21, 8:56:56 AM  
For Section 2.3, subsection EE: The Oxbow District is already recognized as a separate neighborhood/planning area in the DTSP. More specificity would be helpful.
- 
- Number: 9 Author: Sara Southam Subject: Sticky Note Date: 4/12/21, 1:59:59 PM  
May of these attributes look great. I am curious about Imola West as well as the foster road gateway. Also, people always dump trash there. Not sure where they got the idea that it was a place to put old couches?  
Author: Sara Southam Subject: Sticky Note Date: 4/12/21, 2:00:49 PM  
It would be great if this area were preserved with some kind of trail system and if it were a little safer for people to walk without worrying about cars.
- 
- Number: 10 Author: Katherine Lambert Subject: Sticky Note Date: 4/11/21, 4:38:53 PM  
The land-use changes discussed for Ghisletta/Horseman's properties are in complete conflict with the states Land Use Policies. The stated policy for growth along the corridors and Jefferson are in alignment with the land use changes. Ghisletta/horseman's land-use changes currently proposed by staff and consultant are at complete odds with stated policy. These parcels need less density, not more density.
- 
- Number: 11 Author: ellenuhoff Subject: Sticky Note Date: 4/14/21, 5:48:30 PM  
Need a grocery store and do not take away ACE Hardware. Hoping the post office does not become a large hotel. Thumbs down on that.
- 
- Number: 12 Author: Garret Murphy Subject: Sticky Note Date: 4/13/21, 12:32:19 PM  
Trees, flowers at eye level, benches and bike racks every 75ft, is the hallmark of most européen cities!  
I strongly believe that most of the downtown core should be designated for foot and not car traffic  
Just some food for thoughts!  
Garret Murphy
- 
- Number: 13 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 4:58:41 PM  
It's a shame that Napa doesn't have a town square like Sonoma and Paso Robles. Are there plans to relocate the County Building and the Jail? Ah, what if there could be a town square?  
Author: Stephanie Daglia Subject: Sticky Note Date: 4/11/21, 7:14:27 PM
-

## 2.3 Land Use and Community Design Guiding Policies

- P. Encourage the usage of street rights-of-way for a variety of uses, including outdoor dining on sidewalks where widths permit, periodic closures to vehicular traffic for events, and other activities that could benefit from outdoor uses.

### TRANCAS

- Q. Promote revitalization of aging older developments with a mix of uses, while preserving the vibrant commercial clusters that offer the largest collection of neighborhood-oriented stores in the community.
- R. Promote more pedestrian-oriented design, including trees, sidewalks, and crossings, while acknowledging Trancas' role as an automobile-oriented arterial that provides regional access.
- S. Reinforce medical-related uses, such as office, research and development, to the existing medical hub and hospital in this area.

### JEFFERSON

- T. Promote mixed-use development (retail, housing, office), while retaining Jefferson's role as a community-oriented spine of smaller stores, restaurants, and cafes.
- U. Foster redevelopment of Jefferson as a tree-lined pedestrian-scaled spine, with widened sidewalks, and active street frontages.



### SOSCOL NORTH (SOSCOL AND LINCOLN)

- V. Maintain the area as light industrial hub, with maker, research, incubation, and repair uses, while extending new commercial and hospitality uses to the Napa River to entice redevelopment.
- W. Develop connection to the Napa River, and extend and connect the Napa River Trail as development occurs.

### SOSCOL SOUTH (SOSCOL AND IMOLA)

- X. V.Reinforce auto row, which represents the largest cluster in the county, in the north, while reimagining the southern extent of Soscol as a mixed-use community.
- Y. Further the City's efforts to develop the corridor an attractive boulevard, serving as a distinctive gateway into Napa, with connections to the Napa River to the west.

### DOWNTOWN

- Z. Promote Downtown as an active and vibrant heart of the community. Improve the vitality and character of Downtown through planning, design, business-community partnerships, and City programs and projects that encourage a variety of social, entertainment, cultural, retail, administrative, and government uses.
- AA. Foster a complementary mix of commercial, hospitality/tourism, and residential uses in Downtown; promote additional opportunities for residential development, especially affordable housing.

- BB. Enhance Downtown urban design quality and sense of place through strategies including:

- Incorporating more public art, outdoor dining options, and street trees and plantings;
- Pedestrian comfort and safety, including consideration of pedestrian-only places and streets (generally or at specific times);
- Design of public spaces for all and include family-friendly amenities; and
- Preservation and/or adaptive reuse of historic buildings.

- CC. Continue promoting Downtown's river orientation, and connections to adjacent neighborhoods.

- DD. Continue using the Downtown Specific Plan as the policy and implementation tool for development.

- EE. Recognize the Oxbow District as its own unique part of downtown that needs to be fully addressed in the Downtown Specific Plan (DTSP) or as its own specific plan study. Refer to the 2018 Oxbow District ULI Technical Assistance Panel report as a basis for the plan.



### NEIGHBORHOOD

- FF. Enhance Napa's character and image as a desirable residential, active, and sustainably oriented community.
- GG. Provide balanced neighborhoods accommodating a variety of housing types and density ranges to meet the diverse demographic, economic and social needs of residents, while ensuring a cohesive urban form and neighborhood compatibility.
- HH. Allow smaller scale commercial uses that do not generate visitor traffic to promote business incubation and work-from home environments.

### QUICK RESPONSE

Now that you've read the draft guiding policies, please let us know what you think below.



**3. Do you generally agree with the proposed guiding policies?**

**4. In your opinion, was anything missing from this framework?**

*Thank you for participating! Your input will help shape the future of Napa!*

NAPA 2040 POLICY FRAMEWORKS



Yes, the Veteran's park seems to be the closest thing we have but it doesn't have much to it.

# 3 TRANSPORTATION

## 3.1 Background and Purpose

The Transportation Element seeks to enhance transportation options for Napa residents, workers, and visitors and improve mobility through increased connectivity and efficient management of existing infrastructure. The element will address various modes of transportation—including automobile movement, biking, walking, and public transit—with topics on roadway network performance, the transit system, travel demand management, bicycle and pedestrian systems, truck travel, emergency evacuation routes, and alternative vehicle systems. It will look at improving transportation options and connectivity within the city as well as furthering the goals of the Napa Vision and Guiding Principles, including environmental sustainability, connected neighborhoods, increased travel options, balancing tourism and local needs, and achieving a healthy and safe community for all.

The Transportation Element will look at the level of service standards for the city to prepare a list of feasible and desirable roadway and intersection improvements (although no longer used as an impact for CEQA purposes, the City may retain level of service standards as a local policy). Strategies to reduce vehicle miles travelled will also be incorporated into this element, as well as transportation impacts to greenhouse gas emissions which will be incorporated during environmental impact analysis. CEQA thresholds of significance criteria for development and CIP projects occurring within City limits will be developed during environmental review and will be included in the full Transportation Element to be evaluated.

Topics that will be addressed include:

- Street Network
- Livable and Complete Streets
- Pedestrian and Bicycle Facilities
- Transit and Transit Network
- Automobile Movement and Standards for Traffic Level of Service and Vehicle Miles Traveled
- Transportation demand management
- Parking
- Air, water, truck, and rail transport
- Emergency evacuation routes
- Sustainable transportation choices

In separate processes, Napa Valley Transportation Authority (NVTVA) in coordination with the City and other Napa County jurisdictions have prepared a variety of transportation-related plans, including the Napa Countywide Bicycle Plan, Countywide Transportation Plan, Community Based Transportation Plan, Napa Countywide Pedestrian Plan, Imola Corridor Complete Streets Improvement Plan, SR 29 Comprehensive Multimodal Corridor Plan, and Vine Transit Express Bus Corridor Study. Most of these documents include proposed changes within the City of Napa and the Transportation Element will incorporate these broader initiatives wherever feasible to support coordinated actions.

Guiding policies and other key strategies that will form the basis of the Transportation Element in the General Plan are provided in Section 3.3.

## 3.2 Relationship to Community Vision and Guiding Principles

The Transportation Element provides a foundation for creating a well-connected urban environment that most closely furthers the following Napa Community Vision and Guiding Principles:

**1** Foster Napa as a community of connected neighborhoods, with vibrant, walkable districts, and revitalized corridors.

**7** Achieve a healthy and safe community for all.

**2** Increase travel options through enhanced walking, bicycling, and public transportation systems, and promote mobility through increased connectivity and intelligent transportation management.

**3** Balance local and tourist needs.

**5** Foster connections to nature and open space.

**6** Emphasize environmental sustainability.

**QUICK RESPONSE**  
Use the comment tool to respond to the questions below if you only have time to leave general feedback.



**1. Do you have any concerns related to this General Plan element?**

**2. Is there anything that we could include in the General Plan to help relieve those concerns?**



# Summary of Comments on 03 Transportation Framework\_final.pdf

Page: 1

- 
- Number: 1 Author: R Phillips Subject: Sticky Note Date: 4/16/21, 4:21:56 PM  
Downtown, First Street, is not pedestrian friendly, if you using the crosswalk cars do not slow down.
- 
- Number: 2 Author: R Phillips Subject: Sticky Note Date: 4/16/21, 4:18:57 PM  
Create roundabouts for city streets, such as Lincoln and Soscol intersection.
- 
- Number: 3 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 1:00:25 PM  
What can be done to improve the 1st and Main Street intersection? Crossing to/from Opera Park is poorly designed.
- 
- Number: 4 Author: Tom Johnson Subject: Sticky Note Date: 4/14/21, 6:04:22 PM  
This proposal to connect Linda Vista to Browns Valley Road has always brought so much stress and tension to this community. It has been cited as needed in the General Plan for decades. I can understand the anguish, emotion, and change that it brings. However unpopular, it is desperately needed for this community. There is only one way out of the West side of the Freeway and that is First Street or the cross over to Redwood on either Westview, which was also adamantly and emotionally opposed, or Browns Valley crossing. In any community you need an excellent traffic flow grid. The West side of the Freeway does not have that, and it affects Emergency Services Deliver and the ability to navigate Napa under all weather and disaster conditions. There is so much talk lately about "the greater good". Well this will be condemned by the people affected in their neighborhoods, and it will take a City Council who focus on "the greater good" and necessity for the efficient flow of traffic and emergency services vehicles. That First Street overpass is about, at or beyond maximum capacity and is approaching Grid Lock. As an Emergency Service official, I studied that problem for years and watched it increasingly erode. This connection should have been made years ago, but it wasn't "popular" to the neighbors then and it sure isn't now, but as a community, we better move forward looking toward the future. I used to bring street connections before the Napa public and the City Council and heard all of the doomsday predictions posted here, but when they were connected, none of them came to pass, and no one died.
- 
- Number: 5 Author: R Phillips Subject: Sticky Note Date: 4/16/21, 4:17:27 PM  
Make the city walk friendly; fix sidewalks and plant more trees
- 
- Number: 6 Author: Renee Mortell Cazares Subject: Sticky Note Date: 4/11/21, 8:14:01 PM  
Is there any communication with past plans for Traffic Calming measures through our City for the next 20 years? I would like to see better signage of traffic speeds, more 4 ways stops at specific dangerous intersections (especially downtown on First and Second Streets) where streets are narrow and lined with cars and poor visibility when making turns. Another dangerous intersection is Jackson and Yajome. In other words, a concerted effort is needed to identify areas of concern through out the City and make adjustments were possible. Thank you for this consideration.
- 
- Author: maureen Trippe Subject: Sticky Note Date: 4/12/21, 4:54:42 PM  
In full agreement
- 
- Author: Charles Shinnamon Subject: Sticky Note Date: 4/14/21, 3:11:29 PM  
We see some very simple traffic calming measures being used on local streets in American Canyon. How can we best use simple, economical, and effective traffic calming techniques in our neighborhoods especially if we want folks to walk and cycle?
- 
- Number: 7 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 12:56:54 PM  
The Imola Bridge is a speedway. Very dangerous for pedestrians and bicyclists. Drivers race to beat the red lights at Coombs Street intersection. Enforcement is needed.
- 
- Number: 8 Author: Hugh Linn Subject: Sticky Note Date: 4/12/21, 3:56:11 PM  
The schools have a significant impact on Napa transportation and related impacts. We are currently experiencing a drop of school enrollment and there are ongoing discussions of closing schools. This seems like a unique opportunity to better plan how our students are transported to schools. The model where each parents delivers their students to multiple schools is inefficient and creates family stress, traffic delays, and pollution. Please use the General Plan Transportation element as a mechanism to bring NVUSD leaders and Napa City Public Works together to develop better solutions to this ongoing challenge. For example, the 5-way intersection at Coombsville, Third, and Silverado Trail has not had the delays when Silverado Middle School, Alta Heights, and Mt. George are not in session. The sustainable route to schools seems like one piece to a bigger puzzle.
- 
- Author: Charles Shinnamon Subject: Sticky Note Date: 4/14/21, 3:12:08 PM  
Agreed.
- 
- Author: Linda Nellett Subject: Sticky Note Date: 4/15/21, 1:01:01 PM  
This is a very sensible comment. Traffic due to school drop off/pick up adds significantly to congestion at certain periods of the day.
- 
- Number: 9 Author: Lance Houser Subject: Sticky Note Date: 4/13/21, 10:57:50 PM  
BRIDGE NAPA CREEK CONNECTING LINDA VISTA AVENUE SOUTH OF NAPA CREEK WITH LINDA VISTA AVENUE NORTH OF NAPA CREEK. This project has been on the "books" since 1956. It would add an additional north-south traffic circulation element instead of a 2 to 3 mile "detour" to get to the north side of Napa Creek from the south side thus reducing traffic congestion on other streets like Pinewood and Westview; reducing smog pollution, reducing gasoline usage. It would provide much needed faster emergency vehicle response for fire, police, and ambulance. Additionally consider that West Park school and Pueblo Vista would be more accessible to children in the southern areas of the city thus promoting more equitable educational opportunities. Additionally pedestrians and bicyclists would greatly enjoy this crossing. Please note that adding thru street connectors is proper and good traffic management that has be practiced many times in the past by Napa City...Pinewood, Westview, Oxford come to mind and , just recently, Wine County. There is no sound reason to NOT bridge Napa Creek at Linda Vista.
- 
- Number: 10 Author: R Phillips Subject: Sticky Note Date: 4/16/21, 4:15:11 PM  
Use of roundabouts for some city streets such as Lincoln and Soscol.
- 
- Number: 11 Author: Tom Johnson Subject: Sticky Note Date: 4/14/21, 6:02:53 PM

Comments from page 1 continued on next page

# 3 TRANSPORTATION

## 3.1 Background and Purpose

The Transportation Element seeks to enhance transportation options for Napa residents, workers, and visitors and improve mobility through increased connectivity and efficient management of existing infrastructure. The element will address various modes of transportation—including automobile movement, biking, walking, and public transit—with topics on roadway network performance, the transit system, travel demand management, bicycle and pedestrian systems, truck travel, emergency evacuation routes, and alternative vehicle systems. It will look at improving transportation options and connectivity within the city as well as furthering the goals of the Napa Vision and Guiding Principles, including environmental sustainability, connected neighborhoods, increased travel options, balancing tourism and local needs, and achieving a healthy and safe community for all.

The Transportation Element will look at the level of service standards for the city to prepare a list of feasible and desirable roadway and intersection improvements (although no longer used as an impact for CEQA purposes, the City may retain level of service standards as a local policy). Strategies to reduce vehicle miles travelled will also be incorporated into this element, as well as transportation impacts to greenhouse gas emissions which will be incorporated during environmental impact analysis. CEQA thresholds of significance criteria for development and CIP projects occurring within City limits will be developed during environmental review and will be included in the full Transportation Element to be evaluated.

Topics that will be addressed include:

- Street Network
- Livable and Complete Streets
- Pedestrian and Bicycle Facilities
- Transit and Transit Network
- Automobile Movement and Standards for Traffic Level of Service and Vehicle Miles Traveled
- Transportation demand management
- Parking
- Air, water, truck, and rail transport
- Emergency evacuation routes
- Sustainable transportation choices

In separate processes, Napa Valley Transportation Authority (NVTVA) in coordination with the City and other Napa County jurisdictions have prepared a variety of transportation-related plans, including the Napa Countywide Bicycle Plan, Countywide Transportation Plan, Community Based Transportation Plan, Napa Countywide Pedestrian Plan, Imola Corridor Complete Streets Improvement Plan, SR 29 Comprehensive Multimodal Corridor Plan, and Vine Transit Express Bus Corridor Study. Most of these documents include proposed changes within the City of Napa and the Transportation Element will incorporate these broader initiatives wherever feasible to support coordinated actions.

Guiding policies and other key strategies that will form the basis of the Transportation Element in the General Plan are provided in Section 3.3.

## 3.2 Relationship to Community Vision and Guiding Principles

The Transportation Element provides a foundation for creating a well-connected urban environment that most closely furthers the following Napa Community Vision and Guiding Principles:

**1** Foster Napa as a community of connected neighborhoods, with vibrant, walkable districts, and revitalized corridors.

**2** Increase travel options through enhanced walking, bicycling, and public transportation systems, and promote mobility through increased connectivity and intelligent transportation management.

**3** Balance local and tourist needs.

**5** Foster connections to nature and open space.

**6** Emphasize environmental sustainability.

**7** Achieve a healthy and safe community for all.

### QUICK RESPONSE

Use the comment tool to respond to the questions below if you only have time to leave general feedback.



**1. Do you have any concerns related to this General Plan element?**

**2. Is there anything that we could include in the General Plan to help relieve those concerns?**



---

This proposal has always brought so much stress and tension to this community. It has been cited as needed in the General Plan for decades. I can understand the anguish, emotion, and change that it brings. However unpopular, it is desperately needed for this community. There is only one way out of the West side of the Freeway and that is First Street or the cross over to Redwood on either Westview, which was also adamantly and emotionally opposed, or Browns Valley crossing. In any community you need an excellent traffic flow grid. The West side of the Freeway does not have that, and it affects Emergency Services Deliver and the ability to navigate Napa under all weather and disaster conditions. There is so much talk lately about "the greater good". Well this will be condemned by the people affected in their neighborhoods, and it will take a City Council who focus on "the greater good" and necessity for the efficient flow of traffic and emergency services vehicles. That First Street overpass is about, at or beyond maximum capacity and is approaching Grid Lock. As an Emergency Service official, I studied that problem for years and watched it increasingly erode. This connection should have been made years ago, but it wasn't "popular" to the neighbors then and it sure isn't now, but as a community, we better move forward looking toward the future. I used to bring street connections before the Napa public and the City Council and heard all of the doomsday predictions posted here, but when they were connected, none of them came to pass, and no one died.

Number: 12 Author: Kari Auringer Subject: Sticky Note Date: 4/15/21, 7:59:53 AM

---

The Linda Vista Bridge project does not serve or support any of the 7 Guiding Principles listed here. It would demand resources our city needs to dedicate elsewhere.

Number: 13 Author: Joyce Stavert Subject: Sticky Note Date: 4/13/21, 9:55:09 AM

---

Again here I see nothing about enforcement of traffic violations and speeders in our neighborhoods. We need to add plans for traffic calming measures, improved signage of speed limits etc.

Number: 14 Author: Cinder Ernst Subject: Sticky Note Date: 4/13/21, 11:04:31 AM

---

Thank you for your time and attention. Please please please help with speeding. Please help with speeding. Please help with speeding.

Number: 15 Author: Steve Presley Subject: Sticky Note Date: 4/15/21, 12:38:05 PM

---

The Linda Vista connection must stay in the Plan as it is a vital route for emergency response teams from both the Fire and Police Departments. It's value now is even more so than when originally proposed (and sign-posted as Linda Vista at the end of Robinson) over 20-years ago. Without the extension the ability of the Browns Valley Fire Station to fulfill its mission of rapid emergency response, and reason for its location, will continue to be hindered by having to take a circuitous route to northern area emergencies. What backlash will there be when emergency response times are delayed should a major event such as an earthquake, a fire or an active shooter occur at West Park Elementary or an other location on the north side. Seconds count when it deals with responding to a life threatening emergency.

Number: 16 Author: Maritna C Subject: Sticky Note Date: 4/15/21, 8:58:36 PM

---

Do not put a street continuation through Linda Vista over the creek.

### 3.3 Transportation Element Guiding Policies

Transportation guiding policies are organized into the following topics. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused.

Note: Some of these policies may need to be updated in coordination with NVT&A and the Countywide Transportation Plan 2045 update. Compliance with other plans will help promote inter-agency cooperation and regional transportation coordination.

#### STREET NETWORK

##### livable and Complete Streets

- A. Foster a comprehensive network of safe, accessible roads, trails, sidewalks, and pathways that emphasize Complete Streets and address the mobility needs of all while reducing vehicle miles traveled and dependence on single-occupancy vehicles. 5
- B. Strive for Napa to be a “Vision Zero” community by creating safer streets to reduce the number of collisions between vehicles and pedestrians and bicyclists. Adopt a Vision Zero Plan as a follow up to the General Plan. 6
- C. Maintain a street classification system that reflects not just automobile operations, but also multi-modal movement and adjacent land uses. Develop multi-modal level of service objectives with differing priorities depending on road types.
 

*Street classifications will be developed in coordination with Caltrans and City of Napa Public Works staff. Refer to attached Street Classifications maps for the streets that were designed in the existing General Plan and Caltrans.* 7
- D. Evaluate methods and undertake transportation facility improvements to promote biking, walking, and safer street crossings and establish a target date for build-out of currently planned active transportation network.
- E. Foster a more connected system of streets, pedestrian facilities, and bicycle facilities as new development and redevelopment is undertaken or as opportunities are presented. Increased street connectivity can help reduce VMT by allowing for more direct routes for automobile trips. Increased connectivity can also support the active transportation modes by providing shorter and/or lower stress routes for bicyclists and pedestrians.

- F. Keep Napa moving with livable streets that provide a safe, balanced, cost-effective, multi-modal transportation system (vehicles, pedestrians, bikes, transit), accommodating the mobility needs of all ages and abilities.
- G. Apply traffic calming principles where appropriate with consideration of functional classification, emergency access, and vehicular traffic volumes to support livable and complete streets.
- H. Consider ways to utilize public streets to increase usability potential and public enjoyment. Such strategies could help reduce negative traffic impacts, improve livability, and provide an opportunity for economic development activities and community events.
- I. As part of streetscape design, incorporate features that enhance safety for all users, and establish effective mode transitions, including pick-up/drop-offs and curb management.

These would include:

- Curbside management strategies are adaptable to evolving technologies in passenger and delivery vehicles, including identified pickup/drop-off locations for shared ride/transit network companies (Uber, Lyft, etc.) pickup and drop-off locations and Spaces for delivery vehicles to park safely for short durations.

- Bus pullouts and shelters
- Street landscaping and street trees - ensure that the street tree canopy is maintained or enhanced as part of all sidewalk maintenance or replacement projects.
- Street lighting
- Roadway signage and markings
- ADA compliance
- J. Maintain, preserve the quality of, and respond to maintenance requests for roadway, sidewalk, and bicycle facilities.
 

*The City is required to report its Pavement Condition index (PCI) to stay eligible for regional transportation funding. Additionally, Napa County passed a sales tax measure (Measure T) through 2043 to be used for roadway maintenance. Roadway maintenance also provides opportunities to incorporate on-street bicycle facilities and fill in sidewalk gaps.*
- K. Improve the accessibility, safety, and traffic signal synchronization of intersections and access points along major corridors with an emphasis on creating complete streets while accommodating adequate motor vehicle traffic flow.



Number: 1 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:13:12 AM

---

Consider improving the visual appearance of the pass through alleys in the downtown to make them more attractive. Especially the ones between the Carrithes building and the old Don Pericos site downtown; and next to the Goodman building

Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 4:40:48 PM

---

This is such a good idea on the visual improvement

Number: 2 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 1:02:17 PM

---

YES for "Vision Zero" goals. This is critically important to improve safety, increase awareness and reduce collisions.

Number: 3 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:03:22 AM

---

Trower Avenue west of Highway 29 is a raceway and traffic needs to be slowed down as it is the gateway to Alston Park with many joggers, walkers and pedestrians. There is plenty of on site parking that leaves enough room for installation of traffic calming devise such as narrowing the travel lanes and installing plantings to slow down traffic using the Trower Avenue. A much better drive up appearance to Alston Park.

Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 1:43:44 PM

---

Agree this needs attention, thank you for bringing this up.

Number: 4 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 4:39:59 PM

---

The five way intersection at Division, Fifth and Randolph needs attention. If it's true that this where the carriages used to make full turns, there's even more reason to consider a round-about or some type of fountain that enhances this area and appropriately and safely manages foot traffic, bicyclists, and cars.

Number: 5 Author: Margan Holloway Subject: Sticky Note Date: 4/15/21, 6:30:20 PM

---

Browns Valley/Linda Vista Bridge. This has been in the City's General Plan for decades. It reared its head again a few years ago and the Mayor wanted to see how the roundabouts affected traffic flow before any more was discussed. However, the City did a study and discovered that there would be an additional 2500 cars daily on Robinson and an additional 1000 cars on Linda Vista that already has about 4500 cars traveling daily. They also noted that the streets are 20' narrower than they would like for the proposed roadway. This is not safe for bicyclists or pedestrians. Perhaps the focus should be on connecting Solano to First and Freeway Drive where there are no schools fewer cars.

Number: 6 Author: PB Subject: Sticky Note Date: 4/11/21, 9:28:36 PM

---

This statement does not accurately reflect Vision Zero principles. Needs to establish a goal of zero serious injury/fatal collisions by specific date (eg: 2035).

Number: 7 Author: Charles Shinnamon Subject: Sticky Note Date: 4/11/21, 6:06:23 PM

---

Vehicular speeds are triggered by design; 12 foot wide lanes are fine for freeways but can be narrowed a foot or two even on arterials as a way of slowing vehicles and to allow wider bike lanes. Emphasize that DPW's focus when re-stripping roads should be on pedestrian and bike safety and reasonable vehicular speeds.

### 3.3 Transportation Element Guiding Policies 7

- L. Study and prepare plans for the following roads to evaluate plan line and future pedestrian and bicycle improvements in coordination with Caltrans and existing bike, pedestrian, and transportation plans. These areas can be added as a "Study Corridor" to warrant future analysis in the General Plan. List includes the focus area corridors that were identified during the General Plan process or in the Countywide Bicycle/Pedestrian Plan (BP) plus Silverado Trail and other roadways that may need additional study.
  - Silverado Trail between Trancas Street and Soscol Avenue (recommended as Class II in BP)
  - Jefferson Street between Trancas Street and Oak Street (BP plan study corridor Salvador-southern city limits)
  - Soscol Avenue Corridor between Third Street and Imola Avenue (recommended as Class II in BP)
  - Trancas Street between State Route 29 and Soscol Avenue (recommended as Class II in BP)
  - Browns Valley Road/First Street (BP plan study corridor)

- Terrace Drive (bridge crossing to connect road together) (BP plan study corridor)
- Foster Road (to study connection at Ghisletta/Horsemen's properties from Golden Gate Drive up to Old Sonoma Road)
- 9 Coombs Street between Imola Avenue and Division Street (BP plan study corridor)
- Imola Avenue between Foster Road and Eastern city limits (BP plan study corridor)
- Redwood road between Dry Creek Road and SR-29 (BP plan study corridor)
- Salvador Avenue between Solano Avenue and Jefferson Street (BP plan study corridor)

M. Support mode share goals to reduce automobile dependency and to encourage alternative forms of transportation. Create new transportation programs for outlying areas and further education on public transportation benefits, including on how to navigate the system, to help further this goal.

N. Adopt the lowest defensible speed limit and employ traffic reduction strategies on local streets in residential neighborhoods to encourage use of major arterials. 11

O. Support strategies to further enhance the pedestrian and cyclist experience in Downtown Napa. Strategies can include traffic calming, enhanced crossings and lighted crosswalks, reducing vehicles and traffic impacts such as speeding and aggressive driving, reducing through traffic, parking strategies encouraging motorists to park once and walk, and lowering speed limits. 12

#### Pedestrian and Bicycle Facilities 8

P. Promote active transportation, an active lifestyle, and physical activity by providing world-class, safe pedestrian and bicycle services citywide. Address that vehicular speed, adequacy of lighting, and provision of crosswalks greatly impact the safety of pedestrians and bicyclists.

Q. Collaborate with and support the Napa Valley Unified School District in creating a Safe Routes to Schools plan and securing dedicated funding in order to provide safe and equitable access for students to local schools.

R. Promote a connected pedestrian and bicycle network providing safe and direct access between destinations such as from existing residential areas, schools and Napa Valley College, shopping, and employment centers and connections to regional trail systems, such as the Napa River Trail, the Vine Trail, and the Bay Trail.

*Refer to attached bikeway map for existing and proposed bicycle network.*

S. Promote increased pedestrian and bicycle mode-shift citywide. Opportunity areas include higher-intensity and mixed-use areas, including Downtown and the adjacent traditional neighborhoods, and the Jefferson Street corridor.

T. Improve connections to existing pedestrian and bicycle facilities from existing neighborhoods.

U. Include and reference the policies and goals as established in the supporting City of Napa Bicycle Plan and Pedestrian Plan and support update of these plans to meet current standards.

V. Require designated bicycle and pedestrian improvements during proposed development review, including redevelopment and major use modifications. 13

#### Transit and Transit Network

W. Work with NVRTA to continue to develop and maintain an efficient and convenient transit system providing alternatives to the use of the personal automobile to residents, workers, and visitors within the city, with connections within Napa, to elsewhere in the county and beyond. This can include establishing a target for transit mode share.

X. Encourage 10 and educate Napa residents and visitors to take alternative modes of transportation within the city limits by providing transit stops that promote a fun, clean, safe, and accessible transit experience. A part of this can be to explore reasons on why people do not take transit and address these reasons.

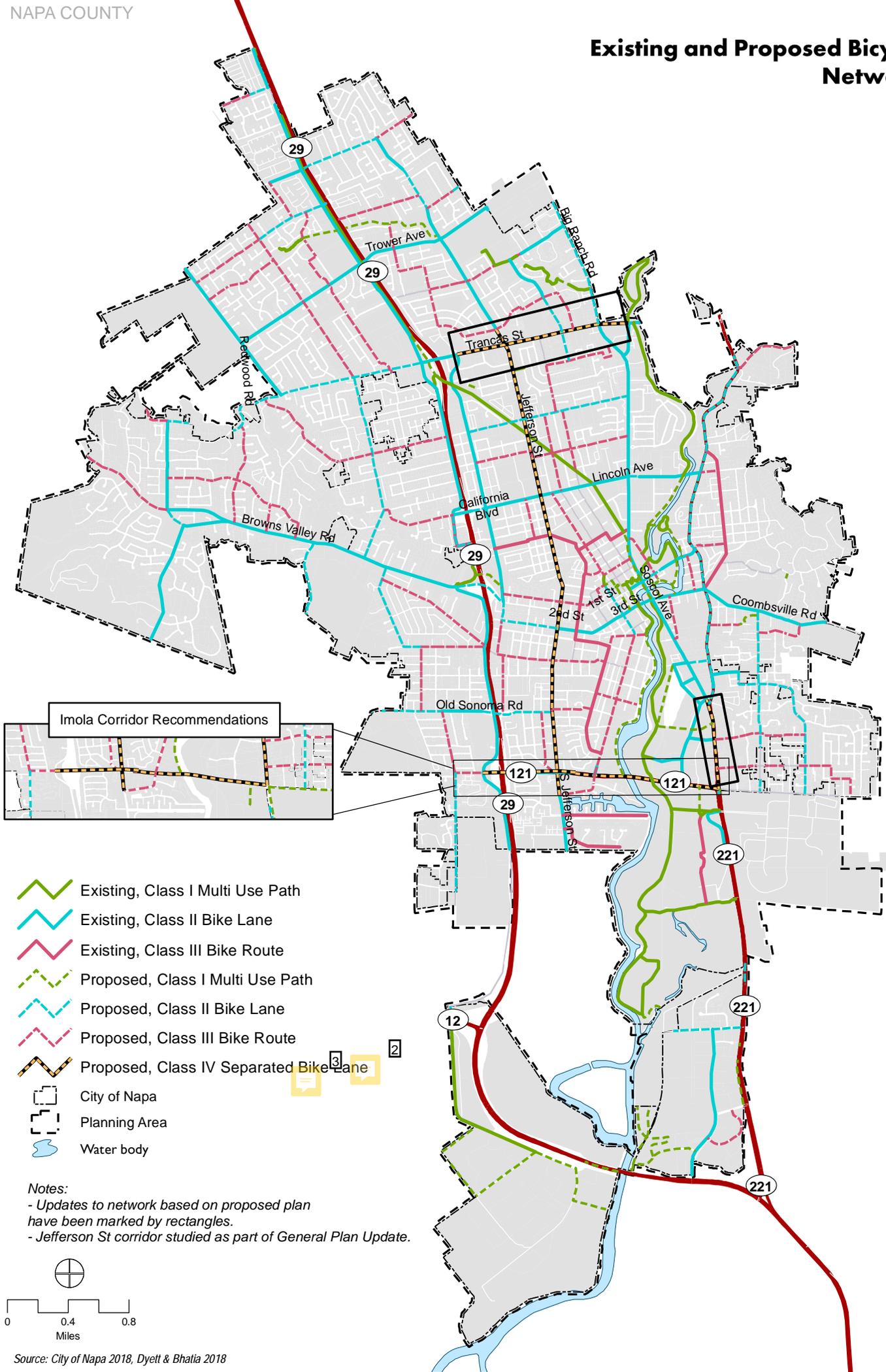
Y. Plan safe connections between downtown Napa and the Soscol Gateway Transit Center and better connect the transit center to the rest of the community.

Z. Coordinate with NVRTA to strategically designate transit corridors that will receive transit investment, such as bus shelters, seating, and frequent service, so that the street sections and proposed roadway widths can accommodate transit vehicles. 13



- 
- Number: 1 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 1:15:40 PM  
Policy 3.3 O is fundamental and critically important. Reducing speeding, aggressive driving, and through traffic need serious attention in the residential downtown neighborhoods. Speed limits must be evaluated. There's a speed limit 30mph sign at Gott's on the side road that leads to the Westin. Can this be right? 35mph on the Imola Bridge when people are routinely driving 60+mph?
- 
- Number: 2 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:07:28 AM  
A better crossing of 1st street in downtown to connect opera park to the Burger Fi site on the other side of 1st street.
- 
- Number: 3 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:05:57 AM  
Please include the continuation of the river pedestrian and bike trail on the east side of river to connect the areas where the trail is currently missing
- 
- Number: 4 Author: Linda Nellet Subject: Sticky Note Date: 4/15/21, 12:24:08 PM  
Missing from Section L is the southern portion of Jefferson Street from Oak to Imola and the Old Sonoma Road corridor. These should both be considered as BP plan study corridors. Old Sonoma Road operates as a significant connector road between Napa and Sonoma and Marin County communities, as well as a connector to Carneros vineyards and tasting rooms. Jefferson Street from Oak to Imola is already a major traffic corridor. The development of Napa County's parcel on Old Sonoma Road into a residential or mixed use property will inevitably happen before 2040 and it would behoove the City of Napa to be proactive in studying these corridors that would be impacted by such a development.
- 
- Number: 5 Author: Maureen Trippe Subject: Sticky Note Date: 4/8/21, 7:45:25 PM  
Has anyone researched the "15 Minute City?" Started in Paris and expanding to the US. The idea is that you can walk from one side of the city to the other, from any direction - in 15 minutes. Intelligent design reduces car/truck traffic, invites green spaces, better pedestrian and bicycle options.
- Author: Maureen Trippe Subject: Sticky Note Date: 4/8/21, 7:48:06 PM  
YES for 3.3 N. Adapt the lowest defensible speed limit and employ traffic reduction strategies on local streets in residential neighborhoods to encourage use of major arteries. PLEASE in addition to traffic reduction strategies, please include traffic SPEEDING enforcement strategies.
- 
- Number: 6 Author: Stephanie Daglia Subject: Sticky Note Date: 4/11/21, 7:22:31 PM  
As the bicycle trails are expanded and on the existing trails, please add police monitoring on bicycles. There are some areas of the trail where it doesn't feel safe and have even been murders.
- 
- Number: 7 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:27:51 AM  
Need to prioritize Safe Routes to School for Complete Streets and traffic calming measures. This particularly impacts lower-income families.
- 
- Number: 8 Author: PB Subject: Sticky Note Date: 4/11/21, 9:43:20 PM  
NEW: Require implementation of bicycle and pedestrian improvements as part of regular roadway repaving or reconstruction projects.
- Author: Maureen Trippe Subject: Sticky Note Date: 4/15/21, 5:31:43 PM  
Yes, this is a great way to get ahead of things. Make it a requirement to thoughtfully consider bike and pedestrian needs whenever construction projects are planned.
- 
- Number: 9 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 4:25:16 PM  
Speeding on Coombs Street must be addressed. There are only two stop signs between Division Street and the Imola Bridge. Coombs Street has become a race track for loud cars and a cut-through for landscape and construction vehicles working in the downtown area.
- 
- Number: 10 Author: Diana Subject: Sticky Note Date: 4/8/21, 6:58:25 PM  
Visit Napa Valley used to maintain a Car Free Napa page. Perhaps they can bring this back
- 
- Number: 11 Author: PB Subject: Sticky Note Date: 4/11/21, 9:32:21 PM  
Yes to (the first half of) this!! Arterials also need to be re-designed to encourage bike/ped users, as they are almost always the most direct route to destinations, and by design nearly all major destinations are located on or immediately off of arterials.
- 
- Number: 12 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 1:29:57 PM  
Critically important to evaluate speeding issues especially in our downtown residential neighborhoods. Please include evaluation of the noise from acceleration and braking at stop signs.
- 
- Number: 13 Author: SD Subject: Sticky Note Date: 4/9/21, 11:48:41 AM  
I would take public transit to and from work if a stop was closer to where I live and the bus ran frequently.
- Also, given how much alcohol consumption happens, I'm surprised people DON'T use public transit.

# Existing and Proposed Bicycle Network

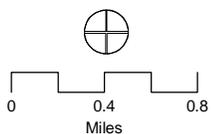


Imola Corridor Recommendations

- Existing, Class I Multi Use Path
- Existing, Class II Bike Lane
- Existing, Class III Bike Route
- Proposed, Class I Multi Use Path
- Proposed, Class II Bike Lane
- Proposed, Class III Bike Route
- Proposed, Class IV Separated Bike Lane

- City of Napa
- Planning Area
- Water body

**Notes:**  
 - Updates to network based on proposed plan have been marked by rectangles.  
 - Jefferson St corridor studied as part of General Plan Update.



 Number: 1 Author: Jim Gunther Subject: Sticky Note Date: 4/16/21, 10:17:15 AM

I couldn't find anything on ADA (disability) issues being addressed, such as sound clues at major crosswalks for the blind. I think there are plenty of ADA issues that could be considered; maybe consult with a city ADA expert?

 Number: 2 Author: LG Subject: Sticky Note Date: 4/13/21, 1:59:44 PM

While I like the idea of separated bike lanes, I am curious as to where this space will come from -- remove parking or remove traffic lane? Especially lower Jefferson as that is already narrow.....

 Number: 3 Author: Linda Nellet Subject: Sticky Note Date: 4/15/21, 12:28:38 PM

I love the idea of biking along Imola, but that bridge over the river is just not useful to most casual cyclists. Is there a way to construct a pedestrian and cycling crossing of the river at this point that doesn't involve climbing a small mountain?

 Author: Maureen Trippe Subject: Sticky Note Date: 4/15/21, 5:33:40 PM

I walk the Imola Bridge and it's challenging when a pedestrian and a cyclist meet -- someone has to be in the street and someone on the sidewalk. With speeding cars, it's a scary proposition. Has this been reviewed?

### 3.3 Transportation Element Guiding Policies

#### AUTOMOBILE MOVEMENT: STANDARDS FOR TRAFFIC LEVEL OF SERVICE AND VEHICLE MILES TRAVELED

- AA. Maintain adequate levels of traffic service (standard TBD based on traffic analysis) that provides for efficient movement of people, goods, and services within the city, and adequate connections to the region and state.
- BB. Strive to maximize the efficiency of the existing automobile infrastructure and manage the major arterials and boulevards so that they provide shorter travel times than parallel neighborhood streets.
- CC. Implement traffic signal management techniques to improve operational efficiency and improve traffic flow where appropriate.
- DD. Implement policies to reduce vehicle miles traveled (VMT) in efforts to reduce traffic and greenhouse gas emissions.
- EE. Consider implications of keeping a level of service (LOS) metric versus switching only to measuring VMT. A LOS metric may be maintained as a local standard to determine where transportation improvements may be needed or required as part of the development approval process. However, VMT will be used as a primary metric

for determining the transportation impacts of land use and transportation infrastructure projects under the California Environmental Quality Act (CEQA).<sup>1</sup>

- FF. Support development of transportation impact studies that provide a multi-modal analysis of the transportation system.

#### TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM consists of programs and policies to reduce the demand for the single occupant automobile, thus reducing traffic and greenhouse gas emissions from these vehicles. Common techniques include carpool programs, car-sharing and bike-sharing programs, flexible work hours, telecommute provisions, shuttle services to nearby transit stations, employee transit subsidies (e.g., employers will subsidize bus or rail tickets), installation of bicycle facilities (lockers, racks, lanes, showers at employment areas, etc.), or other measures that would reduce the demand to drive, particularly during the peak commute hours. TDM is critical for the city to build-out without expanding the transportation infrastructure beyond what is envisioned in this element. TDM is a major component in improving the effectiveness of transit as it can assist in serving the "first mile/last mile" component of a transit trip.

- GG. Coordinate and promote regional TDM programs, such as V Commute by NVTA.<sup>10</sup>

<sup>1</sup> The Planning Commission and City Council will consider a resolution to adopt VMT thresholds of significance at 15 percent below regional baseline levels for residential and employment projects and no net VMT increase for retail projects.

Photo credit:  
Napa Valley Register



- HH. Support programs that encourage shared rides and car/vanpools to reduce the number of people traveling to or from Napa to work by private vehicle, including employer shuttles and the Vine Transit, and encourage employers to adopt telecommuting policies when possible.
- II. Coordinate with local businesses (such as local wineries and hotels) within the City and more broadly within Napa County to reduce individual car travel. Residential projects shall be included as well, albeit with different metrics and support mechanisms.
- JJ. Require new large non-residential and residential projects to undertake TDM measures. This could include a minimum square footage, like non-residential projects under 5,000 square feet are exempt.
- KK. Establish a Travel Demand Management lead with City to provide long-term oversight of TDM programs and address active transportation and mode shift.

#### PARKING <sup>7</sup>

- LL. Review and update as necessary standards that balance parking demand with urban design goals and do not result in negative impacts on pedestrians, bicyclists, and transit users in development areas throughout the city. Review downtown parking requirements to better utilize public parking facilities and allow flexibility in parking design such as share parking arrangements for mixed-use projects.
- MM. Update standards to adequately address bicycle and vehicle parking needs.

- NN. Encourage residents and visitors to park once and walk to multiple destinations to reduce block circling and multiple, small vehicle trips. This can be accomplished through thoughtful design and traffic/parking management.
- OO. Provide locations for drop off and pick-up services; reduce parking standards and requirements to encourage healthier choices - walk, bike, or use public or private transportation shuttle services.

#### AIR, WATER, TRUCK, AND RAIL TRANSPORT

- PP. Coordinate with Napa County and other agencies to continue safe and efficient operation of the Napa County Airport.
- QQ. Allow expansion of airport services to connect major airports (for example, Oakland, San Francisco, or Sacramento international airports) to downtown via rail or shuttle services.
- RR. Promote the use of the Napa River for recreational, transportation, and cultural uses.
- SS. To reduce noise and air pollution, vessel activities on the Napa River should use engines/motors most efficient to prevent pollution.
- TT. To retain the public accessibility of the Napa River waterfront and to reduce potential adverse environmental impacts like noise and pollution runoff, minimize new private docks along the Napa River.



- 
- Number: 1 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:11:48 AM  
Include additional parking structures in the downtown area. Perhaps retail on the bottom level with parking above--Santa Cruz has been successful with this mixed use in its multi level parking structures
- 
- Number: 2 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:10:07 AM  
Synchronize the signals on either Soscol or Jefferson Streets to make clear which is the clear path north and south
- 
- Number: 3 Author: Jeff Subject: Sticky Note Date: 4/11/21, 10:08:52 AM  
I am frustrated with the lack of synchronization on Redwood Road. This causes traffic to back up into Solano Avenue when the light at the freeway is red but the signal at Solano and Redwood Road is green.
- 
- Number: 4 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:25:27 AM  
We need to start charging for parking!
- 
- Number: 5 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:26:24 AM  
Parking can be more expensive in the downtown core and less at outer parking areas, encouraging people to park once and walk.
- 
- Number: 6 Author: Sara Southam Subject: Sticky Note Date: 4/12/21, 2:09:15 PM
- Author: Sara Southam Subject: Sticky Note Date: 4/12/21, 2:09:44 PM  
Yes! I think this could be an amazing way for people to visit our great valley and reduce reliance on cars.
- 
- Number: 7 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 1:23:47 PM  
Visibility is a serious issue on cross streets downtown. Combined with no regard for posted speed limits and limited concern for pedestrian safety it's a problem because you can't see around the parked cars.
- 
- Author: LG Subject: Sticky Note Date: 4/13/21, 2:00:38 PM  
Agreed! not sure what the solution is, maybe removing parking spot (close) to the curb, but it all feels very dangerous.
- 
- Number: 8 Author: SD Subject: Sticky Note Date: 4/9/21, 11:51:27 AM  
I (and people I know) love that parking is free!
- 
- Number: 9 Author: Linda Nellet Subject: Sticky Note Date: 4/15/21, 12:56:22 PM  
For a plan that positions residents first, there seems to be little acknowledgement of how important it is to have adequate parking in the areas where residents live. Around every area in Napa that has multi-family housing, there is a lack of adequate parking resulting in residents and visitors having to park several blocks away from their destination and often cross high traffic streets on foot in the dark. With an acknowledged need for workforce housing, Napa also needs to acknowledge that its 1970s era parking code does not reflect the needs of its workforce. Napa is not just a tourist destination and a commuter town for San Francisco and East Bay employers. There are tradespeople who live in this city who rely on large vehicles and equipment that live in multi-family housing. Workers in hotels and restaurants don't keep "commuter hours" and need a reliable way to get to/from their employment in the very early and very late hours. Pedestrian and cycling lanes alone don't address this need. How do we adequately support these needs as a community? How do we make it possible for our core hospitality, agricultural, and groundskeeping residents to live in Napa? This is not just a matter of providing affordable housing, it's a matter of providing adequate infrastructure for the "tools of the trade" workers need.
- 
- Number: 10 Author: Diana Subject: Sticky Note Date: 4/8/21, 6:56:08 PM
- Author: Diana Subject: Sticky Note Date: 4/8/21, 6:56:40 PM  
Please include a link to the V-Commute web page [vcommute.org](http://vcommute.org)
- 
- Number: 11 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 11:25:24 AM  
As someone who bikes everywhere, everyday in Napa, I can attest that bicycle parking has not been well thought out. Work with the Napa Bicycle Coalition on this issue.

### 3.3 Transportation Element Guiding Policies

Docks for public use may be accepted provided they are compatible with the California State Lands Commission Public Use Doctrine. Existing and legacy docks, like at the Napa Yacht Club, are permitted.

UU. Update and implement a truck route map so that it serves the shipping needs in the city while considering the potential conflicts with preferred modes and other sensitive land uses in the city.

4 VV. Support for the potential use of private rail rights-of-way for passenger commuter rail service and coordinate with associated jurisdictions and with the private Wine Train entity.

- This was studied in a 2003 Napa/Solano Passenger/Freight Rail Study done by the Napa Valley Transportation Authority and the report concluded that a passenger rail would technically be feasible. The current General Plan also acknowledges this potential.

- The Sonoma-Marin Area Rail Transit (SMART) recently completed a Passenger Rail Service Feasibility Study for the Novato to Suisun City corridor. This included a potential rail station in Napa County near/in American Canyon. The study determined that this corridor is feasible for passenger rail. Although the proposed rail station is not located within the City limits, consideration should be given to how this potential rail connection could affect the potential for passenger rail along the adjacent rail line extending into the City of Napa.

- According to the Passenger Rail Feasibility Study, Downtown Napa was the only proposed station within the City of Napa; there is an opportunity to have another station at Napa Pipe as well to coordinate with new development. The rail service is envisioned to go from the Vallejo Ferry Terminal up to St. Helena or Calistoga.
- Commuter/passenger rail service could help reduce traffic; further studies on traffic impacts or reductions would need to be evaluated.

#### EMERGENCY EVACUATION ROUTES

WW. Provide safe evacuation routes in case of emergencies and natural disasters, including flooding, earthquake, and fire preparedness. Advocate that community members are aware of these routes and how to use them in an emergency.

XX. Ensure roadways are safe for everyday users but also accessible during an emergency.

YY. Address potential obstacles to emergency evacuation routes, like above ground power lines, aging trees, and defensible space around routes.

ZZ. Coordinate with NVRTA and Napa Valley United School District (NVUSD) on emergency bus or shuttle operations for those who are not able to drive, including persons living at retirement homes and within disadvantaged communities.

#### SUSTAINABLE TRANSPORTATION CHOICES

AAA. To reduce reliance on fossil fuels and reduce nonpoint-source pollution, promote electrification of the transit fleet and personal use of electric vehicles by providing additional charging stations and designated parking.

BBB. Promote sustainable transportation choices by supporting more efficient and accessible mass transit services to BART and SMART Train, Vallejo Ferry, San Francisco, and Oakland, and ensure easy bicycle service on all connections.

CCC. Continue to support and implement the use of alternative transportation modes to reduce car trips, such as bikeshare, electric bikes, and electric scooters, provided that the proper infrastructure is addressed.

DDD. Expand sustainably generated electric charging station capacity throughout Napa, including within existing and new parking facilities, to encourage electric vehicle ownership and to meet the Governor's Executive Order N-79-20 targets and future demand. Consider opportunities for City co-funding of residential electric vehicle charging, like rooftop solar programs, and promote installation of EV charging stations within older apartment complexes.

#### QUICK RESPONSE

Now that you've read the draft guiding policies, please let us know what you think below.



3. Do you generally agree with the proposed guiding policies?

3

4. In your opinion, was anything missing from this framework?

7

Thank you for participating! Your input will help shape the future of Napa!



WWW.NAPA2040.COM



NAPA 2040 POLICY FRAMEWORKS



Number: 1 Author: Linda Nellett Subject: Sticky Note Date: 4/15/21, 1:35:59 PM

Let's recognize that having a more robust public transit infrastructure could also help with emergency evacuations. Having a train line and trains that could move many more people out of the valley more quickly than everyone taking to the roads in a personal vehicle could help a lot. Incorporating ways that buses could be used in emergency evacuations for the same reason could reduce the number of cars clogging the roadways in case of an emergency.

Number: 2 Author: AM Subject: Sticky Note Date: 4/12/21, 9:28:06 AM

There are undeveloped areas with the downtown specific plan that are challenged by parking restrictions. The Transition Zone has proven to be prohibitive of development of areas that should be considered walking distance with in the downtown area.

Number: 3 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:31:52 AM

Yes, agree with policies.

Number: 4 Author: SD Subject: Sticky Note Date: 4/9/21, 11:52:23 AM

Commuter train! How exciting. Would've loved this when I used to be Upvalley.

Author: Sara Southam Subject: Sticky Note Date: 4/12/21, 2:11:42 PM

we really need a commuter train. I think this would be amazing.

Author: Linda Nellett Subject: Sticky Note Date: 4/15/21, 1:32:24 PM

I would LOVE a commuter train! But, please, let's realize that a "commute" in the Bay Area often starts well before 7 AM and ends after 8 PM. It's truly frustrating that one can't get into Napa before or after those hours on existing public transit. And think of how many more tourists could visit Napa on a day trip if they could take public transit to and from San Francisco at hours that allowed them to enjoy dinner before heading back.

Number: 5 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 11:28:35 AM

Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 11:32:10 AM

Speaking of the Wine Train, with all the noise and carbon pollution it generates, can't the City get this company to give more help in the areas of Napa's transportation infrastructure?

Number: 6 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 11:34:59 AM

This is HUGE, certainly with the prospect of more climate change driven wildfires raging in the Napa Valley annually.

Number: 7 Author: Garret Murphy Subject: Sticky Note Date: 4/13/21, 12:43:29 PM

If I remember correctly, the downtown specific plan, had recommended underground parking to be considered with new development, which would alleviate issues with surface street parking and promote pedestrian and bicycle traffic ...

Food for thoughts!

Garret Murphy

# 4 COMMUNITY SERVICES, PARKS AND RECREATION

## 4.1 Background and Purpose

The Community Services, Parks and Recreation (CSPR) Element presents a framework for the City to provide community services, safety and emergency services, and infrastructure to serve the community. Topics addressed include safety and emergency services; schools; wet utilities; solid waste collection and disposal; and parks, recreation, urban forestry, and arts and culture.

In addition, the CSPR Element establishes a framework to meet the City's and community's goals for developing and maintaining a comprehensive system of quality parks, pedestrian and bicycle trails, urban forestry, recreational facilities and programs, and arts & culture. It aims to effectively guide the City's parks, recreation and cultural programming and to support community members' health, entertainment, access to nature, and high quality of life.

Key to these efforts is to enhance the existing parks and recreational facilities that currently exist within the City of Napa and improve connections to these amenities from residential neighborhoods, schools, and goods and services. The General Plan will consider previous planning efforts such as the Parks and Facilities Master Plan 2010 and establish new guiding policies and goals for 2040.

*Note: An assessment of school enrollment changes and any facility needs will be conducted as part of further General Plan/EIR work.*



## 4.2 Relationship to Community Vision and Guiding Principles

The CSPR Element most closely furthers the following core values of the Napa Community Vision and Guiding Principles:

**3** Balance local and tourist needs.

**5** Foster connections to nature and open space.

**6** Emphasize environmental sustainability.

**7** Achieve a healthy and safe community for all segments of the population.

**9** Celebrate culture, arts, and history.

**10** Achieve an economically diverse and resilient community

**QUICK RESPONSE**  
Use the comment tool to respond to the questions below if you only have time to leave general feedback.

**1. Do you have any concerns related to this General Plan element?**

**2. Is there anything that we could include in the General Plan to help relieve those concerns?**



# Summary of Comments on 04\_CommunityFramework\_final.pdf

---

Page: 1

---

Number: 1 Author: Sarah Subject: Sticky Note Date: 4/11/21, 7:52:47 PM

---

I live on Foster Road and there are Soooo many people walking, running and biking on the street since it is beautiful and Foster Road not highly trafficked. However with the proposal to build housing along Foster Road please include appropriate size of park/recreation space for this neighborhood area. There is no comparable area that is accessible on foot nearby and with anticipating Foster road to become much busier there is a need for recreation and outdoor enjoyment space.

Number: 2 Author: Linda Nellett Subject: Sticky Note Date: 4/15/21, 7:07:28 PM

---

Napa has 0 public pools or water recreation areas suitable for swimming or cooling down. In the hot, dry months a public pool and/or cooling fountains located in neighborhood parks would be a much-welcomed resource. Cooling fountains can also incorporate art or be designed in such a way as to be beautiful and aesthetic.

Number: 3 Author: martina Subject: Sticky Note Date: 4/12/21, 2:41:58 PM

---

So many people use Foster Road for walking and recreation. Please preserve this area as open space or a park

Number: 4 Author: Christiane Robbins Subject: Sticky Note Date: 4/11/21, 4:35:00 PM

---

it appears that there is a disproportionate allocation of parks and open space throughout the City of Napa. Please review this current allocations and your forecasting. Thank you.

## 4.3 Community Services Guiding Policies

The guiding policies that are proposed for the CSPR Element are outlined below and organized into the following sections. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused.

- **General Community Services:** Includes overall guiding policies
- **Public Safety and Emergency Services:** Includes police, fire, and medical services
- **Schools and Learning Facilities:** Includes K-12 and adult education
- **Wet Utilities:** Including water supply, wastewater, storm drainage, and solid waste collection and disposal
- **Solid Waste:** Waste management and recycling
- **Unincorporated 'Islands':** Includes property within the City of Napa planning area that is designated as unincorporated Napa County

### GENERAL COMMUNITY SERVICES

- Ensure the timely provision of public facilities to meet the needs of existing and future city residents

### PUBLIC SAFETY AND EMERGENCY SERVICES

- Maintain safety services that are responsive to citizens' needs to ensure a safe and secure environment for people and property in the community.
- Reduce and prevent crime through the use of community-oriented education and involvement programs, including techniques developed through Crime Prevention Through Environmental Design (CPTED).
- Ensure disaster preparedness for wildfires, including evacuation routes, meeting spots, wildfire mitigation strategies, and coordination with California Department of Forestry and Fire Protection and Napa County Fire Department.

### SCHOOLS AND EDUCATION

- Work cooperatively with the Napa Valley Unified School District in planning for future school facility needs.
- Consider public/private partnership opportunities for school development, including preschools and higher education.
- Promote opportunities for higher learning and education to enhance community development and workforce diversification.
- Work with local schools to develop a Safe Routes to School plan as established in the Transportation Element.

### WET UTILITIES AND WASTE MANAGEMENT

- Ensure that landfills, water supply and solid waste management services can handle future growth of the city and ensure adequate wastewater collection and treatment and the safe disposal of wastes.
- Promote sustainability measures for businesses and residents to reduce waste and water consumption, such as municipal composting, recycling, reduced water runoff, and low-impact development strategies, and expand education on the benefits of the green waste recycling program.
- Develop and maintain a safe, attractive and environmentally sensitive drainage system for handling runoff due to seasonal rainstorms, especially runoff in creeks and the Napa River.
- Promote safe, attractive, and environmentally sensitive new technologies that help further sustainable practices.
- Work with power and dry utility providers to underground service lines in existing neighborhoods and require undergrounding service lines for new projects.



### UNINCORPORATED 'ISLANDS'

County 'islands' are unincorporated pockets of land that are either completely or substantially surrounded by the City of Napa and are a legacy of planning dating back decades in time. There are approximately 18 County 'islands' in the Planning Area totaling around 188 acres with population of about 2,100. The City currently provides municipal water to some of the County 'islands'; upon incorporation, the City would provide water where it currently does not do so. Wastewater services in the city and most of the County 'islands' is provided by Napa Sanitation District. Infrastructure—such as sidewalks, overhead utilities, storm drainage, etc.—in some areas is not up to City standards.

The General Plan establishes land use designations for all County 'islands' to ensure cohesive and compatible land use planning. These designations would apply if the land were to be annexed by the City of Napa.

- Seek to incorporate unincorporated 'islands' into the City of Napa in order to decrease jurisdictional confusion, costs in the local delivery of services to these areas, and enable representation.
- Support incorporation of County 'islands' designated for urban uses on the Land Use Diagram to improve delivery of municipal services and support compatible land use planning.



Number: 1 Author: Diane Subject: Sticky Note Date: 4/11/21, 6:15:51 PM

---

Diane Beere I participate happily in the Food, and Yard-waste, and Composting Program. It is a shame 60% of Napa residents have not heard or seen enough citywide advertising that needs to be plastered about pictorially and get people motivated to join in. People will come to know it is one more way we take pride in our City other than the wine it is famous for.

Author: Linda Nellett Subject: Sticky Note Date: 4/15/21, 1:39:49 PM

---

When I prepared to move to Napa several years ago I was very happy to hear that the composting program also allowed for food and kitchen waste. To me, it's no longer just a sign of a progressive community, but a cornerstone of any community that wants to be sustainable. More people need to understand this resource is available to them and how to properly use the various waste containers.

Number: 2 Author: Eve Kahn Subject: Sticky Note Date: 4/8/21, 3:07:19 PM

---

"Upon incorporation, the city would provide water where it does not do so." may be very interpreted that the city would provide water immediately upon annexation. I question whether this is a realistic expectation. There is no equivalent perspective in regards to fire or police jurisdictional changes.

Number: 3 Author: Eve Kahn Subject: Sticky Note Date: 4/8/21, 3:01:47 PM

---

I am concerned that some of the wording regarding Unincorporated Islands is misleading. For example: "upon incorporation" should be "upon annexation."

Number: 4 Author: Sara Southam Subject: Sticky Note Date: 4/12/21, 2:18:04 PM

---

I know we are talking about wastewater here, we also need to ensure that water supply is of the highest quality since we live in an ag community and are subject to runoff in our watershed of fertilizers, etc.

Number: 5 Author: SD Subject: Sticky Note Date: 4/9/21, 3:06:20 PM

---

Incorporating ethnic studies into our public schools and adult education would be amazing!

Number: 6 Author: Sara Southam Subject: Sticky Note Date: 4/12/21, 2:15:28 PM

---

We need high quality and affordable preschool and childcare within the valley. This need not being met is creating an equity divide in education.

## 4.4 Parks, Recreation, Urban Forestry, and Arts & Culture Guiding Policies

The guiding policies for parks, recreation, urban forestry, and arts & culture are outlined below and organized into the following sections. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused.

- **General park and recreation facilities:** Includes guiding policies that apply citywide and categorize/define various park types (e.g., community parks, neighborhood parks, mini parks, open space, trails, school sites, regional parks, etc.).
- **Future park and facility needs:** Identify the existing facilities (both City-owned and operated by the City through contract), including any improved, under-improved or unimproved parkland and identify future, planned, and existing park and recreation facility needs. This section will also identify facility deficiencies, whether they be existing or future to serve anticipated population growth and development projects (residential, commercial and industrial).
- **Connections to park and recreation facilities:** Includes guiding policies to improve the accessibility of existing facilities between neighborhoods and commercial areas.
- **Trails and the Napa River:** Includes guiding policies on connecting the trail system throughout Napa, plus a focus on the Napa River.

- **Urban Forestry:** Includes guiding policies to improve and maintain the City's urban forestry system as they relate to ecosystem benefits and public health & wellness.
- **Arts and Culture:** Includes guiding policies for developing and growing the City's Public Art Program and supporting public art and cultural activities that are available to the public by community organizations.

The General Plan provides overarching strategies for parks, recreation, urban forestry, and arts & culture in the community, while detailed implementation is carried out through the Parks and Facilities Master Plan, which was prepared in 2010; this plan should be updated following the General Plan.

### GENERAL PARKS AND RECREATION FACILITIES

- P. Includes guiding policies that apply citywide and categorize/define various park types (e.g., community parks, neighborhood parks, mini parks, open space, trails, school sites, regional parks, etc.).
- Q. Identify the policy for the quantity of each newly established park category (or grouping of categories) that adequately serves existing residents, projected new development, and is adaptable to future demographics and changes to park needs.
- R. Prioritize improvements and access to park facilities based on citywide needs and the proximity of park facilities to City residents, establishing citywide policies and systems that will replace the existing quadrant-based method.
- S. Develop a system of well-maintained and fully improved local and citywide serving parks and recreation facilities which meet the needs of Napa existing and future residents.

- T. Maintain an adequate and diverse funding source for developing and maintaining parks and recreational facilities and programming. Establish park improvement fees for all new residential, commercial, and industrial developments based on development impact and size.
- U. When established, privately-owned public spaces need to include requirements for maintenance obligations.
- V. Offer a wide variety of park facilities and recreational activities designed to provide educational benefits and encourage active and passive participation by users of all ages and interests including but not limited to senior services, health and wellness, and youth sports.
- W. Maintain a diverse range of publicly available recreation and leisure programs and community centers which serve the needs of all sectors of Napa's population, including youth, adult, senior, and family-oriented activities, that are dispersed throughout the city in an equitable manner and provide additional recreation programming to address equity issues.

### FUTURE PARK AND FACILITY NEEDS

- X. Continue to partner with NVUSD on expanding public use of school facilities (such as sports fields, pools, and community meeting facilities) and explore funding mechanisms for use.
- Y. Per the Existing Conditions Report, prioritize improvements systemwide to existing parks and describe that park land acquisition needs have been sufficiently met through the variety of established park categories.
- Z. Identify existing recreation facilities and any upgrades or access needs to facilities to meet the diversified needs of residents of all ages.
- AA. Continue efforts toward implementation of existing park projects resulting from existing park master plans, including Kennedy and Garfield parks, and identify master planning needs for other community-serving parks.
- BB. Reflect changing demographics and community needs and desires as part of park and facilities improvements and programming by including these members in parks and recreation planning efforts.
- CC. Update the Napa Parks and Facilities Master Plan to reflect current and future needs, including maintenance management planning and capital improvement planning.



 Number: 1 Author: L. Leonard Subject: Sticky Note Date: 4/11/21, 5:28:45 PM  
Ambitious! (Figured out how to enlarge the teeny weeny font finally!)

---

 Number: 2 Author: Stephanie Daglia Subject: Sticky Note Date: 4/11/21, 7:30:24 PM  
Please add restroom access to the parks where they are missing. I believe most do, but not sure if all do.

## 4.4 Parks, Recreation, Urban Forestry, and Arts & Culture Guiding Policies

### CONNECTIONS TO PARK AND RECREATION FACILITIES

- DD. Enhance the community's quality of life and prioritize widely accessible parks and recreational facilities. Identify and develop linkages, corridors, and other connections to provide an aesthetically pleasing and functional network of parks, open space areas, and bike paths throughout the city with connections to surrounding County and State parks.
- EE. Prioritize adequate public transportation to key parks, recreation facilities, and community centers—such as Kennedy Park and Napa Senior Center—throughout the city, especially in vulnerable communities.

### TRAILS AND THE NAPA RIVER

- FF. Complete the multi-use trail and amenities along the Napa River as the signature element of the city's trail system, particularly the Flood Control Project, while protecting and enhancing the natural resources along the trail corridor.
- GG. Utilize greenways and trails as new development takes place along the river to connect the city's open space network and fill in gaps in the existing network.
- HH. Include a mixture of activities, including active and passive recreation, open space, and supportive businesses and facilities, that face along the Napa River and along the Napa River Trail to improve the trail's accessibility and increase amenities for trail users.
- II. Promote the Napa Valley Vine Trail as a regional attraction for locals and visitors alike and provide facilities to make enjoyment convenient and easy.

- JJ. Incorporate convenient access to trails, including the Napa Valley Vine Trail, as new development and redevelopment occurs.
- KK. Require visual and public access when developments occur along the Napa River, especially in the Oxbow area.
- LL. Partner with other jurisdictions or establish public/private partnerships to implement wayfinding, signage, and educational placards along the Napa River and pedestrian trails.

### URBAN FORESTRY

- MM. Recognize the importance and benefits of maintaining and improving the City's urban forest including community, environmental, and economic benefits that range from increasing property values to providing ecological services such as storm water mitigation, air pollutant removal, and greenhouse gas sequestration.
- NN. Identify priorities for a Citywide Urban Forest Master Plan that will guide the development of the City's urban forest into the future and will include a strategic plan to evaluate, maintain and expand the urban forest canopy, especially in neighborhoods that are currently underserved with an eye toward improving environmental justice. In this plan, establish a target for shade/canopy that correspond to land uses (e.g. single family neighborhoods, big box parking lots, major arterials with bike/ped facilities) as well as an overall city target.
- OO. Identify Arbor Day and other community engagement strategies/partnerships to increase citizen awareness and participation in urban forestry management.
- PP. Support expanding the urban tree canopy by supplying adequate funding or promoting public/private partnership to increase planting of street trees.

### ARTS AND CULTURE

- QQ. Recognize the importance of cultural activities as an integral factor in sustaining the community's high quality of life and prioritize an update to the Public Art Master Plan with community input. Note: placemaking and branding are addressed in the Economic Development element.
- RR. Strengthen community cohesion with a wide range of facilities and intergenerational and multicultural artistic and cultural events and programs designed to engage, educate and encourage the city's diverse population as active participants and patrons, including youth. Support class offerings at park and recreation facilities to include a focus on arts and culture, both for the history of it locally but also raising new artists.
- SS. Strengthen Napa's identity as a destination for the visual, performing, and culinary arts and foster linkages to economic growth and tourism based on arts and culture. Encourage collaboration between local business and community organizations to incorporate art into the city's economic development strategies and to promote cultural tourism.
- TT. Enhance cultural and generational diversity and social connections through opportunities for volunteerism and civic engagement; more public gathering places, family-friendly activities, and public art; and more events that connect residents to one another and keep them active in the community.

Potential implementing policies include:

- Support permanent and temporary art installations.
- Allow artists to live, create, exhibit, and sell their works from their home by permitting artist studios and live/work studios, with a focus around Downtown Napa and within traditional residential neighborhoods.
- Allow and encourage exhibitions and performances in public areas through issuance of permits in designated areas.
- Continue to require public art for new development projects or payment of an in-lieu fee to fund City sponsored art initiatives and long-term maintenance.

### QUICK RESPONSE

Now that you've read the draft guiding policies, please let us know what you think below.

**3. Do you generally agree with the proposed guiding policies?**

**4. In your opinion, was anything missing from this framework?**

Thank you for participating! Your input will help shape the future of Napa!



WWW.NAPA2040.COM



Number: 1 Author: Diane Beere Subject: Sticky Note Date: 4/11/21, 6:54:27 PM

---

Parks, Arts and Culture weak in Napa keep innovation going in that directions and add to it some of city services in one place, envision a city center that takes away, obliterate the building/street boundary to strengthen the idea that a civic centre is for the people, avoid creating a building that feels closed. A modern civic centre should have an inviting interior and exterior pedestrian scale, an animated street presence and a square for broad civic use.

Number: 2 Author: L. Leonard Subject: Sticky Note Date: 4/11/21, 5:25:18 PM

---

Ambitious! I just had my vision checked

Number: 3 Author: Eve Kahn Subject: Sticky Note Date: 4/8/21, 2:23:55 PM

---

Encourage public/private partnerships to create more activities in the larger neighborhood parks - such as Yoga, Exercise for adults and youth, group sports and games, etc.

Author: SD Subject: Sticky Note Date: 4/9/21, 3:10:21 PM

---

Piggybacking off of Eve's comments, the free yoga in Fuller Park by NV Yoga years ago was the most diverse space I've ever been to in Napa (in terms of race, age, gender, body size, language). How can we create more spaces like that?

Number: 4 Author: Diane Beere Subject: Sticky Note Date: 4/11/21, 6:44:59 PM

---

Trails are awesome means to breakaway from Industrial machination and motorized activity and enjoy nature. Plus it is an option to use in the event of massive disaster. and roadways are not accessible. Good risk management, I think.

Number: 5 Author: SD Subject: Sticky Note Date: 4/9/21, 3:07:35 PM

---

Happy to see arts are highlighted as vital to our community! Would love to see outreach, cultivation, and work of local artists of color. Or artists of color who once called Napa home.

Number: 6 Author: Charles Shinnamon Subject: Sticky Note Date: 4/14/21, 3:19:32 PM

---

Establish both targets for different areas but also establish target dates for accomplishment.

# 5 HISTORIC RESOURCES

## 5.1 Background and Purpose

The Historic Resources Element recognizes that connections to culture and history are essential characteristics of a community that values its quality of life and wishes to be seen by its residents, neighbors, and visitors as an attractive and desirable place.

Napa has a rich cultural heritage, which began with inhabitation by Native Americans of the Wappo group along the Napa River, followed by Mexican and then American governance. The city's heritage since the nineteenth century is reflected in the superb collection of extant historic buildings and neighborhoods, which include Queen Anne cottages and Colonial Revival style mansions, farmstead vestiges like tank houses and barns, Italianate and Art Deco commercial buildings, as well as civic, religious, and industrial properties. These historic buildings and structures provide a link to the people of the past.

The city grew in response to the natural environment and available technology: bridges of native stone; remnants of old docks; and roads defined by paths traveled by native people thousands of years ago. All this is reflected today in the community.

The General Plan sets the framework for a comprehensive program to foster historic preservation through a systematic program, community education, and coordination within the City and with historic preservation groups. It seeks to protect and enhance historically and culturally significant buildings, structures, objects, sites, and districts and presents a framework for rehabilitating, retrofitting, and adaptively reusing Napa's historic assets to preserve resources and enhance Napa's sense of place.

Topics that will be addressed include:

- Historic Preservation and Awareness
- Economic Viability
- Historic Downtown
- Historic Neighborhoods
- Archaeological Resources and Intangible Heritage

In addition to State and federal historic resources, the City of Napa has multiple initiatives, plans, studies, design guidelines, and policies that serve as a basis for this element, some of which include:

- Napa's current General Plan Chapter 6: Historic Resources
  - Historic resource inventory and survey work, including:
    - Original Historic Resource Inventory (1969)
    - Napa County Historic Resource Survey (1978), which identified nine historic areas in the City of Napa: Downtown, Napa Abajo-Fuller Park, St. John's, Spencer's Addition, West Napa, East Napa, Calistoga Avenue, and Alta Heights.
    - Designation of Calistoga Avenue Historic District as a local landmark district (1988)
    - Fuller Park Historic Resources Inventory (1994)
    - Napa City-Wide Survey (1995)
    - St. John's Historic Resources Survey (1995)
    - Designation of Napa-Abajo-Fuller Park on the National Register of Historic Places (1996)
    - The Heritage Napa program (2008-2010), which included a City-Wide Historic Context Statement and Historic Context Statements and Survey Reports for Soscol Gateway/East Napa (2010), Spencer's Addition (2010), West Napa (2010)
    - Downtown Napa Historic Context Statement and Survey Report (2011)
    - Alta Heights Historic Context Statement and Survey Report (2011)
  - City of Napa Historic Resources Inventory (2016)
  - City of Napa Registry of Significant Trees (2016)
  - Downtown Napa Historic Resources Design Guidelines as part of the Napa Downtown Specific Plan and the Downtown Napa Historic Context Statement & Survey Report (2011).
  - Napa Municipal Code Chapter 15.52 Historic Preservation
  - Design Guidelines for the Napa Abajo/Fuller Park Historic District (1998)
  - Soscol Corridor / Downtown Riverfront Development & Design Guidelines (2000)
  - Secretary of the Interior's Standards for Rehabilitation and the National Register of Historic Places
  - California Office of Historic Preservation, the California Historical Building Code, and California Historical Landmarks, Points of Historical Interest, and Register of Historic Resources
  - Tax credits and incentives like the California Mills Act and the Federal Historic Preservation Tax Incentives program
- Guiding policies and other key strategies that will form the basis of the Historic Resources Element in the General Plan are provided in Section 5.3.



# Summary of Comments on 05 Historic Resources\_final.pdf

Page: 1

- 
- Number: 1 Author: Jeff Subject: Sticky Note Date: 4/11/21, 9:49:50 AM  
I support traffic calming within historic areas especially in and around Fuller Park. Maybe even closing Oak Street to through traffic?
- 
- Number: 2 Author: Jeff Subject: Sticky Note Date: 4/11/21, 9:47:50 AM  
I would like the GP update to recognize and preserve historic uses that are currently outside the city limits but within the city's RUL/SOI.
- 
- Number: 3 Author: Maureen Trippe Subject: Sticky Note Date: 4/8/21, 7:19:40 PM  
Bring traffic calming measures to the 9 historic areas. Evaluate streets that are used as cut-through streets and interview neighbors to understand what it feels like to live in these charming neighborhoods. The noise intrusion from trucks and speeding cars means not-so-charming neighborhoods. GPS routing, Amazon, DoorDash and other delivery vehicles are impacting these neighborhoods.
- 
- Number: 4 Author: DP Subject: Sticky Note Date: 4/8/21, 9:06:04 PM
- 

The Historic Resources Section of The General Plan Framework is good as far as it goes, but it leaves out one essential consideration - Property Usage. Right now, and under the proposed guidelines for Section 5.3 (HISTORIC NEIGHBORHOODS), a historic home in a recognized historic district such as the Napa Abajo-Fuller Park District, can be converted to virtually any use, as long as the exterior of the building in question meets historic preservation standards. One common use is for a bed and breakfast. This kind of use support historic tourism and creates economic viability that provides an incentive for the property owner to spend the time and money to preserve a historic home. However, it appears that the Historic Resources Section fails to consider the impact that some other - less historically-friendly - uses may have on the historic neighborhood as a whole and on the viability of the surrounding homes. Some uses are simply so wrong for a historic district that the neighborhood becomes less desirable as a result.

This kind of thing is already happening. When it does, nearby property values drop and neighboring owners abruptly cease to invest in the maintenance and preservation of their own historic homes. In this scenario, one historic property is renovated, repurposed, and permitted to operate with a poorly conceived use, which then causes several neighboring historic homes to become undesirable places in which to live or invest. The Historic Resources Section of the General Plan could say more about uses that are encouraged. It should also contain language that requires the Planning Commission and City Council to consider whether a proposed use for a historic home in a historic district is one that would discourage walking tours, historic tourism, or investment in the neighborhood as a whole. Only when property owners and potential buyers can be assured that their historic neighborhood will remain desirable, will those individuals be willing to invest in the preservation of Napa's beautiful historic homes. I therefore submit that Property Usage Guidelines should be added to the Historic Resources section of the General Plan.

- 
- Author: Mike S Subject: Sticky Note Date: 4/15/21, 7:17:33 PM  
I agree with that. What's the process? Does the General Plan provide some general guidelines (which are currently absent, it seems), and then Zoning Ordinance makes the final decision? But if the GP decides to NOT include any such guidelines does that mean that the Zoning Ordinance is free to allow ANY usage at all for all historic properties? In that case, is there nothing preventing a casino, or a gentleman's club from being housed in a historic property? Those are just examples - I'm sure there are many other types of businesses that
- 
- Author: Mike S Subject: Sticky Note Date: 4/15/21, 7:18:42 PM  
, if allowed, would have a serious, negative impact on the neighborhood.
- 

- Number: 5 Author: Maureen Trippe Subject: Sticky Note Date: 4/8/21, 7:16:06 PM  
Use well designed street signs to designate the nine historic areas (as seen in the Calistoga Historic District). It helps you feel like you're in an area that is special - and maintained.
- 
- Number: 6 Author: Jeff Subject: Sticky Note Date: 4/11/21, 9:46:48 AM  
I would like the GP update to recognize and protect historic uses outside
- 
- Number: 7 Author: jeff Subject: Sticky Note Date: 4/11/21, 9:57:39 AM  
I suggest a policy similar to HR 1.1 in the current general plan be included in the GP 2040 to recognize historic sites and uses outside the city limits to allow for their continuation and expansion if/when annexation of these properties occur
- 
- Author: CJ Subject: Sticky Note Date: 4/11/21, 8:32:30 PM  
I see this is the third comment about the use of historic properties.
- 
- Number: 8 Author: Eve Howard Subject: Sticky Note Date: 4/12/21, 5:14:09 PM
- 

Excellent to have a section on Historic Resources. This is a huge feature of Napa and is attractive to locals, visitors, and businesses. It's a part of our unique story and offering. It is part of our brand, aesthetics, and individuality. There should be perks for people who renovate, maintain, and upgrade historic homes and buildings, there should be a plaque, signage, historic tour/map/digital resources that celebrate our heritage.

## 5.2 Relationship to Community Vision and Guiding Principles

The Historic Resources Element most closely furthers the following Napa Community Vision and Guiding Principles:

**3** Balance local and tourist needs.

**8** Promote continued Downtown revitalization.

**9** Celebrate culture, arts, and history.

### QUICK RESPONSE

Use the comment tool to respond to the questions below if you only have time to leave general feedback.



**1. Do you have any concerns related to this General Plan element?**

**2. Is there anything that we could include in the General Plan to help relieve those concerns?**



WWW.NAPA2040.COM

## 5.3 Historic Resources Element Guiding Policies

Guiding policies related to historic resources are outlined below and organized into the following topics. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused.

### HISTORIC PRESERVATION AND AWARENESS

A. Continue implementation of the City's preservation program in accordance with Certified Local Government (CLG) requirements.

*Potential implementing policy:*

- Leverage resources from state, federal, and private programs to assist in the identification, designation, and preservation of historic and cultural resources.

B. Identify sites, buildings, and landscapes that serve as significant, visible reminders of the city's social, architectural, and agricultural history. This shall include the recognition of historic resources that have been underrepresented, such as those associated with ethnic heritage, cultural landscapes, and the recent past.

*Potential implementing policies include:*

- Update the City of Napa Historic Context Statement as part of the Certified Local Government Program. The update will focus on updating the Recommendations section, which prioritizes future historic resource survey efforts.
- Update the city's Historic Resource Inventory (HRI). The HRI should be considered dynamic and should be updated at least every five to ten years to include properties that may have reached 50 years of age and have been found historically significant.

- The five previously surveyed areas will be updated to capture buildings that have since become 45 years of age (to provide the effort with a shelf-life). This would include historic buildings, structures, sites, objects, and districts that are reminders of past eras, events, and people; significant examples of architectural styles; irreplaceable assets; and examples of how past generations lived.
- As part of the regularly updated HRI, additional areas shall be surveyed to provide a comprehensive look at historic resources citywide. The City-Wide Historic Context Statement (2009) identified and prioritized 33 areas within Napa that were built between 1850 and 1963 (the 45-year threshold at the time the document was prepared) that have the potential for historic properties. As five areas were surveyed, the remaining 28 subareas shall be added to the City's survey work program. Properties 45 years or older at the time of survey will be recorded in these areas.
- If the updated City-Wide Historic Context Statement provides recommendations for survey of additional areas that may contain properties built between 1964 and the 45-year threshold at the time the document is updated, those subareas shall also be added to the survey work program.
- Individual properties that are evaluated in Historic Resource Evaluations for historic significance and eligibility at the local, state, or national levels shall be added on a property-by-property basis to the HRI.

- C. Encourage formalization of the City's recognized potential historic districts into locally designated Landmark Districts.
- D. **1. Continue implementation of the City's Historic District Signage program to recognize and promote Napa's unique neighborhoods and designated Landmark Districts.**
- E. Encourage the designation of properties and districts to the California Register of Historical Resources and National Register of Historic Places.
- F. Retain and enhance the visual character of the city by promoting the preservation and maintenance of historic resources while encouraging adaptive reuse and infill design that is compatible with the historic character.

*Potential implementing policies include:*

- Apply the California State Historical Building Code to ensure that development does not compromise the integrity of historic resources.



 Number: 1 Author: Amy Linn Date: 4/12/21, 4:50:37 PM

---

Expand the program to include bronze markers, awarded by Heritage Napa or The City, to be posted on the deserving structure. The medallion which is on one of the signs was intended to be used for this purpose as well.

 Author: Amy Linn Subject: Sticky Note Date: 4/12/21, 4:52:09 PM

---

I also think the post signs should be 2 sided since they're not directional signs and just informative. In my opinion, they are not a traffic hazard.

 Author: Amy Linn Subject: Sticky Note Date: 4/12/21, 4:57:32 PM

---

Calistoga Avenue District (and all the others) need to have a monument sign. Use the shorter version if the large version is not feasible. Perhaps include a QR code to scan so pedestrians can learn more about the district.

 Author: Amy Linn Subject: Sticky Note Date: 4/12/21, 4:57:04 PM

---

Recognize the districts as a City even if they are not recognized by the State or Nationally - so the project can move along. Also - put the signs near properties that have been well kept and not in front of the ones that are not well maintained (as is the case, currently, in a few spots in the Calistoga Avenue District).

 Author: Amy Linn Subject: Sticky Note Date: 4/12/21, 5:10:04 PM

---

SIDEWALK repairs: specify lamp black to be added to concrete (to match adjacent sidewalk) as repairs are done so that there are not bright white patches. There needs to be uniformity and consistency throughout Napa - especially downtown and in older neighborhoods.

Keep the smaller squares in the sidewalks - in historic districts and match the concrete (with lamp black) to match the existing sidewalks.

 Author: Elizabeth McKinne Subject: Sticky Note Date: 4/12/21, 6:59:26 PM

---

Thank you, Amy Linn!

 Author: Charles Shinnamon Subject: Sticky Note Date: 4/14/21, 3:22:02 PM

---

Great comments.

## 5.3 Historic Resources Element Guiding Policies

- Promote the use of, update, and prepare new design guidelines documents for new construction, renovation of existing structures, and infill design to ensure compatibility with historic resources. There are two existing design guidelines (Downtown Napa Historic Resources Design Guidelines and Napa Abajo-Fuller Park Design Guidelines). New or updated guidelines that apply citywide, or to historic districts and historic residential areas that contain historically significant architecture styles, should be reviewed to ensure they meet current best practices, include topical issues such as ADUs, and renamed to reflect the universal application. When these design guidelines are updated, objective design standards should be considered to help with implementation. Establish zoning to adapt larger industrial historic properties where these are designated for new uses.
- Update parking requirements to encourage adaptive reuse of historic properties into viable non-residential uses.

- G. Integrate the application of sustainable building practices to the preservation of historic resources, provided that the sustainable building practices adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties and local design guidelines.
- H. Encourage seismic strengthening, maintenance, and protection of the City's valuable historic properties in the face of future earthquakes, wildfire, and other events caused by climate change.

- I. Promote community awareness and appreciation of Napa's history and architecture through educational programs.

### Potential implementing policies include:

- Host community workshops and lectures that discuss the criteria for historic designation, the review process for alterations to historic properties, and methods for preserving or restoring historic features, sites, and landscapes.
  - Support local citizens and organizations that offer educational walking tours.
- J. Promote the inherently sustainable nature of reusing existing buildings, whether identified historic resources or otherwise.

## ECONOMIC VIABILITY

- K. Promote economic vitality through historic preservation and encourage owners of historic resources to preserve or rehabilitate historic properties by improving their economic viability and providing incentives where feasible.

### Potential implementing policies include:

- Encourage application for Mills Act contracts for designated Napa County landmarks, operated through Napa County.

- Develop and promote financial incentives such as façade grants, easements, low-interest loans, etc. and target these to priority issues or projects.

- L. Promote the economic benefits that historic preservation provides to local economies.

- M. Encourage retention of historic structures in their original use or conversion back to their original use where feasible. Encourage sensitive, adaptive reuse.

### Potential implementing policy:

- Allow flexible use as part of an adaptive use strategy, provided that the architectural integrity of the building is preserved and conforms with the Secretary of the Interior's Standards for Rehabilitation. Exact uses will be identified in the zoning code.

- N. Balance the preservation of historic resources with the desire of property owners of historic structures to sensitively adopt energy efficient strategies.

## HISTORIC DOWNTOWN

- O. Achieve a vital downtown that reflects its historic urban form and setting, offering a mix of old and new buildings.

- P. Promote the preservation of the historic urban form of the downtown when rehabilitating historic buildings or designing infill construction. Use techniques such as integration of sensitive massing transitions between new construction and historic buildings, compatibility with historic materials and characteristic rhythms, solid-to-void ratios, and landscape elements.

- Q. Maintain and restore City-owned properties identified as landmarks, within an historic district, or listed on or eligible for the California Register of Historical Resources or the National Register of Historic Places.

- R. Encourage the maintenance and restoration of privately owned downtown properties listed in the City of Napa's HRI, identified as city landmarks, located within a historic district, or listed on the California Register of Historical Resources or the National Register of Historic Places.

- S. Work with the local tourism industry, businesses, and property owners to support and foster downtown historic resources as a destination, demonstrating that historic resources contribute to the uniqueness of the visitor experience.

- T. Allow flexible parking standards to protect historic resources if threatened by the need for more parking due to density increases or building use changes.



Number: 1 Author: Elizabeth McKinne Subject: Sticky Note Date: 4/11/21, 11:09:17 AM

---

We need better coordination between the Building and Planning departments for appropriate changes to windows and other defining features in listed buildings. There should be an historic preservation trained employee on staff and/or qualified consultants available to these departments.

Number: 2 Author: Elizabeth McKinne Subject: Sticky Note Date: 4/11/21, 11:04:45 AM

---

re: "Encourage application for Mills Act contracts for designated Napa County Landmarks..." Lower fees for this process to encourage its use.

Number: 3 Author: Elizabeth McKinne Subject: Sticky Note Date: 4/11/21, 11:02:05 AM

---

Re: "Update parking requirements to encourage adaptive reuse of historic properties into viable non-residential uses." "Allow flexible parking standards to protect historic resources if threatened by the need for more parking due to density increases or building use changes." Parking allowed in front of historic buildings changes the context of the site. We should find other ways to mitigate parking or consider that substantially increased parking is inappropriate for certain historic buildings. We should not be tearing up front lawns and removing historic trees in order to accommodate parking, which forever alters the site and is inappropriate for the historic neighborhood. Some of the approved new uses will prove to be short termed but the damage will have been done.

Number: 4 Author: Peter DuBois Subject: Sticky Note Date: 4/9/21, 9:24:04 AM

---

Mitigate the conditional use of properties in residentially-zoned historic districts from being used for commercial, entertainment & industrial purposes which detract from the quality of life of residents with excessive noise, traffic, and blight.

Author: CJ Subject: Sticky Note Date: 4/11/21, 8:27:51 PM

---

I totally agree. Some kinds of uses and businesses have no place in a historic residential area.

Number: 5 Author: CS Subject: Sticky Note Date: 4/11/21, 5:57:21 PM

---

Encourage and assist property owners in bringing damaged or blighted properties into re-use and/or new use.

## 5.3 Historic Resources Element Guiding Policies

### HISTORIC NEIGHBORHOODS

- U. Maintain historic neighborhoods and encourage retention of the character of existing historic buildings, parks/open spaces, and urban design elements that define the built environment of the city's older neighborhoods.
- V. Encourage heritage tourism through walking tours (guided or self-guided), home tours, history-related events, and similar experiences in historic neighborhoods.
- W. Retain historic character when Accessory Dwelling Units (ADUs) are built, by taking siting, massing and design into consideration along with the historic context of the neighborhood and the property's historic architecture.

*Potential implementing policy:*

- Develop design guidelines for ADUs on historic properties or within historic districts.

### ARCHAEOLOGICAL RESOURCES AND INTANGIBLE CULTURAL HERITAGE

- X. Protect and preserve important archaeological resources.
- Y. Recognize the Wappo people who first lived in the Napa area and preserve their identity, culture, and artifacts.
- Z. Recognize the endemic traditions of various communities in Napa, including Latinx, Asian American, and African American communities, in order to promote the retention of Napa's intangible cultural heritage. Representations of intangible cultural heritage may include oral traditions, performing arts, social practices and festive events, legacy businesses, knowledge and practices concerning nature and the universe, and traditional craftsmanship.
- AA. Promote appreciation and understanding of the city's heritage.



WWW.NAPA2040.COM

### QUICK RESPONSE

Now that you've read the draft guiding policies, please let us know what you think below.



**3. Do you generally agree with the proposed guiding policies?**

2

**4. In your opinion, was anything missing from this framework?**

*Thank you for participating! Your input will help shape the future of Napa!*

NAPA 2040 POLICY FRAMEWORKS



Number: 1 Author: Jim Gunther Subject: Sticky Note Date: 4/16/21, 9:06:52 AM

---

Very happy this continues to be a priority. Thanks for your work. Much broader than I expected (Wappo, eg), and am happy you have a larger view of things.

Number: 2 Author: Garret Murphy Subject: Sticky Note Date: 4/13/21, 12:21:07 PM

---

Yes I do agree with the overall proposed guiding policies. Even though it should have much more in a way of subsidies for private owned landmark, especially the ones that are tourist destinations, and designated national landmarks!

I believe a budget should be dedicated to at least maintain the façades of these important resources.

I am proud to have participated and sat on the previous napa downtown steering committee...

Thank you  
Garret Murphy

Number: 3 Author: SD Subject: Sticky Note Date: 4/9/21, 3:51:36 PM

---

When we recognize "the endemic traditions of various communities in Napa," I think we must include the reasons why many people from these groups were forced out of Napa and never returned. if not outright link the ways that past impacts our present moment. We can honor both our past AND current communities of color.

Similarly the history (and labor) of Black, Indigenous, and people of color is vital to "understanding the city's heritage."

# 6 CLIMATE CHANGE AND SUSTAINABILITY

10

## 6.1 Background and Purpose

The Climate Change and Sustainability Element presents a framework outlining the City of Napa's strategies for combatting climate change and promoting sustainability. Wildfires, drought, and flooding are becoming more frequent in the Napa Valley and this element seeks to protect Napa's natural and human resources—including personal property, water, vegetation, wildlife, open space, and air—while furthering sustainability and reducing impacts due to climate change. Urban resilience is the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses—like high unemployment, poor or overtaxed infrastructure, water shortages—and acute shocks—like wildfires, earthquakes, floods, and disease outbreaks—they experience.<sup>1</sup>

"Emphasize environmental sustainability" is a guiding principle of the Napa Vision and Guiding Principles, and an intrinsic component of all elements of the Napa General Plan. Sustainability focuses on three components: the stewardship of and respect for the environment and natural resources of a community; increasing and deepening the social equity among people in the community, including the education, skills and health of the population; and strengthening the economic and financial prosperity of the community. The very same policies that further sustainable development also enhance quality-of-life and public health; increase energy efficiency and eliminate waste; enhance biological resources; and further other initiatives central to this plan. The purpose of sustainability in Napa—and

its incorporation throughout the General Plan—is to reduce Napa's carbon footprint and take responsibility for development and projected population growth and their potential impact on the environment.

By implementing sustainable design measures and policies, Napa can reduce its contribution to global climate change, minimize its reliance on fossil-fuel sources, and decrease consumption of natural resources, while promoting active living and access to healthy food and demonstrating its commitment and leadership on sustainability. Because policies more related to topics such as mobility, land use, and safety are addressed in other elements, those elements should be consulted along with the Climate Change and Sustainability Element for a full understanding of General Plan sustainability initiatives.

The *City of Napa Sustainability Plan* completed in 2012 addresses a variety of sustainability initiatives and policies for the city. However, the 2012 Sustainability Plan is a reflection of the City's initial attempt to compile a comprehensive list of voluntary actions that can be taken in the City and community. The Climate Change and Sustainability Element builds upon the initial efforts of the 2012 Sustainability Plan to clearly define new requirements and citywide goals and make sustainability and climate change a priority in future development.

This element, like others in the General Plan, will be policy and action-oriented, with limited background material. It will present an overall framework for climate change and sustainability; it will not provide detailed analysis as would a Climate Action Plan (CAP). To

further cross-jurisdictional collaboration and address climate change from a regional level, the City of Napa is working with the County on a combined CAP that takes a holistic look at climate change in Napa County. Greenhouse gas emissions (GHG) will be incorporated during environmental impact analysis as part of the General Plan process.

Topics that will be addressed in this element include:

- Climate change and greenhouse gases (GHG) reduction (also see Chapter 8: Health and Safety Element; GHG emissions will be analyzed in the EIR)
- Land Use and Mobility (also see Chapter 2: Land Use and Community Design Element and Chapter 3: Transportation Element)
- Green infrastructure
- Sustainable energy and security (also addressed in Napa Sustainability Plan)
- Green building

- Urban forest (also addressed in the Public Health and Equity Element)
- Solid waste recycling and waste reduction
- Water use efficiency and conservation (also addressed in Napa Sustainability Plan)
- Sustainable food is addressed in Public Health and Equity Element

Some of the State's requirements related to GHG emissions reduction include:

### GOVERNOR'S EXECUTIVE ORDER S-3-05

Executive Order S-3-05 (EO S-3-05) issued in 2005 recognizes California's vulnerability to increased temperatures causing human health impacts, rising sea levels, and a reduced Sierra snowpack due to a changing climate. The Executive Order established targets to reduce GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

<sup>1</sup> American Planning Association, Planning for Resilience. Blog post. Accessed 10/2020. <https://www.planning.org/blaq/blogpost/9124762/>



WWW.NAPA2040.COM



# Summary of Comments on 06\_Climate Framework\_final.pdf

Page: 1

- 
- Number: 1 Author: Diane Beere Subject: Sticky Note Date: 4/12/21, 12:56:16 AM  
Diane Beere New Building codes added to support the use of green infrastructure and green building.
- 
- Author: D. Kaye Hall Subject: Sticky Note Date: 4/16/21, 3:36:57 PM  
I agree
- 
- Number: 2 Author: D. Kaye Hall Subject: Sticky Note Date: 4/15/21, 6:05:42 PM  
Ban on new construction that utilizes gas instead of electricity.
- 
- Number: 3 Author: Sam Chapman Subject: Sticky Note Date: 4/15/21, 4:27:21 PM  
Happy to see that the City is adopting a Climate Element. Would like to see more defined metrics in the element. Disappointed that the City is not taking leadership in adopting its own aggressive Climate Action Plan and is instead relying on the very slow and lowest common denominator county-wide process. The City should participate in that process but set its own progressive standards to lead the way.
- 
- Author: Charles Shinnamon Subject: Sticky Note Date: 4/16/21, 8:22:22 AM  
Agreed.
- 
- Number: 4 Author: Sharon Parham Subject: Sticky Note Date: 4/11/21, 7:57:51 PM  
Please support a ban on gas powered leaf blowers, that contribute much more to air pollution than cars at times. We can work out a rebate for landscapers to switch to electric
- 
- Author: D. Kaye Hall Subject: Sticky Note Date: 4/16/21, 3:39:07 PM  
I agree. Battery operated blowers and rakes much less polluting.
- 
- Number: 5 Author: Margret Smetana Subject: Sticky Note Date: 4/11/21, 4:24:08 PM  
Support the city and county-wide expansion of food composting. 18% of material going to landfill in California is food waste. Food scraps and food-soiled paper in the landfill create methane, which is a potent greenhouse gas that traps heat in the atmosphere. It is one category of GHG that we can reduce in the near term. About 11% of greenhouse gasses come from our food system. Food scraps going to build nutrient-rich, healthy soil from compost instead of down the drain or into landfill represents one of the greatest possibilities for individuals, companies and communities to reverse climate change, increase economic benefits and preserve threatened ecosystems.
- 
- Number: 6 Author: Sam Chapman Subject: Sticky Note Date: 4/15/21, 4:20:43 PM  
I'm disappo
- 
- Number: 7 Author: R Phillips Subject: Sticky Note Date: 4/16/21, 4:32:30 PM  
Napa should create an urban forest for the health of everyone. Giving an incentive for the citizens to plant trees would definitely help grow an urban forest.
- 
- Number: 8 Author: Celeste Mirassou Subject: Sticky Note Date: 4/10/21, 11:54:12 AM  
What no commitment to a City of Napa specific climate action plan. In over one and half years, the county GPAC committee is just forming it's entity structure. It will take way too long to wait for county wide agreement. The City of Napa needs to act now.
- 
- Author: Marie Dolcini Subject: Sticky Note Date: 4/11/21, 9:15:57 AM  
Agreed!
- 
- Number: 9 Author: Bayard Fox Subject: Sticky Note Date: 4/11/21, 7:52:06 PM  
Acknowledge the IPCC standards that indicate we must be carbon neutral by 2030.
- 
- Number: 10 Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 1:57:34 PM  
Thank you for including this element. It is extremely timely.

## 6.1 Background and Purpose

### SENATE BILL 32

Executive Order S-3-15 (EO S-3-15) issued in 2015 established an interim target to reduce GHG emissions to 40 percent below 1990 levels by 2030. In 2016, the Legislature passed Senate Bill (SB) 32, which codified the 2030 GHG emissions reduction target.

### CARB SCOPING PLAN

The Global Warming Solutions Act of 2006 (Assembly Bill 32, or AB 32) codifies the targets set in EO S-3-05 of statewide reductions to 1990 emissions levels by 2020. AB 32 directs the California Air Resources Board (CARB) to develop and implement a scoping plan and regulations to meet the 2020 target. CARB approved the Scoping Plan in 2008, which provides guidance for local communities to meet AB 32 and EO S-3-05 targets. The Scoping Plan adopted a quantified cap on GHG emission representing 1990 emission levels, instituted a schedule to meet the emission cap, and developed tracking, reporting, and enforcement tools to assist the State in meeting the required GHG emissions reductions.

Pursuant to SB 32, CARB updated the prior AB 32 Scoping Plan to address implementation of GHG reduction strategies to meet the 2030 reduction target. The final plan was approved in December 2017. The 2017 plan continues the discussion from the original scoping plan and 2014 update of identifying scientifically-backed policies within six of the state's economic sectors to reduce GHGs. The updated Scoping Plan includes

various elements, including doubling energy efficiency savings, increasing the low carbon fuel standard from 10 to 18 percent, adding 4.2 million zero-emission vehicles on the road, implementing the Sustainable Freight Strategy, implementing a post-2020 Cap-and-Trade Program, creating walkable communities with expanded mass transit and other alternatives to traveling by car, and developing an Integrated Natural and Working Lands Action Plan to protect land-based carbon sinks. The updated Scoping Plan recommends that local governments target 6 metric tons carbon dioxide equivalent (MTCO<sub>2e</sub>) per capita per year in 2030 and 2 MTCO<sub>2e</sub> per capita per year in 2050.

### SENATE BILL 1383

SB 1383 was adopted in 2016 to establish methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy. The bill codifies CARB's Short-Lived Climate Pollutant Reduction Strategy, established pursuant to SB 605 (Lara, Chapter 523, Statutes of 2014), in order to achieve reductions in the statewide emissions of short-lived climate pollutants. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

### TITLE 24 BUILDING STANDARDS & CALGREEN

Title 24 is California's Building Energy Code, which is updated every three years. In 2010, Title 24 was updated to include the "California Green Building Standards Code," referred to as CALGreen. CALGreen

requires that new buildings reduce water consumption, increase system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. CALGreen has mandatory measures that apply to nonresidential and residential construction. The most recent 2019 CALGreen code was adopted in 2018 and became effective in 2020. A notable change under this update is the requirement for installation of solar photovoltaics on all new residential buildings. CALGreen contains voluntary Tier 1 and Tier 2 levels, which are designed to exceed energy efficiency and other standards by 15 percent or 30 percent.

### ASSEMBLY BILL 341

In 2011, AB 341 set the goal of 75 percent recycling, composting, or source reduction of solid waste by 2020 calling for the California Department of Resources Recycling and Recovery (CalRecycle) to take a statewide approach to decreasing California's reliance on landfills. This goal was an update to the former goal of 50 percent waste diversion set by AB 939.

In 2012, the City of Napa formally adopted a Disposal Reduction Policy that mirrored AB 341 at a local level and set a local goal of 75% (or more) level of recycling and composting by the year 2020.

### ASSEMBLY BILL 1826

Adopted in 2014, Assembly Bill 1826 (Mandatory Commercial Organics Recycling) requires businesses that generate organic waste materials (including food, soiled paper, yard trimmings, landscape and pruning waste, and clean wood waste) to separate the material for composting. As of January 1, 2020, composting is mandatory for all businesses that generate two or more cubic yards of waste per week. Per AB 341, recycling is mandatory for all businesses that generate four or more cubic yards of waste per week.

### 100 PERCENT CLEAN ENERGY ACT

The 100 Percent Clean Energy Act of 2018 (Senate Bill 100, or SB 100) sets a state policy that eligible renewable energy and zero-carbon resources supply 100 percent of all retail sales of electricity in California by 2045. SB 100 accelerates California's RPS established under SB 350. In recognition that California retail sellers are well on their way to achieving the target in advance of the existing deadlines, SB 100 requires providers to supply 50 percent of their electricity from eligible renewable energy resources by 2026 and 60 percent by 2030.



 Number: 1 Author: Bayard Fox Subject: Sticky Note Date: 4/11/21, 7:53:29 PM

---

We need measurable metrics to determine our impact and how the improvements measure with the carbon footprint.

 Number: 2 Author: Lynne Baker Subject: Sticky Note Date: 4/11/21, 5:53:12 PM

---

Thank you for the opportunity to comment. The plan is comprehensive and clearly shows the value of iterative work over many months that strengthened and improved the near-final version. The framework is in place, likely with more tweaks as things go forward. The challenge comes with full implementation, public engagement, stakeholder support, "late adopter" buy-in and adequate resources to fund required action. There will also be a need to move from aspiration to action and to do so quickly lest we reach a point of no return relative to sustainability for future generations. Legislation is critical, ordinances are needed, policy is paramount, a systems perspective is essential and delay is not an option.

 Author: Lori S Subject: Sticky Note Date: 4/14/21, 10:39:05 PM

---

I second everything Lynne shared above: "Legislation is critical, ordinances are needed, policy is paramount, a systems perspective is essential and delay is not an option." Thank you for including this essential and critical climate emergency component.

## 6.1 Background and Purpose

### GOVERNOR'S EXECUTIVE ORDER B-55-18

Executive Order B-55-18 (EO B-55-18) issued in 2018 established a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. EO B-55-18 is established in addition to the existing statewide targets of reducing GHG emissions. To achieve this target, remaining emissions must be offset by equivalent net removals of CO<sub>2</sub> from the atmosphere, including through sequestration in forests, soils and other natural landscapes.

### EXECUTIVE ORDER N-79-20

Executive Order N-79-20 (EO N-79-20) issued in September 2020 established a statewide goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035, and that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. EO N-79-20 also establishes a goal to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible. EO N-79-20 directs CARB to develop regulations that will help achieve these goals.

### SENATE BILL 375

Because the majority of California's GHG emissions stem from transportation, the legislature passed the Sustainable Communities and Climate Protection Act of 2008 ("SB 375") to align regional transportation planning efforts, GHG reduction targets, and housing allocations. Napa's designated Metropolitan Planning Organization, the Metropolitan Transportation Commission (MTC), is required to adopt either a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) as part of its Regional Transportation Plan. Qualified projects consistent with an approved SCS or APS and categorized as "transit priority projects" receive incentives under new CEQA provisions. Napa County and the jurisdictions therein (including the City of Napa) had partnered to create a sub-region to consider where housing needs could be better allocated within the county to reduce impacts on GHG emissions.

## 6.2 Relationship to Community Vision and Guiding Principles

The Climate Change and Sustainability Element most closely furthers the following Napa Community Vision and Guiding Principles:

- 3** *Balance local and tourist needs.*
- 5** *Foster connections to nature and open space.*
- 6** *Emphasize environmental sustainability.*

### QUICK RESPONSE

Use the comment tool to respond to the questions below if you only have time to leave general feedback.



**1. Do you have any concerns related to this General Plan element?**

**2. Is there anything that we could include in the General Plan to help relieve those concerns?**



Number: 1 Author: Margret Smetana Subject: Sticky Note Date: 4/11/21, 4:53:57 PM

---

I hope the General Plan will be reviewed to confirm there is language that clearly asserts these key values as foundational: respect and care for people and nature first, reducing harm at the source rather than after the damage has been done and building resilience.

Number: 2 Author: Diane Beere Subject: Sticky Note Date: 4/12/21, 12:22:25 AM

---

Napa County and its five jurisdictions partnering have with CEQA incentives looked to reduce impacts of GHG emissions related to transportation under Senate Bill 375 through collaborative thoughtful allocation of housing needs. The telling of its success will be in the results.

Number: 3 Author: Margret Smetana Subject: Sticky Note Date: 4/11/21, 4:46:58 PM

---

Build into a disposable food ware reduction ordinance a ban on use of polystyrene foam and other non-recyclable or non-compostible food ware. This will maximize the operating life of our landfills and will lessen the economic and environmental costs of waste management for businesses and citizens in Napa.

Number: 4 Author: Celeste Mirassou Subject: Sticky Note Date: 4/10/21, 11:36:28 AM

---

Wasn't there a guiding principle specific to climate change recommended by the GPAC committee?

## 6.3 Climate Change and Sustainability Element Guiding Policies

Climate change and sustainability guiding policies are outlined below and organized into the following topics. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused to reduce Napa's contribution to climate change and plan a resilient community.

### CLIMATE CHANGE AND GREENHOUSE GASES (GHG) REDUCTION

- A. Undertake sustainability initiatives to reduce the community's greenhouse gas (GHG) emissions and foster green development patterns – including buildings, sites, and landscapes. Achieve net zero climate pollutants from public and private operations within the city by 2030 and carbon neutrality by 2040, which is five years sooner than what is established under Executive Order B-55-18.
- B. Ensure that the City leads by example in managing its local government operations. City-owned infrastructure currently comprises 35 percent of City's total GHG emissions. Components of this strategy would include:
  - Develop plans for the reduction of fossil fuel consumption through all aspects of local government operations, including construction, purchasing, and ongoing operations.
  - Set clear goals to increase energy efficiency of City-owned buildings by implementing alternative and renewable energy solutions.
  - Require new municipal and substantially renovated municipal facilities to incorporate cost-effective strategies for reducing greenhouse

gas emissions, conserving energy and water, and utilizing sustainable construction practices.

- Reduce solid waste from City operations.
- C. Partner with local, regional, and county agencies and utility companies to achieve greenhouse gas reduction targets. Efforts for this would include:
  - Support local efforts to market programs and conduct community outreach through schools, non-profit groups, community organizations, and the business community to increase participation in GHG reduction efforts.
  - Partner with the Napa Valley Unified School District, private schools, community-based non-profit organizations, and others to undertake public outreach and education efforts that broaden community involvement in reducing greenhouse gas emissions.
  - Foster and build public-private partnerships that help achieve greater energy efficiency and reduce greenhouse gas emissions.
  - Partner with local, regional, and county agencies and utility companies to achieve greenhouse gas reduction targets.
- D. Actively seek grants to expand local awareness of actions residents and businesses can take to reduce climate impacts. Continue to provide community outreach and robust education through partnership opportunities with city residents. Develop an open data community climate dashboard to engage residents in progress and accomplishments toward goals.
- E. Work collaboratively with partners to develop a Climate Action Plan.

### LAND USE AND MOBILITY

- F. Promote compact, walkable development patterns integrated with a connected and sustainable mobility network that emphasizes walking, biking, or taking transit.

*Policies will be reflected in the Land Use and Community Design and Transportation elements, and include:*

- Initiate programs that encourage car-free tourism through incentives, outreach, awareness, and creating a bicycle and pedestrian-friendly environment.
- Establish programs to reduce vehicle miles traveled.
- Expand Park and Ride areas and other support facilities to encourage public transportation use and car and van pooling.
- Adopt and implement transportation plans in accordance with the Napa Valley Transportation Authority's (NVTA) Strategic Transportation Plan to increase transit service and ridership in Napa and connections with County transit services.
- Transition the City's vehicle fleet, starting with small and mid-size vehicles, to vehicles that are 100 percent electric or powered by clean, renewable energy. Encourage NVTA and NVUSD to transition the transit and school bus fleet respectively, to vehicles that are 100 percent electric or powered by clean, renewable energy, are equipped with technology improvements for longer routes.

- Evaluate advantages of smaller transit and school transportation vehicles that can be deployed more nimbly based on demand using technology, rather than larger vehicles that need to be operated on fixed routes.
- Adopt and implement programs to assist businesses and organizations switch from fossil fuel-powered fleet vehicles to vehicles powered by clean, renewable energy sources.
- Design and operate the public street system to reduce vehicle miles traveled and mode shift. Consider VMT and alternative modes of transportation in the design of street extensions, connections, and right-of-way controls at intersections, and monitor and adjust traffic signals.
- Encourage alternatives to City employees' use of single-occupancy vehicles by providing bicycle racks, preferential parking permits for carpools and vanpools, commuter information, and other incentives.
- Expand electric vehicle charging infrastructure.



- 
- Number: 1 Author: Celeste Mirassou Subject: Sticky Note Date: 4/10/21, 11:42:17 AM  
Why limit your the transition to City's fleet to small and mid-size vehicles? This plan seems inconsistent in respect of specificity i.e. only transition the small and mid-size vehicles vs expand electric vehicle charging infrastructure.
- 
- Number: 2 Author: Celeste Mirassou Subject: Sticky Note Date: 4/10/21, 11:37:06 AM  
2040 is too late for carbon neutrality.
- 
- Number: 3 Author: David Kearney-Brown Subject: Sticky Note Date: 4/11/21, 3:59:26 PM  
The statement about walkable and bikable development is visionary and excellent in its general direction. In terms of actually implementing it, there are some great quick solutions that would be concrete steps towards actually making an impact, and would also send the message that the City of Napa and its citizens are indeed serious about reducing 40% below 1990 levels.
- Author: David Kearney-Brown Subject: Sticky Note Date: 4/11/21, 4:02:02 PM  
"Implement with urgency such low-cost, high-impact measures as prioritizing pedestrians and bicyclists by having a three-second walk/bike head start at traffic signals, prioritize fixes at particularly difficult locations such as Trancas and Jefferson Streets, and establish a robust and extensive Slow Streets initiative."
- Author: Charles Shinnamon Subject: Sticky Note Date: 4/16/21, 8:21:39 AM  
Great suggestions.
- 
- Number: 4 Author: Jim Wilson Subject: Sticky Note Date: 4/11/21, 9:18:44 PM  
6.3.A. 1.5degC of warming, which is not safe, is likely by 2030 or before, a product of earlier emissions. A goal of net zero climate pollutants by 2030 is consistent with keeping warming below 2degC where emissions are cut 10% per year for the next nine years. Therefore, a goal of carbon neutrality by 2040 is outside the crucial climate stabilization time frame. Note that in Sonoma County, three cities have adopted resolutions aiming to reduce emissions to net zero by 2030. In March 2021, Sonoma County RCPA adopted a Climate Mobilization Strategy with the goal of net zero emissions by 2030.
- Author: Lori S Subject: Sticky Note Date: 4/14/21, 10:53:15 PM  
In order to keep emissions below 2 degrees C, we must work to reduce emissions to net zero by 2030.
- 
- Number: 5 Author: Linda Dietiker-Yolo Subject: Sticky Note Date: 4/11/21, 4:21:33 PM  
What about hydrogen fuel
- 
- Number: 6 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:33:26 AM  
No new gas stations. We have enough now and don't need additional fossil fuel infrastructure.
- Author: Marie Dolcini Subject: Sticky Note Date: 4/11/21, 9:16:53 AM  
Good point!
- Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 9:12:13 PM  
Agreed! We need more charging stations, not more gas stations.
- Author: Lori S Subject: Sticky Note Date: 4/14/21, 10:58:25 PM  
Yes! Let's follow the City of American Canyon's lead on taking steps to ensure no new gas stations will be permitted. No additional fossil fuel infrastructure is needed as we transition to electric vehicles.
- 
- Number: 7 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 10:54:19 AM  
Work more closely with the Napa Vine Trail and NV Bicycle Coalition in creating safe bicycle trails in Napa. Currently, there are major street thoroughfares that are dangerous to ride on.
- Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 9:13:06 PM  
I agree. We want to encourage safe school transit for our students, safe commutes for our workforce, and safe recreation opportunities for everyone.
- 
- Number: 8 Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 1:58:00 PM
- Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 2:28:04 PM  
Please amend first sentence under "Climate Change and Greenhouse Gases (GHG) Reduction, A." to read "... greenhouse gas (GHG) emissions and other climate pollutants." This would be more accurate and complete (e.g., including black carbon, which is not a gas), and will help create recognition of the broader array of actions that can be taken to reduce Napa's footprint. Make similar changes throughout Element - e.g., in first sentence of B., in 3rd bullet of B, in all four bullets of C
- Author: Lynne Baker Subject: Sticky Note Date: 4/11/21, 5:16:48 PM  
Agreed
- 
- Author: Bayard Fox Subject: Sticky Note Date: 4/11/21, 7:54:59 PM  
Yes, again, measurable metrics for radiative forcing.
- 
- Author: Chris Benz Subject: Sticky Note Date: 4/12/21, 3:45:28 PM  
We absolutely need to include reducing the climate pollutant black carbon because this has a public health impact (particulates from diesel exhaust and wildfires).
- 
- Author: Lori S Subject: Sticky Note Date: 4/14/21, 11:08:54 PM  
Yes! to all above and re: the importance of reducing black carbon and it's negative health impacts/particulates: I would include agricultural burning on the list. (New innovative ways to remove old vineyards without releasing black carbon into our air?)

## 6.3 Climate Change and Sustainability Element Guiding Policies

Climate change and sustainability guiding policies are outlined below and organized into the following topics. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused to reduce Napa's contribution to climate change and plan a resilient community.

### CLIMATE CHANGE AND GREENHOUSE GASES (GHG) REDUCTION

- A. Undertake sustainability initiatives to reduce the community's greenhouse gas (GHG) emissions and foster green development patterns – including buildings, sites, and landscapes. Achieve net zero climate pollutants from public and private operations within the city by 2030 and carbon neutrality by 2040, which is five years sooner than what is established under Executive Order B-55-18. 10
- B. Ensure that the City leads by example in managing its local government operations. City-owned infrastructure currently comprises 35 percent of City's total GHG emissions. Components of this strategy would include:
- Develop plans for the reduction of fossil fuel consumption through all aspects of local government operations, including construction, purchasing, and ongoing operations. 13
  - Set clear goals to increase energy efficiency of City-owned buildings by implementing alternative and renewable energy solutions.
  - Require new municipal and substantially renovated municipal facilities to incorporate cost-effective strategies for reducing greenhouse

gas emissions, conserving energy and water, and utilizing sustainable construction practices.

- Reduce solid waste from City operations.
- C. Partner with local, regional, and county agencies and utility companies to achieve greenhouse gas reduction targets. Efforts for this would include:
- Support local efforts to market programs and conduct community outreach through schools, non-profit groups, community organizations, and the business community to increase participation in GHG reduction efforts.
  - Partner with the Napa Valley Unified School District, private schools, community-based non-profit organizations, and others to undertake public outreach and education efforts that broaden community involvement in reducing greenhouse gas emissions.
  - Foster and build public-private partnerships that help achieve greater energy efficiency and reduce greenhouse gas emissions. 14
  - Partner with local, regional, and county agencies and utility companies to achieve greenhouse gas reduction targets.
- D. Actively seek grants to expand local awareness of actions residents and businesses can take to reduce climate impacts. Continue to provide community outreach and robust education through partnership opportunities with city residents. Develop an open data community climate dashboard to engage residents in progress and accomplishments toward goals. 16
- E. Work collaboratively with partners to develop a Climate Action Plan. 17

### LAND USE AND MOBILITY

- F. Promote compact, walkable development patterns integrated with a connected and sustainable mobility network that emphasizes walking, biking, or taking transit.

*Policies will be reflected in the Land Use and Community Design and Transportation elements, and include:*

- Initiate programs that encourage car-free tourism through incentives, outreach, awareness, and creating a bicycle and pedestrian-friendly environment. 11
- Establish programs to reduce vehicle miles traveled. 12
- Expand Park and Ride areas and other support facilities to encourage public transportation use and car and van pooling.
- Adopt and implement transportation plans in accordance with the Napa Valley Transportation Authority's (NVTA) Strategic Transportation Plan to increase transit service and ridership in Napa and connections with County transit services.
- Transition the City's vehicle fleet, starting with small and mid-size vehicles, to vehicles that are 100 percent electric or powered by clean, renewable energy. Encourage NVTA and NVUSD to transition the transit and school bus fleet respectively, to vehicles that are 100 percent electric or powered by clean, renewable energy, are equipped with technology improvements for longer routes. 15

- Evaluate advantages of smaller transit and school transportation vehicles that can be deployed more nimbly based on demand using technology, rather than larger vehicles that need to be operated on fixed routes.
- Adopt and implement programs to assist businesses and organizations switch from fossil fuel-powered fleet vehicles to vehicles powered by clean, renewable energy sources.
- Design and operate the public street system to reduce vehicle miles traveled and mode shift. Consider VMT and alternative modes of transportation in the design of street extensions, connections, and right-of-way controls at intersections, and monitor and adjust traffic signals.
- Encourage alternatives to City employees' use of single-occupancy vehicles by providing bicycle racks, preferential parking permits for carpools and vanpools, commuter information, and other incentives.
- Expand electric vehicle charging infrastructure.



- Number: 9 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 6:56:35 AM  
Very important to have goals specified.
- 
- Number: 10 Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 5:43:03 PM  
How are you differentiating "Achieve net zero climate pollutants from public and private operations within the city by 2030" from "carbon neutrality by 2040 ..."? I fully support the first statement, which is stated in such a way that it can encompass SLCPs and a 2030 timeframe of analysis. The second statement seems to contradict.
- Author: Lori S Subject: Sticky Note Date: 4/14/21, 11:14:58 PM  
Agreed.
- 
- Number: 11 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:35:01 AM  
No new drive-ins which result in pollution from idling. Encourage people to park and walk in.
- Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 9:14:41 PM  
Drive-ins are definitely an unnecessary extravagance. Cars wrapped around the restaurant or drug store with their engines running promotes a sense of entitlement to set and pollute purely for convenience's sake.
- 
- Number: 12 Author: Niki Williams Subject: Sticky Note Date: 4/12/21, 8:41:26 AM
- Author: Niki Williams Subject: Sticky Note Date: 4/12/21, 8:54:36 AM  
High cost of housing results in long commutes for workers in our wineries and hospitality businesses. Ensure affordable housing for low- and moderate-income essential workers, or at least provide more flexible public transportation options to up-valley locations.
- 
- Number: 13 Author: Niki Williams Subject: Sticky Note Date: 4/12/21, 8:38:33 AM  
Ban gas-powered leaf blowers that generate high levels of GHGs. Encourage business landscaping, residential yards, and community gardens based on regenerative growing practices.
- 
- Number: 14 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 10:24:48 AM  
Use Community Benefit Agreements with developers to have market-rate jobs, climate resilient infra-structure benefits from projects.
- Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 2:33:43 PM  
Agree! Our local economy has everything to gain by being proactive, and everything to lose if climate change is left unchecked.
- 
- Number: 15 Author: Charles Shinnamon Subject: Sticky Note Date: 4/16/21, 8:18:54 AM  
Set an aggressive timeline for this with clear and measurable implementation.
- 
- Number: 16 Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 9:11:27 PM  
This time, we need one integrated accounting system that can both (a) provide the CO2-equivalent results based on Global Warming Potential calculated over 100 years (GWP-100), conformant with California reporting guidelines; and (b) simultaneously calculate the results in CO2-forcing equivalents calibrated to 2030, 2040, and 2050 to account for GHGs, short-lived climate pollutants, and legacy emissions. This approach will create a greater understanding of our footprint, and shed light on the most practical and cost-effective steps we can take to support near-term as well as longer-term goals.
- 
- Number: 17 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:40:18 AM  
Ban gasoline powered leaf blowers. Have the City switch to electric leaf blowers--or rakes!
- Author: Marie Dolcini Subject: Sticky Note Date: 4/11/21, 9:18:14 AM  
Yes! Yountville and many other communities nationwide have already done so.
- Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 10:55:14 AM  
I agree that this should be a City-wide priority.
- Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 2:31:20 PM  
I agree with comments above, plus note that this will have other co-benefits, including noise reduction. Rakes would be ideal - the city managed for many years without leaf blowers. This should be accomplished with an incentive plan for switching over, to encourage small landscaping businesses and home owners to make the switch.

## 6.3 Climate Change and Sustainability Element Guiding Policies

### GREEN INFRASTRUCTURE

- G. Incorporate green infrastructure practices to bring additional greenery into the city, reduce pollution runoff, reduce stress on stormwater systems, recharge underground aquifers, and reduce urban heat island effects.

*“Green infrastructure” is the use of open spaces, permeable pavement, street tree rain gardens, and other natural approaches to capture, infiltrate, and reuse rainwater. Green infrastructure is a cost-effective, resilient approach to managing wet weather impacts that provides many community benefits. While single-purpose gray stormwater infrastructure—conventional piped drainage and water treatment systems—is designed to move urban stormwater away from the built environment, green infrastructure reduces and treats stormwater at its source while delivering environmental, social, and economic benefits (US EPA, <https://www.epa.gov/green-infrastructure/what-green-infrastructure>)*

- H. Require stormwater management techniques that minimize surface water runoff in public and private developments. Utilize low impact development techniques such as bioswales and other best management practices to manage stormwater. Promote technologically advanced stormwater management systems and practices where land area is limited.
- I. Install BioEnergy system at the City of Napa Materials Diversion Facility to reduce solid waste generation and produce renewable energy through the conversion of urban wood waste.
- J. Develop standards for and encourage grey water use and storm water capture systems in new and existing developments and in areas that do not impact groundwater quality.

### SUSTAINABLE ENERGY AND SECURITY

- K. Evaluate new projects on their contribution to community resiliency toward climate disasters.

- L. Promote renewable energy generation and storage to decrease reliance on outside sources and minimize impacts from public safety power shutdowns. Components of this would include:

Incentivize solar panel deployment beyond State’s mandates. Establish guidance on placement of solar panels to minimize impacts to aesthetic resources. According to study by UC Berkeley students, Napa consumes 432,260 MWh of electricity every year. According to Sunroof Project by Google, around 92 percent of rooftops in Napa are viable for solar energy production, with production of these potentially totaling 626,000 MWh, or significantly in excess of demand.

- Promote renewable energy generation on City-owned sites and deployment of micro-grids for energy independence and lifeline operations in the event of power shutdowns.
  - Reduce reliance on backup generators that rely on fossil fuels by establishing citywide program to transition to more climate friendly options including battery storage, solar-powered generators, and small-scale wind turbines in appropriate areas.
  - Adopt production standards for the city based on quantifiable measures that increase per capita generation levels.
- M. Implement programs to increase sustainable energy production and energy security. Components of this would include:
- Pursue state, regional, and federal funding programs designed to reduce energy demand through conservation and efficiency.
  - Conduct audits and regularly monitor the effectiveness of City and County energy efficiency implementation measures and adapt them to meet targets.

- In support of countywide energy generation efforts, increase local renewable energy generation.
- Promote alternative modes of electricity generation—such as wind, solar, biomass, geothermal, and hydroelectric—and invest in electric storage infrastructure at the city-wide level.
- Promote alternative modes of electricity generation on City-owned lands.
- Partner with the County of Napa to implement an AB811 program that makes funding available to residential and commercial property owners seeking to improve their properties to conserve energy and water, and to install solar systems to generate solar energy.
- Increase installation of electric vehicle charging stations with funding from state and federal sources.
- Convert street lighting, water pumping, water treatment, and other energy-intensive operations to more efficient technologies.
- Work with PG&E and the California Public Utilities Commission on undergrounding utilities with goals to reduce risk of fire, modernize the cable network, minimize network downtime, and reduce range of electromagnetic fields.
- Incentivize use of on-site generation of renewable energy for new and existing buildings.



WWW.NAPA2040.COM



NAPA 2040 POLICY FRAMEWORKS



Number: 1 Author: Celeste Mirassou Subject: Sticky Note Date: 4/10/21, 11:44:14 AM

YES to conducting audits and regularly monitoring the effectiveness of City and County energy efficiency measures AND add that you must make that information public.

Author: Marie Dolcini Subject: Sticky Note Date: 4/11/21, 9:18:53 AM  
Great idea.

Number: 2 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 10:56:53 AM

Yes!

Number: 3 Author: David Kearney-Brown Subject: Sticky Note Date: 4/11/21, 4:16:31 PM

Excellent general goals! Can we be true visionaries and say, "Devote a percentage of local occupancy tax and sales tax revenues in concert with local visionary business leaders and utility companies towards establishing a rebate program for rooftop solar panels and energy storage." The world-famous Napa Valley could provide hope and a vision for the entire planet! Also: "Reduce and eliminate fossil fuel energy production including methane by establishing revenue streams for electrical conversion, solar and storage." Finally, "Be a leader in research on the feasibility of implementing transportation/building energy storage grids utilizing the storage capacity of electric vehicles."

Number: 4 Author: Sharon Lampton Subject: Sticky Note Date: 4/11/21, 9:06:58 PM

Definitely need to ban gas-powered leaf blowers - so environmentally unfriendly as well as a noise-pollutant.

Number: 5 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 10:56:29 AM

Number: 6 Author: Charles Shinnamon Subject: Sticky Note Date: 4/16/21, 8:20:13 AM

Ensure that homeowners and businesses installing solar panels have clear and rapid permitting processes.

Number: 7 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 10:59:18 AM

This should be a priority. And certainly stop building upon the Fossil Fuel infrastructure within the transportation sector. No new FF stations. Think electric!

Number: 8 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 6:58:10 AM

Restrict new natural gas infrastructure to eliminate methane leakage. Use permitting incentives for all-electric construction. Require new residential construction to be all-electric.

Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 9:17:58 PM

It's time for a moratorium on the addition of new natural gas infrastructure for new residential construction, and time to provide a set of incentives, including battery storage subsidies, for retrofits and upgrades of existing housing stock. This is a fantastic opportunity to reduce methane emissions, which aggravate bad indoor quality and also are also 150-times more potent than CO2 during the first year of emission!

Number: 9 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:00:00 AM

Prioritize solid waste infrastructure that generates energy (such as biomass gasification for wood waste and aerobic digesters for organic waste).

## 6.3 Climate Change and Sustainability Element Guiding Policies

### GREEN BUILDING

The latest iteration of the California Title 24, Part 6, went into effect Jan. 1, 2020, and requires that all new buildings achieve Net Zero Energy (NZE) levels by 2020 for residences and 2030 for commercial buildings. Title 24 governs energy use, including building envelope measures, mechanical systems, and process power loads as well as indoor and outdoor lighting (governed by Section 130 of Part 6). Along with American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 90.1 and the International Energy Conservation Code (IECC), Title 24, Part 6 is one of the nation's three major systems for measuring and controlling buildings' energy performance.

- N. Require NZE or net-positive design for all new City-owned buildings, even for those developed prior to 2030, to lead the community and education efforts for sustainable design.
- O. Require NZE or net-positive design for significant retrofitting of existing buildings. Encourage NZE and net-positive design for adaptive reuse projects.

*For green buildings and energy consumption, "net zero or NZE" means that the building generates enough electricity to offset other energy uses over the course of a year, resulting in a net zero energy usage. Most of the time, these buildings are connected to a larger electric grid to gain extra energy when needed or to sell excess energy back into the grid when not needed. "Net-positive" is similar to net zero, except for over the course of the year, the building generates more electricity than it produces, resulting in additional electricity that goes back into the grid for other uses.*



WWW.NAPA2040.COM

- P. Require roofing design and surface treatments ("cool roofs") that reduce the heat island effect of new development and support reduced energy use, reduced air pollution, and a healthy urban forest. Connect businesses and residents with cool roof rebate programs through City outreach efforts for new and retrofitted roofs.

### URBAN FOREST

Policies for urban forestry are designed to further development of a healthy urban forest, to promote sustainability, human comfort, and public health and well-being. The City of Napa is recognized by the National Arbor Day Foundation as a Tree City USA. There are a number of City ordinances that protect both public and private trees. These regulations are included in Street Tree, Protected Native Tree, and Significant Tree Programs. The Parks, Recreation & Trees Advisory Commission works with City staff and advises the Council on all issues involving trees, both public and private, throughout the community.

- Q. Develop and nurture an "urban forest"—planted and natural vegetation—with a target of 30% tree canopy coverage in the city by 2040, prioritizing newly developing higher intensity corridors in order to maximize benefits of urban heat island reduction and pedestrian and bicyclist shade and comfort,



as well as additional locations that would benefit historically-marginalized communities, tree deficient neighborhoods, and vulnerable populations in order to provide buffering from pollution—such as along Highway 29—and slow rainwater discharge in the Napa River watershed to provide flood-hazard reduction benefits.

*Efforts to develop an urban forest include:*

- Develop maps that show tree-canopy coverage.
  - Systematically inventorying trees in the Planning Area with information on their health and maintenance needs,
  - Develop a program for planting that encompasses tree species, tree spacing and location, and criteria for tree removal, and tree monitoring and maintenance.
  - Develop a local urban forest plan to promote tree canopy coverage to reduce heat island effects.
  - Foster policies that help residents and businesses contribute to and maintain tree canopy.
  - Identify appropriate locations and species to establish along the built environment to ensure infrastructure is not damaged by tree and root system.
  - Develop tree management and replacement policy that would include provisions to remove trees causing damage to infrastructure when necessary and replace with appropriate species for sustainability
- R. Prioritize canopy coverage along crucial routes to schools, trails, and connections to Downtown Napa.
  - S. Support and promote the Napa Green Certified Winery Program and the Napa Green Certified Land Program.

- T. Assess the impact of land use changes, new vineyards, and urban development on carbon sequestration.
- U. Work with the Napa County Resource Conservation District and other local organizations to develop a program for increasing the amount of carbon sequestered in Napa's parks, open space, and riparian areas. Invest in infrastructure for potable recycled water.
- V. Develop a program to finance, manage, and expand the city's street tree canopy as a valuable ecological and public health resource, particularly adjacent to busy corridors and within denser areas like mixed-use neighborhoods, existing shopping centers, downtown, and industrial and other areas with expansive surface parking.

### SOLID WASTE RECYCLING AND WASTE REDUCTION

- W. Promote recycling, composting, and source reduction services for residential and commercial uses to divert 100% of waste from landfills by 2022 and maintain 100% diversion through 2040.

*Components of this would include:*

- Promote recycling and reuse practices to achieve the 100% overall waste diversion goal.



NAPA 2040 POLICY FRAMEWORKS



- 
- Number: 1 Author: Celeste Mirassou Subject: Sticky Note Date: 4/10/21, 11:48:43 AM  
Within the urban forest policies there needs to be protection for trees that provide significant carbon reduction.
- 
- Number: 2 Author: Celeste Mirassou Subject: Sticky Note Date: 4/10/21, 11:45:49 AM  
NZE requirements for significant retrofitting of existing buildings needs a date.
- 
- Number: 3 Author: David Kearney-Brown Subject: Sticky Note Date: 4/11/21, 4:15:12 PM  
There is work being done on using the local natural ecosystem as a model for planning and creating a city that truly functions as part of the natural cycles and systems on which our lives are based. Can Napa be a visionary leader in this field? Please? "Develop as part of this element a visionary, long-term, detailed plan for making Napa a "generous city", that is a city that not only reduces its impact on the local natural systems, but actually contributes to a thriving natural environment that will ensure a robust base for a thriving local community in perpetuity."
- 
- Number: 4 Author: Jim Wilson Subject: Sticky Note Date: 4/11/21, 9:34:25 PM  
Urban forest - "T" and "U" work together to maintain and enhance carbon sequestration throughout the city, with priority given to near-term climate stabilization measures by protecting existing old trees.
- 
- Author: D. Kaye Hall Subject: Sticky Note Date: 4/16/21, 3:44:31 PM  
I agree. Trees are crucial for carbon sequestration but planting a new one will have little benefit for even a goal of 2030 or 2040. Save the old ones.
- 
- Number: 5 Author: Joanna Subject: Sticky Note Date: 4/11/21, 12:17:31 PM  
Requiring restaurants to use only compostable to-go packaging would reduce a huge amount of solid waste.
- 
- Number: 6 Author: Joanna Subject: Sticky Note Date: 4/11/21, 12:16:48 PM  
Ban gas powered tools such as leaf blowers and lawn mowers.
- 
- Number: 7 Author: Linda Dietiker-Yolo Subject: Sticky Note Date: 4/11/21, 4:36:47 PM  
very important to have more trees in Historically Marginalized neighborhoods
- 
- Number: 8 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:02:08 AM  
Require new developments to incorporate shade trees, especially in parking areas and along sidewalks.
- 
- Number: 9 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:00:13 AM  
Excellent!
- 
- Number: 10 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:36:03 AM  
Great way to reduce waste is to have compostable-only foodware for take-away items.
- 
- Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 9:23:15 PM  
This is very important. We need to increase local participation in the current composting program through NRWS, and continue to find other ways to eliminate organic wastes from the landfill wastestream.
- 
- Number: 11 Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 9:20:16 PM
- 
- Author: Linda Brown Subject: Sticky Note Date: 4/11/21, 9:20:37 PM  
This is great, and so important for the entire community. There are lots of things we can do to reduce the urban heat island effect. Another is to incentivize reflective roof tiles over dark roofs, and reconsider the use of black asphalt.
- 
- Number: 12 Author: SD Subject: Sticky Note Date: 4/9/21, 3:52:21 PM  
Yay composting.
- 
- Number: 13 Author: SD Subject: Sticky Note Date: 4/9/21, 3:50:04 PM  
Is it possible for this urban forest to also double as a food source for the community they're located in?
- 
- Author: Linda Nellet Subject: Sticky Note Date: 4/15/21, 3:31:54 PM  
That is truly visionary! In addition to shade, nut and fruit trees could provide food, too. Would they need more water than varieties grown primarily for shade?
- 
- Number: 14 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 11:05:40 AM  
And support grape growers and land owners with financial support to utilizing non-burning techniques (i.e., chipping) of old vine and forest clearing. They must stop spewing carbon into the atmosphere through their burns.
- 
- Author: Niki Williams Subject: Sticky Note Date: 4/12/21, 9:01:41 AM  
Black carbon from burning old vines and trees is unnecessary pollution. Provide training, equipment and facilities for either chipping or cleaner conservation burns to produce valuable biochar.

## 6.3 Climate Change and Sustainability Element Guiding Policies

- Create and support other programs, such as the Napa County Green Business Program and the green restaurant program, that help achieve the 100% overall waste diversion goal. Recognize and incentivize commercial recycling and waste diversion.
  - Establish a comprehensive, user-friendly recycling program that involves all City departments and facilities. Recover 70% to 85% of all waste generated in City operations.
  - Develop a zero-waste strategy for city operations and for permitted events.
  - Use **g**anic waste (green waste, food waste, agriculture waste, and timber waste) for energy production.
- X. Transition the heavy refuse and recycling vehicle fleet to vehicles that are 100 percent electric by 2023.

### WATER USE EFFICIENCY AND CONSERVATION

- Y. Continue efforts toward water conservation and recycling to meet the City's SB 606/AB 1668 Urban Water Use Objective (2018 Making Water Conservation a California Way of Life legislation). Although Napa does not rely on groundwater and

projects adequate supplies to meet growth needs, ensuring that development does not reach the limits of potential supply would ensure resiliency. Actions toward this would include:

- Strengthen water conservation measures and water conservation education that result in significant reductions in local water use and the protection of local water resources.
- Provide education, technology, and financial incentives to promote efficient indoor and outdoor residential water use and adoption of best management practices for commercial, industrial, and institutional water users.
- Strengthen water distribution system operations and leak detection to meet the City's SB 555 Water Loss Performance Standard.
- Pursue expansion of NapaSan recycled water service within the City's service territory. Build on NapaSan's cutting edge reclaimed and recycled water programs to irrigate necessary public parks and green belts and connect largest businesses.
- Continue to reduce energy use by promoting domestic water conservation and requiring water-efficient landscape improvements associated with new construction.
- Encourage responsible and sustainable agricultural and landscaping practices.
- Invest in infrastructure for potable recycled water.
- Promote a program to encourage neighborhood tree planting and efficient landscaping.

**7**



WWW.NAPA2040.COM

7

### QUICK RESPONSE

Now that you've read the draft guiding policies, please let us know what you think below.



**3. Do you generally agree with the proposed guiding policies?**

**8**

**4. In your opinion, was anything missing from this framework?**

**10**

*Thank you for participating! Your input will help shape the future of Napa!*

NAPA 2040 POLICY FRAMEWORKS



Number: 1 Author: Celeste Mirassou Subject: Sticky Note Date: 4/10/21, 11:50:18 AM

Require drought resistance landscaping for new development and significant remodel projects.

---

Number: 2 Author: Bayard Fox Subject: Sticky Note Date: 4/11/21, 7:55:57 PM

Long term ban on all 2 stroke engines!

---

Number: 3 Author: Linda Dietiker-Yolo Subject: Sticky Note Date: 4/11/21, 4:43:26 PM

yes

---

Number: 4 Author: D. Kaye Hall Subject: Sticky Note Date: 4/15/21, 6:03:15 PM

Comprehensive and much needed. I agree with comments that would ban infrastructure that uses fossil fuels, such as gas blowing leaf blowers, any new construction that utilizes

---

Number: 5 Author: Marie Dolcini Subject: Sticky Note Date: 4/11/21, 9:39:21 AM

Adopt a waste reduction ordinance as other communities have that prioritizes Reusable foodware and utensils at all dine-in restaurants; specifies that all takeout disposable foodware and accessories (e.g., plates, bowls, cups, trays, utensils) must be natural-fiber compostable; and that Foodware accessories are only available "upon request". Impose a charge for disposable cups similar to a bag charge to reduce their use and encourage reusables.

---

Author: Marie Dolcini Subject: Sticky Note Date: 4/11/21, 9:55:02 AM

The following data is provided by Upstream Solutions <https://upstreamsolutions.org/>,

In terms of food packaging, as of 2012, 120 billion single-use cups are used per year in the United States, or 370 per person per year.

By this measure, Napa County residents use almost 51 million cups per year (50,965,280).

Since the average CO2 footprint of a paper cup is 0.033 pounds of carbon dioxide emissions, Napa County's single-use cup use equals to nearly 841 tons of greenhouse gas emissions annually.

---

Number: 6 Author: Linda Nellet Subject: Sticky Note Date: 4/15/21, 3:36:06 PM

There is much to applaud in this section. Incentivizing gray water reuse and solar power generation and storage would be very helpful in encouraging businesses and residential owners to adopt these green practices.

---

Number: 7 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 11:10:08 AM

This is going to be vital. Thanks to climate change, we are going to be at war with agricultural interests for the rights to water, which the citizen's of Napa will need for drinking.

---

Number: 8 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:05:11 AM

Very good and comprehensive.

---

Number: 9 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:02:54 AM

Excellent!

---

Number: 10 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 11:15:17 AM

If these policies aren't followed, then perhaps the commission should add to the framework good escape routes, and offer free air purifiers for Napans to use for the impending fires that are surely going to continue thanks to climate change inaction.

# 7 NATURAL RESOURCES CONSERVATION

## 7.1 Background and Purpose

The Natural Resources Conservation (NRC) Element seeks to protect Napa's natural resources—water, vegetation, wildlife, open space, and air—to improve the quality of life and overall environmental well-being of the community.

Napa is endowed with a rich array of natural resources, including the Napa River and other waterways, wetlands including the vast Napa Marsh, and woodland, grassland, and chaparral that provide habitats for a wide range of plant and animal life. These resources are vital components of the city's setting and identity. Protecting these natural resources is a high priority for residents. While the majority of Napa has been developed and many of the existing natural resources are preserved, additional steps can be taken to ensure that these resources remain vibrant and sustainable.

"Emphasize environmental sustainability" is a guiding principle of the Napa Vision and Guiding Principles, and an intrinsic component of all elements of the Napa General Plan. The very same policies that further sustainable development and natural resource conservation also enhance quality-of-life and public health; increase energy efficiency and eliminate waste; enhance biological resources; and further other initiatives central to this plan.

The Natural Resources Conservation Element has connections to other elements of the General Plan, including water supply, conservation, urban forest, and recycling which is included in the Climate Change and Sustainability Element and parks, facilities, trails, and water supply covered in the Community Services, Parks, and Recreation Element. Urban forest is also covered in the Public Health and Equity Element. In addition, there are multiple City plans in partnership with Napa County that are related to natural resources conservation, including the "Master Plan for Reservoir and Watershed Operations" and the "Groundwater Master Plan."

Topics that will be addressed include:

- Habitat and Wildlife
- Open Space and Natural Areas
- Air Quality
- Water Quality

Guiding policies and other key strategies that will form the basis of the Natural Resources Conservation Element in the General Plan are provided in Section 7.3.

## 7.2 Relationship to Community Vision and Guiding Principles

The Natural Resource Conservation Element most closely furthers the following Napa Community Vision and Guiding Principles:

**5** Foster connections to nature and open space.

**6** Emphasize environmental sustainability.

### QUICK RESPONSE



Use the comment tool to respond to the questions below if you only have time to leave general feedback.

**1. Do you have any concerns related to this General Plan element?**

**2. Is there anything that we could include in the General Plan to help relieve those concerns?**



WWW.NAPA2040.COM

NAPA 2040 POLICY FRAMEWORKS



# Summary of Comments on 07 Napa\_Natural Resources\_final.pdf

---

Page: 1

---

 Number: 1 Author: SD Subject: Sticky Note Date: 4/9/21, 8:15:20 PM

Not sure if this is a comment better suited for Economic Development, but when we talk about land usage, I feel we also have to talk about how much of the land is used to grow grapes/wineries. Do we believe the wine industry as a whole knows when to stop expanding? Because right now it seems the industry is predicated upon expanding the land it uses to grow grapes, and we know land in Napa is finite.

## 7.3 Natural Resources Conservation Element Guiding Policies

Guiding policies that seek to conserve and enhance Napa's natural resources are outlined below and organized into the following topics. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused.

Please note that additional policies may be identified through detailed evaluation to be conducted as part of the Environmental Impact Report.

### HABITAT AND WILDLIFE

- A. Manage natural resources, including riparian corridors, wetlands, and open space areas in and around the city to preserve and enhance plant and wildlife habitats.

Potential implementing policies include:

- Protect and enhance the riparian habitat along Napa's waterways and the Napa River. This would include:
  - Review all future waterway improvement projects (e.g., flood control, dredging, private development), as well as all development adjacent to the waterways, to ensure that they protect and minimize effects on the riparian and aquatic habitats.
  - Restore degraded ecosystems to enhance the natural adaptive capacity of biological communities where feasible.
  - Encourage native plantings along the river and creek banks to stabilize the banks, reduce sedimentation, reduce stormwater runoff volumes, and enhance aquatic habitats.
- Provide controlled access points in designated areas to prevent unrestricted public access to riparian habitat.
- Maintain areas of habitat and biodiversity conservation as the River Trail is completed.
- Identify and protect wildlife habitat corridors from being severed or significantly obstructed. Prioritize re-establishment of disconnected habitat corridors wherever possible and in conjunction with stormwater management improvements.
- Require that developments provide protection for significant on-site natural habitat whenever possible and protect significant species and groves or clusters of trees on project sites. Establish and support citywide training and support programs that provide the tools to help existing homeowners associations and residents accomplish habitat protection.
- Restore degraded ecosystems to enhance the natural adaptive capacity of biological communities.
- Educate community members about the climate risks to habitats and biodiversity, and the need to safeguard these natural systems.

- B. Recognize and support the preservation of rare, endangered, and threatened species.
- Continue to consult with and refer development proposals in sensitive areas to state and federal wildlife agencies for review and comment.

- As part of discretionary review on sites with sensitive species, require project proponents to identify any feasible means of avoiding any net loss of habitat or of habitat value for endangered, threatened, and rare species. Where necessary or desirable, such avoidance can be achieved through off-site mitigation measures.
- Maintain a set of resource maps identifying known locations of rare and endangered species and sensitive habitats for staff use as a reference during the Initial Study review of individual projects (to be prepared as part of the General Plan EIR).

- C. Educate and involve the public in the stewardship of the area's natural resources. Seek opportunities for partnership with local organizations and the school district.

### OPEN SPACE AND NATURAL AREAS

- D. Develop a balanced and integrated open space system reflecting a variety of considerations—resource conservation, production of resources, recreation, and aesthetic and community identity—between various open space components and compatibility with land use planning.

Potential implementing policies include:

- Assure that development or grading on hillsides (if allowed) relates to the slope of the land in order to preserve the integrity and appearance of natural hillsides and other landforms wherever possible. Development shall conform to the City of Napa Hillside Development Guidelines with the goal to prevent cut-and-fill and other destructive developmental practices.

- Require that, at the time of any discretionary approval, any land identified as open space for its habitat or scenic value shall have an appropriate permanent easement and/or land use and zoning designation placed on it for resource protection.
- Encourage, at the time of any discretionary approval, development in sensitive areas to build up so as to retain natural areas and habitat, rather than spread out.
- Utilize greenways and trails to connect the city's open space network. Additional policies related to trails are included in the Community Services, Parks, and Recreation Element.
- Continue to improve and/or create new access to the Napa River for personal watercrafts.

- E. Support efforts for preserving open spaces and unique and fragile biological environments and biological environments around the city.

Potential implementing policies include:

- Encourage Napa County and other agencies to preserve unique and fragile biological environments on unincorporated lands outside the Rural Urban Limit, including areas such as the Napa-Sonoma Marsh.
- Collaborate with the Napa County Parks and Open Space District to preserve and protect open spaces within and outside of the city, including mutual support in securing resources for open space and habitat preservation.



Number: 1 Author: Marie Dolcini Subject: Sticky Note Date: 4/8/21, 7:42:17 PM

---

Another strategy that should be included is the outright purchase of privately held land when possible/feasible for protecting riparian habitat, expanding/connecting open space and preserving/protecting/restoring wildlife corridors.

Author: Ellen Sabine Subject: Sticky Note Date: 4/11/21, 8:50:14 PM

---

Yes, with the Napa Land Trust or other private coalitions as partners.

Number: 2 Author: Stephanie Daglia Subject: Sticky Note Date: 4/11/21, 7:39:47 PM

---

Please consider the continual crossover between wildlife and homeowners. Many homeowners treat the wildlife here as "pests" instead of valuable resources, part of a bigger ecosystem. Can there be some kind of restrictions or guidance on what can and cannot be done in relation to wildlife?

Number: 3 Author: Hugh Linn Subject: Sticky Note Date: 4/12/21, 4:39:28 PM

---

One of the biggest threat to our Natural Resources and especially Water Quality is the impacts of homeless camps and poorly maintained legacy developments. We need to continue developing transitional housing alternatives like the Heritage House Project. Once we have alternatives to help people, we can take action to protect our Natural Resources by not allowing homeless camps to start and remain within critical resource areas. Our current policy of requiring such a high bar for new development project ignores the obvious fact that older properties and ongoing social issues have a far worse impact than new projects .

## 7.3 Natural Resources Conservation Element Guiding Policies

### AIR QUALITY

Air quality is monitored and regulated by a number of other regional, State, and federal agencies, such as the Bay Area Air Quality Management District (BAAQMD), the California Air Resources Board (CARB), and the Environmental Protection Agency (EPA) in accordance with the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS).

Both mobile and stationary sources are present in the Planning Area and result in emissions of Toxic Air Contaminants (TACs). The regulation of mobile and stationary sources are primarily the responsibilities of the CARB and the BAAQMD, respectively, and thus the City cannot directly control emissions of TACs. However, the locations of potential new residential and other sensitive land uses within the Planning Area in the future should consider the exposure of these sensitive land uses to emissions of criteria pollutants.

Additional policies are included in the Climate Change and Sustainability and the Transportation elements for reducing emissions from various sources, including automobiles.

F. Protect air quality within the city and support efforts for enhanced regional air quality.

G. Through various sustainability measures, reduce greenhouse gas, fine particulate matter, and black carbon emissions into the air.

*Potential implementing policies include:*

- Encourage new developments to incorporate sustainable building practices to reduce carbon footprint and impact on the environment.

- Implement regulations that will ensure improvement in air quality and reduction of gases that are harmful to the environment and that cause climate change, including, for example, eliminating fossil fuels (natural gas) in heating spaces and water.

H. Seek to reduce mobile sources of air pollution by creating denser and walkable neighborhoods, building transit-oriented development, and improving bicycle infrastructure, with the goal to reduce the number of miles traveled in cars and improve regional air quality.

I. Protect sensitive receptors from exposure to hazardous concentrations of air pollutants.

*Potential implementing policies include:*

- Consider the siting distances recommended by CARB for siting of new residential projects and other new sensitive receptors (e.g., schools, day care centers, hospitals, retirement homes, etc.) when these uses are in the vicinity of major roadways and stationary sources, to reduce health risks associated with exposure to TACs, particularly Diesel Particulate Matter (DPM).

- For new sensitive land uses, require the installation of indoor air quality equipment such as high-efficiency particulate filters if the recommended siting distances cannot be attained.

- Consider proximity to the nearest sensitive receptors when reviewing potential siting of new land uses within the Planning Area that may emit TAC emissions or odors.

- Expand citywide network of air quality monitors.

J. Implement best practices to aggressively address wildfire prevention on open space land within and around the city.

K. Work with Downtown businesses to establish plans and procedures guiding response to natural disasters.

### WATER QUALITY

Groundwater features in the Planning Area are the Napa-Sonoma Valley basin (Basin No. 2-2) and the Napa-Sonoma Volcanic Highlands basin (Basin No. 2-23), as defined in the San Francisco Bay Basin Plan. Beneficial uses of the Napa Sonoma Valley basin include municipal, industrial (process and service), and agricultural. The Napa-Sonoma Volcanic Highlands basin has no beneficial uses.

The Napa River, which is the main waterway within the Planning Area, has the following beneficial uses when tidal: commercial and sport fishing; estuarine habitat; migration of aquatic organisms; rare, threatened, or endangered species; wildlife habitat; contact and non-contact water recreation; and navigation. The non-tidal portion of the Napa River's beneficial uses

include agricultural supply; municipal and domestic supply; groundwater recharge; cold and warm freshwater habitat; commercial and sport fishing; migration of aquatic organisms; rare, threatened, or endangered species; fish spawning; wildlife habitat; navigation; and contact and non-contact water recreation. Both the tidal and non-tidal portions of the Napa River are listed on the California State Water Resources Control Board's 303(d) list.

Tributaries of the Napa River in the Planning Area include Salvador Creek, Milliken Creek (which converges with the Napa River), Browns Valley Creek, Redwood Creek, Napa Creek, and Tulocay Creek. These creeks provide cold and warm freshwater habitat; habitat for rare, threatened, or endangered species; migration of aquatic organisms; fish spawning; wildlife habitat; and contact and non-contact water recreation. Milliken Creek also serves as freshwater replenishment.

Napa's water supply and infrastructure planning are covered in an Urban Water Management Plan (UWMP) which is updated every five years. Napa's most recent UWMP was updated in 2015. The City of Napa is also part of the Napa Countywide Stormwater Pollution Prevention Program (NCSPPP) which seeks to prevent stormwater pollution and to protect and enhance water quality in creeks and wetlands.



WWW.NAPA2040.COM



NAPA 2040 POLICY FRAMEWORKS



This page contains no comments



- L. Protect and enhance Napa’s surface water and ground water quality.
- M. Promote utilization of green infrastructure and low-impact development strategies, water conservation, reuse, and collection, and other sustainability measures to limit pollution runoff.

*Potential implementing policies include:*

- Support the continuation and expansion of existing recycled water systems into the City limits. Establish incentive programs to encourage usage of recycled water systems.
- Use water saving and treatment technology when planning future developments to promote keeping our water safe and clean.

## QUICK RESPONSE

Now that you’ve read the draft guiding policies, please let us know what you think below.



**3. Do you generally agree with the proposed guiding policies?**

**4. In your opinion, was anything missing from this framework?**

*Thank you for participating! Your input will help shape the future of Napa!*



---

 Number: 1 Author: Janice Andrade Subject: Sticky Note Date: 4/11/21, 9:13:29 PM

---

I have serious concerns about our ground water supply. I did not see anything relating to that issue. Curbing development of new vineyards, etc should be a high priority based on our ground water supply. It is not endless and over use can jepordize the entire valley.

# 8 SAFETY AND NOISE

## 8.1 Background and Purpose

The Safety and Noise (SN) Element presents a framework for minimizing risks posed by environmental and human-caused hazards that may impact Napa residents' health and welfare. The element aims to protect Napa residents, workers, and visitors from seismic and geologic hazards, fire hazards, hazardous materials, flooding, and other potential hazards that risk life and property. It addresses noise, including new existing noise contours as well as projected noise contours based on future traffic volumes that would arise from the Transportation Element improvements that will visually depict traffic noise levels in the city. Other health-related issues, such as air quality, greenhouse gas emissions, and climate change adaptation, are included in the Natural Resources Conservation Element and the Climate Change and Sustainability Element.

Topics that will be addressed include:

- Seismic Hazards
- Soil Erosion and Landslide Hazards
- Flooding
- Dam Failure
- Fire
- Aircraft
- Hazardous Materials
- Emergency Preparedness and Response
- Noise

In a separate process, the City is updating the 2015 Local Hazard Mitigation Plan. Maintaining a current LHMP is a requirement to pursue funding under the Hazard Mitigation Grant Program (HMGP) if a federal disaster should occur.

Guiding policies and other key strategies that will form the basis of the Safety and Noise Element in the General Plan are provided in Section 8.3.

## 8.2 Relationship to Community Vision and Guiding Principles

While the Safety and Noise Element provides a foundation for creating a safe urban environment that serves all Napa Community Vision and Guiding Principles, most closely it furthers:

3

*Balance local and tourist needs.*

7

*Achieve a healthy and safe community for all.*

8

*Promote continued Downtown revitalization.*

### QUICK RESPONSE

Use the comment tool to respond to the questions below if you only have time to leave general feedback.



1. **Do you have any concerns related to this General Plan element?**

2. **Is there anything that we could include in the General Plan to help relieve those concerns?**



# Summary of Comments on 08 Napa\_Safety Framework\_final.pdf

Page: 1

- 
- Number: 1 Author: Christiane Robbins Subject: Sticky Note Date: 4/11/21, 4:41:24 PM  
And pls explain how you plan to minimize the geologic and seismic hazards when you are proposing housing development and consequential infrastructure directly atop the West Napa Fault line. As someone who lived in San Diego and is familiar w/that built environment, Mr. Bhatia earlier assurances and analogy to building ( piles) in San Diego is not in alignment with the high risk and dangers presented in this circumstance.
- 
- Number: 2 Author: Lori Burns Subject: Sticky Note Date: 4/13/21, 6:31:05 PM  
Why is it seemingly impossible to enforce traffic rules and regulations. The 25 mph limits on residential streets are a joke. So many people drive at 40+. Another noise pollution problem is a car with no muffler or the specialty muffler that sound like a jet engines. Why are they allowed within city limits?
- 
- Number: 3 Author: Sharon Parham Subject: Sticky Note Date: 4/11/21, 8:01:56 PM  
Consider banning gas powered leaf blowers, as this is major noise pollution, as well as adding pollution to the air and affecting the health of residents and even the health of the landscapers themselves. A rebate worked out by the city could help them buy new electric equipment
- 
- Number: 4 Author: DP Subject: Sticky Note Date: 4/8/21, 9:08:01 PM  
The term "safety" is too narrowly defined. The City and County of San Francisco has a subcommittee devoted to "Public Safety and Neighborhood Services" within the San Francisco Board Of Supervisors): <https://sfbos.org/public-safety-and-neighborhood-services>
- San Francisco's subcommittee has a charter that purposefully addresses several types of "safety." The website states: "The Public Safety and Neighborhood Services Committee shall be referred measures related to public works, infrastructure, traffic and parking control, parks and recreation, utilities, public protection, delinquency prevention, public health, emergency services, seniors, the disabled, children and their families, as well as measures related to the City's coordination, strategies, policies, programs, and budgetary actions surrounding public safety." Perhaps in Napa the responsibilities for these aspects of Public Safety are all disbursed among different agencies or entities. If that is the case, there is no central responsibility or accountability. Napa elected officials should consider creating a single, focused, "Public Safety Commission" to coordinate and deal with this broader set of Public Safety issues.
- 
- Author: Jim B Subject: Sticky Note Date: 4/11/21, 8:40:15 PM  
Good suggestion. Please look into it: find out why SF has put this in place, and how it has benefitted public safety in that fair city.
- 
- Number: 5 Author: Lori Burns Subject: Sticky Note Date: 4/13/21, 6:26:51 PM  
Leaf Blowers need to have some sort of time limits for use during the weeks. Why do we have to listen to blowers from 7 am to 7 pm during the week and from 8 am on the weekends. Please limit blowers to 40 hours a week. 9 to 5 Monday thru Friday. If that is impossible, then ban gas powered blowers.
- 
- Number: 6 Author: Elizabeth McKinne Subject: Sticky Note Date: 4/11/21, 1:39:38 PM  
Speeding and running stop signs has become a real and dangerous problem. Please reexamine policies re: safety for drivers and pedestrians, especially in "walkable" neighborhoods. Greater enforcement and meaningful traffic calming methods are needed. Site lines at corners in Old Town are not clear in many instances without continuing well into an intersection.
- 
- Number: 7 Author: Steve Presley Subject: Sticky Note Date: 4/11/21, 10:06:00 PM  
Why has the long planned extension of Linda Vista through to Browns Valley Road been postponed? Response times for areas north of the new fire station are being delayed because of this and could result in serious delays of emergency response units in critical situations. Without the extension the full emergency mitigating abilities of the fire station will be reduced.
- 
- Number: 8 Author: Christiane Robbins Subject: Sticky Note Date: 4/11/21, 4:37:29 PM  
Despite earlier requests, there appears to be no mention of the increasingly acknowledged problems generated by Light Pollution - which can grow to be devastating to a city like Napa.

## 8.3 Safety and Noise Element Guiding Policies

Safety and noise guiding policies are outlined below and organized into the following topics. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused.

*Note: There is significantly greater information available on seismic hazards in the Planning Area, than was known at the time of the last General Plan. See Section 5.3 of the Existing Conditions Report. Policies in the updated General Plan would reflect—among others—the presence of earthquake faults, including state defined Alquist Priolo (special studies) zones, presence of landslides, and other hazards.*

### GEOLOGIC AND SEISMIC HAZARDS

- A. Minimize the risk to life and property caused by seismic activity, soil erosion, and landslides.
- B. Investigate and mitigate geologic and seismic hazards or locate development away from such hazards in order to preserve life and protect property, and work with State agencies and property developers to identify the location of faults where these are not known.

### HAZARDS AND HAZARDOUS MATERIALS

- C. Protect Napa residents from health and safety impacts related to the use, storage, manufacture, and transport of hazardous materials.
- D. Promote cleanup of hazardous sites and safe disposal of hazardous materials. Discourage new uses that rely extensively on the use of hazardous materials.

### HYDROLOGY, FLOODING, AND WATER QUALITY

- E. Reduce the risk to life and property from flooding, including inundation resulting from the failure of water supply reservoir dams.
- F. Further invest in flood prevention infrastructure to reduce impacts from flooding or dam failure to downtown Napa and other areas located along the Napa River.

*The implementing policies will emphasize continued flood improvement work, including extension of integrated flooding/open space solutions.*

- G. Reduce stormwater runoff and pollution by incorporating green infrastructure and sustainability strategies for new development and redevelopment, such as trash capture technology in stormwater systems.
- H. Update the 2006 Storm Drain Master Plan to be consistent and coordinated with the Napa River-Napa Creek Flood Protection Project (constructed and planned future Improvements) and to focus the City's efforts on storm drain capacity enhancement, condition assessment, and maintenance to reduce neighborhood flooding. The master plan update could be updated on a City-wide basis or by major watershed. The master plan should identify capital improvements and associated costs and annual operations and maintenance activities and costs and should explore City and grant funding sources to implement the recommendations of the master plan update.
- I. Continue efforts to educate the public on the importance of protecting the City's stormwater runoff from pollutants to protect the local creek and the Napa River.

### NOISE

- J. Minimize exposure of sensitive uses to noise and ensure that new development is compatible with the noise environment by using potential noise exposure as a criterion in land use planning and building design.
- K. Ensure that new development does not generate noise in excess of compatibility standards.
- L. Maintain designated truck routes to reduce noise impacts due to through traffic in residential neighborhoods.
- M. Where noise avoidance is not possible, mitigate exposure to noise through site design, building placement, and insulation.



WWW.NAPA2040.COM



Number: 1 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 4:29:04 PM

---

Is there such a thing as a traffic noise audit that could be conducted in neighborhoods to determine if traffic calming measures are warranted?

Number: 2 Author: Maureen Trippe Subject: Sticky Note Date: 4/8/21, 7:10:43 PM

---

8.3L about designated truck routes to reduce noise impacts due to through traffic in residential neighborhoods (1) what traffic calming measures are proposed? (2) how far along is the evaluation/determination of streets that have high levels of noise? (3) what considerations are there to address cars without mufflers and/or with loud exhaust systems?

Number: 3 Author: Marie Dolcini Subject: Sticky Note Date: 4/11/21, 10:12:26 AM

---

Ban noisy/polluting 2-stroke gas-powered leaf blowers as they have in Yountville and other CA communities (Davis, Berkeley, Santa Monica, Santa Barbara and Los Angeles). They are 1,000 times to 10,000 times louder than an electric leaf blower or rake. Noise from gas-powered leaf blowers is irritating mainly because of its pitch and the changing amplitude. Blower noise can impair the operator's hearing. Therefore, a blower measuring 75 decibels at 40 feet can reach 90 decibels at the user's ear. The Occupational Safety and Health Organization (OSHA) needs hearing protection for the noise of up to 80 because there is a rising risk of hearing damage from about 75 decibels. (<https://www.gardentoolexpert.com/are-electric-leaf-blowers-quieter-taking-a-look-at-the-decibels/>)

Number: 4 Author: Peggy Subject: Sticky Note Date: 4/11/21, 7:15:06 PM

---

Reduce air traffic by jets over Old Town neighborhoods. Increasing steadily ...beginning to sound like adjacent neighborhoods to LAX!

Number: 5 Author: Joanna Subject: Sticky Note Date: 4/11/21, 12:19:39 PM

---

Noise pollution is a huge problem. Promoting the use of electric vehicles and banning gas powered leaf blowers and lawn mowers would greatly reduce noise pollution in our neighborhoods.

Number: 6 Author: Cinder Ernst Subject: Sticky Note Date: 4/13/21, 10:57:05 AM

---

Thank you for your efforts and focus. I live on Coombs south of Elm. The speeding is crazy, no one doing 25mph. Change the speed limit to 50 and disallow pedestrians or enforce what is posted.

Number: 7 Author: NT Cheranich Subject: Sticky Note Date: 4/11/21, 11:40:59 AM

---

Good policies. Any chance of adding something about the noise pollution generated from homeowners with continuous barking dogs?

Number: 8 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 1:31:18 PM

---

Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 1:34:49 PM

---

Excessive noise from aggressive driving is a concern. Cars and trucks with amplified exhaust systems are incredibly loud when they accelerate and brake at stop signs. These are unnecessary and avoidable noise intrusions that can be managed with traffic calming, education and enforcement measures.

Number: 9 Author: Charles Shinnamon Subject: Sticky Note Date: 4/16/21, 8:26:02 AM

---

Ban gas leaf blowers throughout Napa by 2024 and require the use of either electric blowers and or rakes. All of us are forced to listen to unremittent noise in our homes and places of work.

## 8.3 Safety and Noise Element Guiding Policies

### FIRE

- N. Work to prevent urban fires and exposure to wildfires, and protect life and property from fire dangers.
- O. Facilitate communication and education to the community around fire safety, wildland fire protection measures, and evacuation/emergency response to wildland fires.
- P. Continue to educate property owners and the public about local fire hazard prevention programs, vegetation management strategies, and other disaster prep activities in areas threatened by wildfire.

*Note: Although the Planning Area is not designated as being located within a Fire Hazard Zone by CAL FIRE, the risk of fire is omnipresent and seemingly increasing with global warming. The Nuns and Par-trick, and the Atlas Peak fires came to almost the city's western and eastern edges respectively in 2017. The City of Napa considers wildfire to be a serious risk to life and property. The City considers the densely developed perimeters of the Planning Area along the Silverado Trail to the east and Redwood Road to the west as particularly susceptible to damage from wildfires. CAL FIRE is also currently updating its*

*mapping, building in wind as additional risk criteria, although it is unclear when this work will be complete. Napa FireWise shows several areas of the city as part of the urban wildlife interface (UWI). The City could designate portions of the community as UWI with additional fire mitigation requirements—including those related to vegetation and fire-resistant construction. Designation of actual UWI zones may be better addressed through the LHMP and/or the City's Zoning Ordinance rather than the General Plan.*

### OTHER HAZARDS

- Q. Ensure long-term compatibility between the Napa County Airport and surrounding land uses.
- R. Inform and educate community members about natural hazards and safety procedures.
- S. Effectively coordinate disaster response and preparation strategies with county, regional, State, and federal agencies in the event of major seismic activity, flood, or wildland fire.
- T. Ensure that local public agency telecommunication networks and infrastructure are resilient to ensure stable communication channels during disasters.

- U. Facilitate approval of telecommunication utility projects consistent with State and federal law, while ensuring that these projects have minimal negative impacts on the Napa community.



### QUICK RESPONSE

Now that you've read the draft guiding policies, please let us know what you think below.



**3. Do you generally agree with the proposed guiding policies?**

**4. In your opinion, was anything missing from this framework?**

*Thank you for participating! Your input will help shape the future of Napa!*



Number: 1 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 1:41:22 PM

---

On streets that are designated as Fire Department emergency routes, what modifications can be made to reduce everyday speeding without impacting the important work of the Fire Department? Coombs Street is an emergency route. If speed bumps aren't permitted on an emergency route like this, what else can be done?

Number: 2 Author: Marie Dolcini Subject: Sticky Note Date: 4/11/21, 10:26:32 AM

---

There's a growing proliferation of noisy vehicles on the road and any inclusion of guidelines around Noise should specifically state that that City will enforce CA law, section 27150 (a) which requires every motor vehicle to be equipped with "An adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise." The California Air Resources Board reports the following: "One of the more popular modifications today is replacement of the original exhaust system with aftermarket exhaust systems and parts." Law enforcement should be encouraged and willing to cite these clearly emboldened offenders.

Author: Maureen Trippe Subject: Sticky Note Date: 4/15/21, 5:39:38 PM

---

This is an issue in our neighborhood. The cars are so loud, our windows rattle. There must be technology that measures decibel levels. Can something be done to identify and correct problem areas.

Number: 3 Author: Joyce Stavert Subject: Sticky Note Date: 4/13/21, 9:51:23 AM

---

And the ridiculously loud cars speeding around and burning rubber are a huge problem!

Number: 4 Author: Jim Gunther Subject: Sticky Note Date: 4/16/21, 8:43:01 AM

---

Centralized mode of communication for the community. Oftentimes there is confusion on how to obtain information. would be helpful to establish a clear guideline for the community to follow in terms of hazards/disasters.

Number: 5 Author: Maureen Trippe Subject: Sticky Note Date: 4/8/21, 6:58:19 PM

---

I'm not seeing anything about loud cars and trucks.

Number: 6 Author: R Phillips Subject: Sticky Note Date: 4/16/21, 4:48:33 PM

---

I am glad the City is addressing the problem of wildfires, because they affect all of us, our health and way of life.

Number: 7 Author: Joyce Stavert Subject: Sticky Note Date: 4/13/21, 9:50:30 AM

---

Speeding continues to be an issue on residential streets as well as people running stop signs and lights. I'd like to see a plan for increasing enforcement as well as limiting commercial traffic on quiet residential streets

# 9 PUBLIC HEALTH AND EQUITY

## 9.1 Background and Purpose

The Public Health and Equity Element seeks to address the environmental and social determinants of health so that all Napa residents live, work, and recreate in neighborhoods that offer an equitable chance at good health and opportunity. Health equity is achieved when every person has the opportunity to attain their full health potential, and no one is disadvantaged from achieving this potential because of social position or other socially-determined circumstances, such as race and class.

The element will address the determinants of health, often divided into the social and physical determinants of health, which reflect the social factors and physical conditions of a place. Because all General Plan elements affect these factors, many of these other goals and policies will overlap with those in the Public Health and Equity Element. Specific areas of focus in the Public Health and Equity Element include establishing a city-wide Health in All Policies approach; reducing effects of

pollution and encouraging environmental sustainability; developing complete neighborhoods supportive of physical activity; developing and supporting a comprehensive community food system; promoting development of high-quality, affordable housing; and fostering strong community bonds and sense of belonging.



## 9.2 Relationship to Community Vision and Guiding Principles

The Health and Equity Element provides a foundation for creating complete neighborhoods that support health and well-being for all Napa residents and most closely furthers the following Napa Community Vision and Guiding Principles:

**1** Foster Napa as a community of connected neighborhoods, with vibrant, walkable districts, and revitalized corridors.

**2** Increase travel options through enhanced walking, bicycling, and public transportation systems, and promote mobility through increased connectivity and intelligent transportation management.

**3** Balance local and tourist needs.

**6** Emphasize environmental sustainability.

**7** Achieve a healthy and safe community for all.

### QUICK RESPONSE

Use the comment tool to respond to the questions below if you only have time to leave general feedback.



**1. Do you have any concerns related to this General Plan element?**

**2**

**2. Is there anything that we could include in the General Plan to help relieve those concerns?**



# Summary of Comments on 09 HealthEquity Framework\_final.pdf

---

Page: 1

---

 Number: 1 Author: Sharon Parham Subject: Sticky Note Date: 4/11/21, 8:07:26 PM

---

Please consider trying to keep Verizon and other telecom companies from installing 5G towers in residential areas, right in front of homes. They can effect the health of residents and bring property values down as well.

 Number: 2 Author: Chris Benz Subject: Sticky Note Date: 4/8/21, 6:59:56 PM

---

Need to prioritize the needs of our poorest residents for housing, childcare, and make information available in Spanish.

 Author: SD Subject: Sticky Note Date: 4/9/21, 8:09:36 PM

---

Agreed.

## 9.3 Health and Equity Element Guiding Policies

Health and Equity guiding policies are outlined below and organized into the following topics. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused.

*Note: Some of these policies may need to be updated in coordination with Napa County Public Health, Live Healthy Napa County, or other community efforts to address community health. Inter-agency cooperation and a shared understanding of the intersectional nature of how various agency policies and actions is a cornerstone of Health in All Policies, a framework that centers health alongside other factors such as fiscal or environmental impact in making policy decisions that affect the community. A Health in All Policies approach requires the various agencies and departments whose policies and actions affect the social determinants of health to recognize shared goals, collaborate strategically, and coordinate their efforts.*

### HEALTH IN ALL POLICIES

- A. Incorporate a “Health in All Policies” framework to center health and equity considerations in policies, programs, and practices that affect all aspects of the built environment.

Potential implementing policies include:

- Continue to craft proactive policies in collaboration with community members and Napa public agencies that address design of built environment; effective programs and services; strong partnerships with health providers and agencies; and community education and engagement. Incorporate health and equity criteria into all capital projects, such as those in the City of Napa’s Capital Improvement Program, to advance health equity through project development and prioritization (for example, by improving safe and active transportation). One example is the City of Oakland, which considers equity as a weighted prioritization factor when weighing capital improvement project priorities.
- Collaborate with public health organizations and other social justice efforts such as Live Healthy Napa County to identify and develop tools and metrics that track the health impacts of policies, programs, and capital projects over time.
- Utilize the Citizen’s Academy, which provides opportunities to learn how the City is managed and operated, to discuss challenges facing the City of Napa and learn about how Health in All Policies strategies are used to address them.

- Coordinate with City departments, County agencies, and other service organizations to foster development of a community-rooted public safety alternative program to address issues such as homelessness, mental health, and families in need.
- Develop a set of Equity Indicators, a baseline quantitative framework that can be used by City staff and community members alike to better understand the impacts of race to measure inequities, and track changes in the disparities for different groups over time. Assess indicators on a frequent, reoccurring basis and adjust policies accordingly.

### HEALTHY AND SUSTAINABLE NATURAL ENVIRONMENT

- B. Promote clean air and water, a healthy natural environment, and neighborhoods free of pollution for residents and visitors. The General Plan aims to reduce disparate health impacts of environmental pollutants, especially impacts on vulnerable communities.

Potential implementing policies include:

- Protect the population from impacts of stationary and non-stationary sources of pollution by ensuring adequate buffers or mitigation measures between generators and sensitive uses, such as schools, childcare centers, senior living facilities, and housing.
- Proactively coordinate City air quality improvement and monitoring activities and monitoring infrastructure with Napa County and regional programs and those of neighboring

communities. This includes planning for the public health implications of climate change, including wildfire smoke effects.

- Promote green and sustainable development and practices to support a healthy local economy, protect the environment and improve the quality of life for all residents.

### COMPLETE AND ACTIVE NEIGHBORHOODS

- C. Promote “complete neighborhoods”—where residents have safe and convenient access to goods and services on a daily or regular basis—that address unique neighborhood needs and support physical activity, including walking, bicycling, active transportation, recreation, and active play.

Potential implementing policies include:

- Through cohesive land use planning, support neighborhoods that provide access to a range of daily goods, services, and recreational resources within comfortable walking distance.



---

 Number: 1 Author: SD Subject: Sticky Note Date: 4/9/21, 8:09:25 PM  
When we say equity, by what metric? Race, disability, language, gender, etc.?

## 9.3 Health and Equity Element Guiding Policies

- Encourage more small home-based businesses in residential neighborhoods and recognize increase of remote working. Criteria would be specified in the Zoning Ordinance and could include permitted uses, size, number of employees, number and frequency of customers, and signage.
- Promote the health benefits of walking and bicycling by providing a convenient and safe network of bicycle paths and routes, sidewalks, pedestrian paths, and trails that connect neighborhoods with major destinations such as civic facilities, educational institutions, employment centers, shopping, and existing outdoor amenities and trails.
- Prioritize bicycle and pedestrian infrastructure and safety improvement projects that improve access for underserved communities, particularly those reliant on walking, biking, and transit for transportation. Identify and plan for improvements collaboratively with existing neighborhoods and businesses to address concerns about gentrification and displacement.
- Improve the City's street tree canopy as a public health resource, especially along key corridors with relatively less coverage, including Lincoln Avenue between Jefferson and Soscol avenues, Jefferson Street between Claremont Way and Pueblo Avenue, and Soscol Avenue between Lincoln Avenue and Third Street. See Figure 9-1 Tree Canopy Cover.
- In partnership with the community, assess need for improvements to active and passive parks and recreation facilities (including the addition of outdoor gym equipment, programming, etc.) at existing parklands, and improve pedestrian and bicycle access to parks, to foster citywide public health.
- Ensure investments in parks and recreation facilities are equitable and prioritize improvements to lower-income neighborhoods where residents may not have transportation to go to parks further away.
- Work with the school district and Napa County's Safe Routes to School program to ensure adequate facilities for children to walk, bicycle, and use other forms of active transportation to travel to and from school.

### FOOD SYSTEM

- D. Foster a comprehensive community food system by addressing all of its components, including food production, access, and consumption, enabling good health and nutrition and meeting the unique cultural needs of the community.

Potential implementing policies include:

- Strive to ensure that all households in Napa are within walking distance to sources of affordable healthy food, such as full-service grocery stores, culturally relevant food markets, farmers' and produce markets, and convenience stores that sell fresh produce.
- Prohibit grocery stores over 6,000 square feet within a half mile radius of areas of super-market oversaturation, as shown in Figure 9-2 Access to Healthy Foods.
- Prioritize underserved areas for new sources of healthy food, such as underserved areas in northern, western, and eastern portions of Napa.
- Offer a density/intensity bonus for projects that include a fresh food store over 6,000 square feet as part of the downtown Safeway site redevelopment.
- Support development of off-site pedestrian, bicycle, and transit improvements that link new residential development to existing fresh food retailers.
- Identify and inventory potential community garden and urban farm sites on existing or new parks, public easements, rights-of-way, and schoolyards, and develop a program to establish community gardens in appropriate locations. Methodology for determining appropriate sites will be established.
- Allow small-scale urban agriculture in most residential, commercial, public/institutional, and industrial zones and as accessory uses, such as temporary on-site urban agriculture stands or rooftop gardens.
- Prioritize local businesses that help meet city-wide goals for food access by providing tiered or below-market lease rates on City-owned property.
- Support expansion of certified community farmers markets and community-supported agriculture.



Number: 1 Author: Elizabeth McKinne Subject: Sticky Note Date: 4/11/21, 1:35:39 PM

---

Have a robust policy of saving large street trees, and planting them for shade, at every opportunity. Maintain sidewalk repair that is oriented toward saving trees or replanting with appropriately large street tree species whenever possible. Plant larger species as a matter of policy to provide shade where overhead wires are not an issue.

Number: 2 Author: Elizabeth McKinne Subject: Sticky Note Date: 4/11/21, 1:31:56 PM

---

Plant street trees in every residential neighborhood to promote environmental and social justice benefits.

Number: 3 Author: SD Subject: Sticky Note Date: 4/9/21, 8:12:16 PM

---

Excited to see food justice mentioned!

When we talk about our food system, I also wonder if we're willing to talk about making Napa's agriculture encompass crops other than grapes. What if we could be self-sustaining with the food we grow?

Number: 4 Author: Chris Benz Subject: Sticky Note Date: 4/8/21, 7:02:43 PM

---

Also need trees in Westwood neighborhood. And need to replace street trees that have been removed.

Number: 5 Author: Chris Benz Subject: Sticky Note Date: 4/8/21, 6:58:05 PM

---

Great idea to allow residents to use public space for community garden plots.

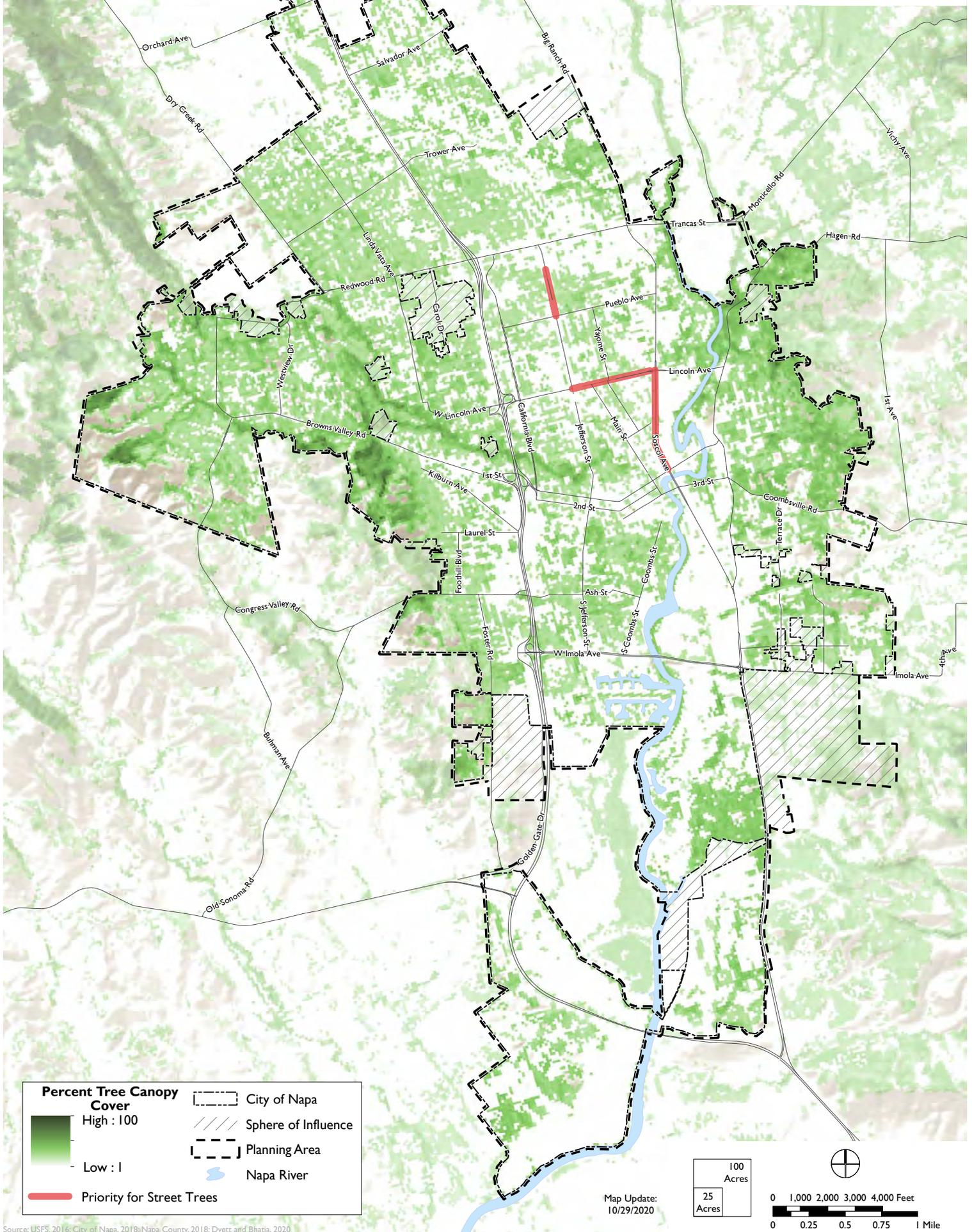
← Author: Linda Nellett Subject: Sticky Note Date: 4/15/21, 6:48:39 PM

---

Love this idea, too!

Figure 9-1

# Tree Canopy Cover



<b>Percent Tree Canopy Cover</b>		City of Napa
	High : 100	Sphere of Influence
	Low : 1	Planning Area
	Priority for Street Trees	Napa River

Map Update: 10/29/2020

Scale: 0 1,000 2,000 3,000 4,000 Feet  
0 0.25 0.5 0.75 1 Mile

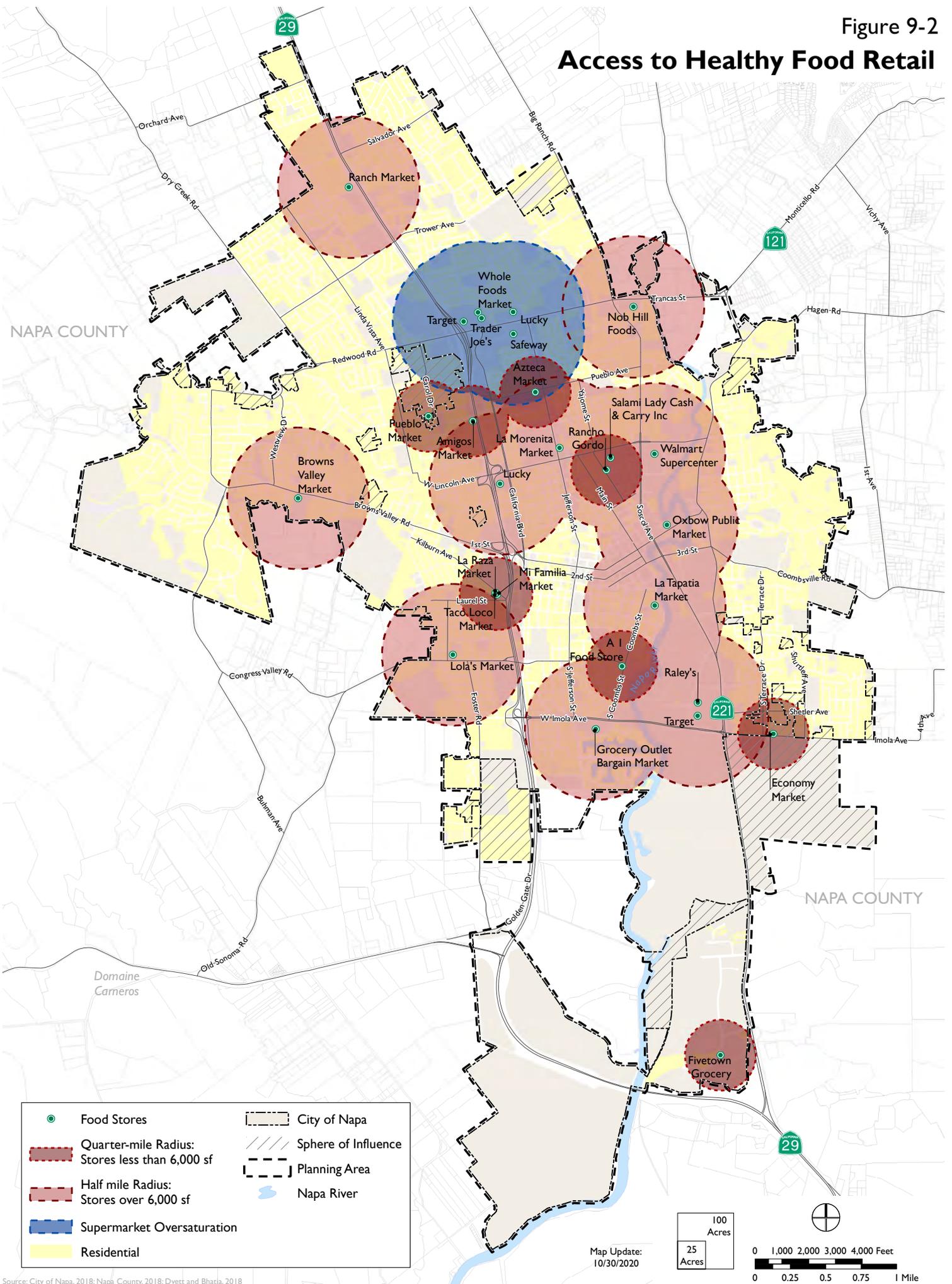
Legend: 100 Acres, 25 Acres

Source: USFS, 2016; City of Napa, 2018; Napa County, 2018; Dyett and Bhatia, 2020

This page contains no comments

Figure 9-2

# Access to Healthy Food Retail



	Food Stores		City of Napa
	Quarter-mile Radius: Stores less than 6,000 sf		Sphere of Influence
	Half mile Radius: Stores over 6,000 sf		Planning Area
	Supermarket Oversaturation		Napa River
	Residential		

Map Update:  
10/30/2020

100 Acres  
25 Acres

0 1,000 2,000 3,000 4,000 Feet  
0 0.25 0.5 0.75 1 Mile

Source: City of Napa, 2018; Napa County, 2018; Dyett and Bhacia, 2018

This page contains no comments

## 9.3 Health and Equity Element Guiding Policies

### HIGH QUALITY AND AFFORDABLE HOUSING

Note: These topics will also be addressed in the City of Napa Housing Element Update.

- E. Continue to support stable and integrated communities through housing opportunities that provide safe, high quality, and affordable housing for all segments of the community in locations near amenities, public transportation, parks, and recreation opportunities.
- F. Emphasize social justice and fair opportunity for high quality, affordable housing in amenity-rich neighborhoods as key drivers in the housing element update process.

Potential implementing policies include:

- Provide balanced neighborhoods accommodating a variety of housing types and density ranges to meet the diverse demographic, economic, and social needs of residents.
- Continue to encourage developers to incorporate units for a mix of incomes in new developments.
- Develop and monitor indicators such as change in share of low-income households, average rent and sales price, supply of affordable units, and evictions and foreclosures within the city. Use this data to identify at risk neighborhoods and target programs and resources.
- Pursue public-private partnerships for the redevelopment of City-owned properties with high-density multi-family housing and other community-serving uses, such as affordable housing, workforce housing, grocery stores, childcare, and community/cultural spaces.

- Monitor market conditions and assess opportunities to provide additional incentives for developments that include significant community benefits such as affordable housing, three-bedroom units, childcare, grocery stores, publicly accessible urban open space, on-site performance space, public art, and green building features. Incentives may include expedited permitting, fee deferrals, deferred financing for affordable housing, density bonuses, and other items.
- Continue to coordinate with representatives of public agencies, affordable and for-profit housing developers, housing advocacy groups, and other community organizations and participate in forums for ongoing dialogue on local housing issues and strategies to address them.
- Continue to engage the community in developing new and refining existing affordable housing and anti-displacement strategies.
- Facilitate opportunities to incorporate innovative design and program features into affordable housing developments, such as on-site health and human services, rooftop or community gardens, car-sharing, and bike facilities. Support the development of supportive housing projects that serve homeless and special needs populations.

- H. Promote arts-driven and culturally-centered placemaking that reflect the multiple ethnicities of the Napa population.

An arts-driven placemaking strategy connects artists, economic development, and local small businesses to build on neighborhood cultural assets to build capacity and create vibrant neighborhood-serving and visitor-attracting places. Successful examples include the Little Mekong neighborhood in Minnesota, which incorporated artist happy hours and pop-up events, a creative maker space/business incubator, and a neighborhood night market. This creative placemaking could partner with neighborhood organizers and leaders to visually capture neighborhood history and culture, and local chambers of commerce could provide small business assistance and training.

- I. Foster equity in City planning efforts and decision making by actively engaging communities that historically have had less familiarity or experience with participation in the development and implementation of City policies.
- J. Incorporate into planning efforts the Napa City Council's resolution (Resolution R2020-116) that recognizes systemic racism as a Public Health crisis to address internal and external systems as it relates to disparities in family stability, health and mental wellness, education, employment, economic development, public safety, criminal justice experience and housing.

### COMMUNITY BUILDING

- G. Promote Napa as a community that is inclusive and embraces its diverse, growing populations and provides opportunities to build community and for everyone to feel socially and civically connected, accepted, and safe.

- K. Support the City of Napa's grassroots initiative—the Equity Initiative—to work with community members to tackle the root causes of social injustice within the community.



WWW.NAPA2040.COM



 Number: 1 Author: SD Subject: Sticky Note Date: 4/9/21, 8:12:54 PM

Love that social justice is explicitly stated!

---

 Number: 2 Author: SD Subject: Sticky Note Date: 4/9/21, 8:19:47 PM

Language barriers are huge here. Knowing English should not be what determines the quality of your healthcare, housing, etc. And it's not limited to Spanish speakers either.

---

 Number: 3 Author: SD Subject: Sticky Note Date: 4/9/21, 8:16:56 PM

A friendly reminder that the City of Napa's efforts aren't exactly grassroots. Other local groups have been doing equity work that pre-dates the City's efforts.

## 9.3 Health and Equity Element Guiding Policies

Potential implementing policies include:

- Work collaboratively with the community to develop and achieve the General Plan’s vision for a healthy community. Continue and expand local-hire initiatives, training, apprenticeships, and partnerships with employers and Napa Valley College to develop a job pipeline in the technology sector, “clean and green” sector, and other major industry sectors in Napa.
- Provide a full range of recreational, cultural, and artistic activities that caters to the diverse interests of Napa residents, including intergenerational opportunities for youth and seniors.
- Provide support for increased community participation, particularly in areas such as those with language barriers or a concentration of low-income households, that historically have had less familiarity or experience with participation in the development and implementation of City policies.
- Seek to engage the broadest possible spectrum of the community in public policy discussions, including residents, businesses, non-profit organizations, other public agencies, and particularly underrepresented groups by:
  - Utilizing a full range of community engagement and meeting facilitation techniques to achieve an open exchange of ideas and positive outcomes for public meetings.
  - Providing adequate time and opportunities for early engagement when community members may have the greatest ability to impact outcomes.

- Proactively interact with community members to nurture the effectiveness of their participation and actively encourage participation by a broad range of community members.
- Explore options to make access to community classes, resources, and events economically viable for those who want to participate.
- Promote cultural competency by offering City services responsive to the needs of Napa’s diverse cultural and ethnic communities.
- Develop a citywide Language Access Plan that establishes standards and procedures for promoting meaningful access to City programs, information, and plans as well as opportunities to engage all people, including people with limited English proficiency.



### QUICK RESPONSE

Now that you’ve read the draft guiding policies, please let us know what you think below.



3. Do you generally agree with the proposed guiding policies?



4. In your opinion, was anything missing from this framework?



Thank you for participating! Your input will help shape the future of Napa!



WWW.NAPA2040.COM

NAPA 2040 POLICY FRAMEWORKS



Number: 1 Author: SD Subject: Sticky Note Date: 4/9/21, 8:22:11 PM

---

It would be great if City employees (and the community as a whole) was encouraged if not incentivized to learn an additional language, or learn more about history and cultures.

Number: 2 Author: Chris Benz Subject: Sticky Note Date: 4/8/21, 7:03:24 PM

---

YES!

Number: 3 Author: SD Subject: Sticky Note Date: 4/9/21, 8:22:36 PM

---

YES. Language barriers are huge as I just mentioned! Even having these PDFs in Spanish would be awesome. Also pleased to see a Language Access Plan mentioned

Number: 4 Author: SD Subject: Sticky Note Date: 4/9/21, 8:31:43 PM

---

Not sure if this is the right place to mention this, but policing seems to be mostly absent from these PDFs.

Author: Debbi Hamilton Subject: Sticky Note Date: 4/11/21, 9:56:02 PM

---

"Equality " is the word that should be used, not equity.

A great American principle is that we are all equal, and while

The results are never going to be perfect, it is a goal worth striving for still , and always will be.

Author: Linda Nellet Subject: Sticky Note Date: 4/15/21, 6:50:30 PM

---

I'm applauding the use of equity throughout the plan.

# 10 ECONOMIC DEVELOPMENT

## 10.1 Background and Purpose

The Economic Development Element recognizes the important role that sustainable economic development plays towards achieving the overall community vision and creating a more equitable and economically resilient community. Napa's beautiful setting in one of the world's premier wine regions, access to fresh food and unique culinary experiences, history and small-town charm, arts and culture, enjoyable weather, and access to ocean/mountains/vineyards within the Bay Area metropolitan region make the city a world-class destination as well as an attractive place for people to live and work.

While building on the city's exceptional strengths, this element seeks to diversify Napa's economy to ensure resiliency, sustain local businesses (especially small businesses), provide economic opportunities to local residents, and ensure the City's ongoing fiscal strength. Because of changing economic conditions—such as a shift to online retailing, potential increases in remote work, the rise of satellite offices, and climate change impacts on viticulture—the element will establish a flexible and adaptable approach to economic development to create a more resilient Napa in the face of change.

The Economic Development Element will include goals and policies addressing a range of topics, including promoting a diversity of commercial uses in Downtown, encouraging local-serving commercial uses in the

neighborhood and resident serving commercial areas, promoting and enhancing the economic viability of key planning areas, increasing the community's benefits from tourism while also preserving Napa's sense of place, and supporting diverse and thriving commercial nodes in the city.

Topics that will be addressed include:

- Economic diversification and growth: Encourage and strengthen industry clusters, emerging sectors, and make connections to the greater Bay Area economy and regional and local institutions.
- Placemaking and branding: Support cultural efforts and develop programs to make Napa more sustainable, beautiful, and equitable. The outcome is to have a more vibrant and attractive community for residents, businesses, tourists, and investors.
- Business retention and fulfillment, with a particular focus on small businesses.
- Downtown business development.

Several economic reports, including the 2019 Economic Development Action Strategy and the 2019 Economic, Demographic, and Real Estate Profile report, will supplement and provide background context for this element. Guiding policies and other key strategies that will form the basis of the Economic Development Element in the General Plan are provided in Section 10.3.

## 10.2 Relationship to Community Vision and Guiding Principles

The Economic Development Element most closely furthers the following Napa Community Vision and Guiding Principles:

**3** Balance local and tourist needs.

**4** Promote housing and support a diverse array of housing types to meet the needs of all segments of the population.

**8** Promote continued Downtown revitalization.

**10** Achieve an economically diverse and resilient community.

### QUICK RESPONSE

Use the comment tool to respond to the questions below if you only have time to leave general feedback.



**1. Do you have any concerns related to this General Plan element?**

**2. Is there anything that we could include in the General Plan to help relieve those concerns?**



WWW.NAPA2040.COM



# Summary of Comments on 10 EconomicDevelopment Framework\_final v2.pdf

---

Page: 1

---

Number: 1 Author: Peggy Subject: Sticky Note Date: 4/11/21, 7:18:36 PM  
Bring an Apple Store to our community.

---

Number: 2 Author: Danny Bernardini Subject: Sticky Note Date: 4/16/21, 1:29:08 PM  
Any construction work being done in the city should have prequalification language attached to it to make sure that the contractors performing the work have a track record of treating workers fairly and paying correct wages.

The city should require that state-approved apprentices are used on projects and that all state-mandated labor compliance laws are being followed.

Above all, there should be a city-wide PLA enacted to make sure there is increased oversight into worker's safety, a timely project and that workers are being paid correctly.

All these measures add up to cost savings on a project being done correctly the first time and the projects being done on schedule and budget. It would also increase the chances of local workers being dispatched from local labor halls, thus keeping the money in the community.

Number: 3 Author: Tim Frank on behalf of Napa Working Families Subject: Sticky Note Date: 4/14/21, 1:45:33 PM

---

The Draft General Plan Economic Development Element should have policies aimed at increasing the number of high quality jobs available in Napa and currently has none. We recommend the following:

The City shall encourage more job-intensive industries to locate in the community. The City shall seek high quality and higher paying jobs.

Work with job training programs and encourage training for life skills, job readiness, and specific target industries, including construction, value added agriculture and industrial companies.

Work with the Building Trades to develop a Project Labor Agreement for publicly funded construction projects. Include a local hire requirement in the agreement.

Encourage the use of best practices in workforce development, including the use of apprentices and provision of employer paid health care for work on large privately financed construction projects.

Number: 4 Author: SD Subject: Sticky Note Date: 4/9/21, 8:24:06 PM

---

Excited to see economic diversification mentioned. I've always wondered what would happen if the wine industry tanked.

Author: Linda Nellet Subject: Sticky Note Date: 4/15/21, 7:29:54 PM

---

Agreed. There is a plethora of tasting rooms in the downtown area and in some cases more diverse businesses have been converted to yet another tasting room. There is evidence of smaller market and business areas in older neighborhoods, such as the Carneros Plaza and the under-utilized Food City location. Continue to encourage revitalization and development of these areas with neighborhood markets and other business amenities.

Number: 5 Author: SD Subject: Sticky Note Date: 4/9/21, 8:30:40 PM

---

Branding is a ripe opportunity to rebrand Napa in people's imaginations. It doesn't have to be a playground for white people with money.

I also think there's some reimagining that can be done around the mythos of "young upstart dreams of owning a winery," because I think that drives the need to limitlessly expand the industry.

Would also love to consider the way winemakers and winery/restaurant owners (usually white) are given all the awards, press, and acclaim. How can we start diverting that acclaim to farmworkers, dishwashers, line cooks, etc. (usually folks of color).

## 10.3 Economic Development Element Guiding Policies

Economic development guiding policies are outlined below and organized into the following topics. Together, they serve as strategic directions for City staff and partners, highlighting where time, priorities, and resources should be focused.

### ECONOMIC GROWTH AND DIVERSIFICATION 2

- A. Promote a diversified economic base, while continuing to support tourism, to foster economic resiliency and vibrancy. More specific strategies for specific clusters are outlined later.
- B. Encourage and strengthen industry clusters, emerging sectors, and strategies to incentivize, attract, and retain industries, as well as foster entrepreneurial activities, that represent the future of Napa, including healthcare and wellness; manufacturing/maker space; business incubation, and satellite work environments.
- C. Maintain a wide spectrum of uses—including light industrial and production, and repair—to promote a “complete community” to enable residents to meet most needs within the community.
- D. Preserve Napa’s limited industrial and other employment-generating uses in key geographic areas to foster growth of targeted economic clusters and uses, including spaces for innovation, collaborative workspaces, business incubators/accelerators, and maker spaces.

- E. Maintain development standards (i.e., land use zoning, design guidelines, allowable uses) appropriate to the needs of targeted industries and flexible to accommodate the needs of evolving businesses.
- F. Review land use and zoning tools—such as building intensity/density, heights, parking requirements—to ensure that the regulations are not a constraint for targeted uses and create incentives for desired uses.
- G. Support linkages with broader Bay Area economy, and institutions such as Napa Valley College, Culinary Institute of America, Workforce Alliance of the North Bay (WANB), and other countywide, regional, and local organizations for economic and workforce development, especially in local production, manufacturing, information technology, healthcare, and culinary arts.
- H. Strengthen the City’s jobs-housing balance and diversify housing stock to bolster housing affordability as an integral aspect of the City’s economic development strategy. In particular, seek ways to accommodate a greater share of service workers employed in tourism and other industries that are unable to find affordable housing in Napa. Strategies for housing will be in Land Use and Community Design, and Housing elements and will reference goals in this element.

### AGRICULTURE

- I. Strengthen Napa as a global viticultural, agricultural, and culinary hub and resource center by capitalizing on the City’s existing assets.

*Potential implementing policies include:*

- Form partnerships with Napa Valley College and the Culinary Institute of America, wineries, restaurants and hospitality, and other related business.
- Work closely with Napa Valley College to strengthen its hospitality and tourism management program and develop an agricultural resource center.
- Streamlined permitting and land use flexibility to support production and sale of local viticulture and agricultural products.
- Continue to pursue marketing and branding efforts that promote Napa’s locally produced agricultural products, working with Napa Tourist Information Center, Chamber of Commerce, and other groups.

### HEALTH AND WELLNESS

- J. Support growth of jobs and businesses related to healthcare and research innovation in and around existing clusters and employment and encourage healthcare businesses to launch, relocate, thrive in Napa.

*Potential implementing policies include:*

- Work with partners from Napa Valley College and the Workforce Alliance of the North Bay to create training program for RNs, medical assistants, lab techs, etc.
- Work with partners at Queen of the Valley Hospital and Kaiser to attract medical professionals.
- Offer financial incentives based on other California cities to attract new businesses and encourage expansion of existing businesses. Examples include the City of Fremont’s reduction in impact fees, the City of Dublin’s Small Business Assistance Program, and the City of San Jose’s reduction in construction-related taxes for higher-density commercial development.
- Provide incentives to new businesses that meet certain criteria, like create high-quality jobs (at least 75% of median income), generate a net positive impact on the City’s General Fund, locate within a vacant building, or fall within one of the city’s targeted industries. Examples include the cities of Elk Grove and Meriden (CT).
- Streamlined permitting and market Napa as a business and technology-friendly jobs center. Relevant examples include the business assistance and marketing partnership between the Santa Monica Chamber of Commerce and the City of Santa Monica, as well as the fast-track permit process in the City of Cerritos.



Number: 1 Author: AM Subject: Sticky Note Date: 4/12/21, 9:33:22 AM

---

For greater economic growth and development of a parcels targeted use the 1501 3rd st block should be considered for parking exemption. The block is highly underutilized as a vacant parking lot.

Number: 2 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:15:53 AM

---

In new shopping center developments, require/incentivize spaces for local businesses (e.g. restaurants, repair shops, specialty markets) rather than national chains. An example is the South Napa Century Center with local restaurants.

Number: 3 Author: Sara Southam Subject: Sticky Note Date: 4/12/21, 2:31:02 PM

---

Yes. We need more diverse industries here.

## 10.3 Economic Development Element Guiding Policies

### MANUFACTURING/ MAKER SPACE

K. Reinforce local production, including small-batch, artisanal production—a growing trend in manufacturing—given the city’s existing strength as a global destination. The City’s Economic Development team has a funded project that is getting started to advance local manufacturing/maker/creative sector through an action plan that will focus in detail on this topic.

Potential implementing policies include:

- Maintain land for industrial uses, including additional consideration of locations such as the intersection of Jefferson and Lincoln, area south of Lincoln along Napa River, along Coombs Street near Tannery Row, in between State Route 29 and downtown, at Napa Valley Commons, and along California Boulevard.
- Create a Priority Production Area within city limits at industrial centers that streamlines permitting for new construction and redevelopment in this area and waive some fees. The Priority Production Area will also create a plan for sustaining growth in local manufacturing employment.
- Partner with entrepreneurs and maker-oriented associations—such as the City’s participation in the Bay Area Urban Manufacturing Initiative or California’s Manufacturing Network—to spur partnerships with industrial developers by identifying underutilized real estate. Consider supporting incubator space in vacant or underutilized buildings.

- Promote Napa-made products as a high-quality brand and association, like SF Made in San Francisco or CA Made for California, to celebrate, build, and promote a vibrant manufacturing sector and highlight employment opportunities.
- Work with local workforce organizations, the Napa Valley Unified School District, and higher educational institutions to ensure appropriate training programs exist for current and projected future local manufacturing sector jobs.

### PLACEMAKING AND BRANDING; SUSTAINABLE TOURISM

- L. Collaborate with Napa’s residents and businesses to identify placemaking improvements that will improve quality of life for residents.
- M. Continue to support tourism and the development of visitor-serving components to the city’s economy as a valuable source of jobs, tax revenues, and cultural amenities.
- N. Promote a wide range of tourism and placemaking that builds upon Napa’s rich array of offerings—such as historic resources, and the Napa River—to cultivate places and “cultural districts” to engage tourists and locals.
- O. Continue to promote through marketing and placemaking the Napa Valley and Downtown Napa for viniculture and winery tourism while also promoting family-friendly activities, Napa Made as a brand, culinary art, arts and performance, and events.

P. Undertake efforts to use a portion of revenues generated through tourism to invest in programs such as public art, wayfinding and signage, banners, public art and space improvements.

*The City’s 2019 Economic Development Strategy offers details on what this entails. Reinvesting a portion of Transient Occupancy Taxes (TOTs) for economic development purposes could yield significant future dividends in the form of a more diversified business and employment base. E.g., the comparably-sized city of Ashland, Oregon increased its TOTs to improve city infrastructure to support its retail, restaurant, and entertainment sectors. Funding could also go toward direct services and incentives to small businesses that are navigating the City’s permitting processes, or toward workforce housing development.*

Q. Undertake programs such as free shuttles and transit passes to encourage visitors to visit Napa via public transit or shared private shuttles to cut down on greenhouse gas emissions, reduce through traffic, and lessen parking demands. Napa’s Tourism Improvement District (TID) can be a potential funding source.

R. Consider opportunities to improve the visual appeal and experience along Soscol Avenue, with a focus of opportunities to improve the format of existing auto dealerships as this sector evolves. Additional information on the Soscol corridor and gateway is included in the Land Use and Community Design chapter.



Number: 1 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:16:43 AM

---

It would be wonderful to have a beautiful market area dedicated to Mexican-owned businesses--for locals and tourists alike.

Number: 2 Author: Maureen Trippe Subject: Sticky Note Date: 4/11/21, 5:04:27 PM

---

Consider signage to distinguish neighborhoods in the downtown area. The signage for the Calistoga Historic District is excellent. What about distinguishing Fuller Park, Abajo, etc

## 10.3 Economic Development Element Guiding Policies

### BUSINESS RETENTION AND FULFILLMENT

- S. Develop and nurture a small business ecosystem through programs, tools, and incentives to enable these to thrive in Napa.

*This will require an array of programs and tools, comprehensive listing of which would be outside the scope of a General Plan and could include:*

- Financial resources for small business community (working with CDFI for example on microgrant program, using CDBG etc.).
- Improve ease of doing business with the City with streamlining permitting.
- Pop-up strategy for small businesses.
- Attract specific business industries and provide incentives, with particular attention paid to small businesses.
- Partnerships across the County with business support organizations (WANB, Chambers of Commerce, Small Business Development Center, NVC, NVUSD etc.) to provide technical resources and assistance to small businesses.

- T. Work with local workforce organizations, the Napa Valley Unified School District, and higher educational institutions to develop links between providers of education and local businesses and industries to promote educational programs relevant to the needs of the local economy.
- U. Develop a Commercial Displacement Strategy as part of the implementation process, to be informed by best practices and culturally competent stakeholder outreach focused on small businesses and those catering to local community needs. In particular, the greatest need for this would be in future along Jefferson Street should sites that currently have small stores and businesses be redeveloped with mixed-use buildings.

### DOWNTOWN BUSINESS DEVELOPMENT

- V. Support Downtown Napa as a cultural, event, and food destination, anchored by hospitality uses, with a supportive mix of civic, office, retail, entertainment, and residential uses to promote vibrancy and diversity.
- W. Support the continued growth of the Oxbow District for both residents and visitors, focusing on strengthening the district's culinary and makers' space themes, programming and market efforts, and connections to Downtown, the Napa River, and sale of locally produced goods and services.
- X. Support the downtown retail experience for both residents and visitors, while highlighting products and services that are uniquely Napa and "Napa Made."
- Y. Provide incentives for certain types of development that are desirable for downtown, such as offices, retail, entertainment, or housing (including

live-work, mixed-use, and workforce housing, in particular), provided they meet a minimum threshold size and fulfill community needs.

- Z. According to the City's 2019 Economic Development Strategy, impact fee reductions or business license exemption for a certain number of years targeted in downtown can be a useful tool for encouraging clusters of development for retail space and other business operations. Additionally, more flexibility in zoning/parking standards for these desired uses could be maintained.
- AA. Continue to improve the visibility and attractiveness of Downtown Napa through creative placemaking; enjoyable, interactive, and walkable streets; outdoor dining corridors; community-based events and art; wayfinding signage; and other improvements to the public realm and public spaces.
- BB. Expand downtown's family-friendly feel through place-making and activities (e.g., plazas, play fountains, water features, seasonal amenities such as an ice skating rink) and promote services and amenities (such as a proximate full-service supermarket) to make downtown an attractive place to live.
- CC. Improve pedestrian and transit connectivity, safety, and access to businesses downtown by strengthening connections to the Oxbow Market, Cinedome redevelopment site, the Napa Valley Exposition site, the Soscol Gateway Transit Center, and the Napa River waterfront. Consider installing new wayfinding signage, temporary street closures to vehicular traffic (e.g., for special events) and other traffic calming/complete streets strategies to promote a safe and welcoming environment for pedestrians.

### QUICK RESPONSE

Now that you've read the draft guiding policies, please let us know what you think below.



3. Do you generally agree with the proposed guiding policies?

4. In your opinion, was anything missing from this framework?

Thank you for participating! Your input will help shape the future of Napa!



- Number: 1 Author: Eve Kahn Subject: Sticky Note Date: 4/8/21, 2:36:55 PM  
Re: W - I do support limited growth of the Oxbow District. My hope is that the scale/height of the buildings do not swamp the existing homes and commercial. I am also concerned that building on lots currently used for parking with have a negative affect on local and tourist shops.

---
- Number: 2 Author: Eve Kahn Subject: Sticky Note Date: 4/8/21, 2:34:02 PM  
Regarding W: I support the continued growth of the Oxbow District gf

---
- Number: 3 Author: Elizabeth McKinne Subject: Sticky Note Date: 4/11/21, 1:51:16 PM  
The Oxbow District should have its own Specific Plan. It is decidedly different from downtown and should not be treated as an extension of downtown. It should remain lower scale/height area that is still inclusive of residents as well as tourists. The consultants' observations and recommendations about the Oxbow District should be heeded and incorporated into planning for the area.

---
- Number: 4 Author: Linda Nellett Subject: Sticky Note Date: 4/15/21, 7:24:51 PM  
It's nice to see play fountains and water features mentioned for downtown, but as I commented in the recreation portion of the plan, these features are also needed in neighborhood parks. Residents shouldn't have to travel downtown so their children can play in the water and cool down.

---
- Number: 5 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:20:39 AM  
Reduce parking requirements for downtown housing to encourage walking and cycling.

---
- Number: 6 Author: Hugh Linn Subject: Sticky Note Date: 4/12/21, 4:26:50 PM  
The community based events are a great way to balance the tourist vs. resident experiences. Working with the city staff can be a challenge for community members trying to continue or create new community events. Perhaps a stronger policy statement in the General Plan would make a statement that these events, although an additional work burden for public employees, are wanted, necessary, and important.

---
- Number: 7 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 10:28:19 AM  
Include use of Community Benefit Agreements to ensure market-rate jobs for locals as part of development projects (Project Labor Agreements) and that developers include climate resilient infrastructure (renewables, bike paths, etc) in a project.

---
- Number: 8 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:19:19 AM  
I agree--don't let Oxbow become a high-rise area. Let it continue to be pedestrian friendly.

---
- Number: 9 Author: Chris Benz Subject: Sticky Note Date: 4/11/21, 7:21:35 AM  
Closing some downtown streets to car traffic makes the city more "European" and walkable.

---



## Appendix B: Submitted Comment Forms

### Comments on General Plan

---

1. Suzanne Mason  
Subject: General Plan Update 2040

[sumason@gmail.com](mailto:sumason@gmail.com)

It would be great to include a focus on expanding bike paths through the City so it is easier to navigate around cars. I am so intimidated on my bike going around the traffic circle or down 1st or 2nd street. In Long Beach CA they have dedicated bike lanes in the street (2nd Street in Belmont Shore). Also would be great to incentivize fixing up some of the dilapidated construction on Coombs and parallel streets (Franklin) near downtown. Some of the Apartment Buildings among the Victorians are really in terrible condition.

2. Bob Raymond  
Subject: General Plan wish

[jenette-raymond@comcast.net](mailto:jenette-raymond@comcast.net)

We hope that the new General Plan will protect the character of our beautiful Valley - including our historic neighborhoods. Please be aware of elements that will destroy the ambience of these neighbors such as 5G small cells as proposed by the telecom companies and changes in zoning to allow uses not in line with family activities. Please figure out how to mitigate the number of vehicles clogging our narrow streets from multi-family situations in a dwelling that is allowed one parking spot. We can barely navigate to get to our homes and there is no parking for guests. Emergency vehicles and garbage trucks can barely squeeze by. Most importantly - keep Measure J ag rules in place - hold fast on the rural/urban limits. Thank you for your consideration of our suggestions.

3. Maria Llamas  
Subject: Land Use

[mcontreras220@gmail.com](mailto:mcontreras220@gmail.com)

Hello,

My husband and I moved back to Napa in 2018 after graduating from college. We both found great paying jobs in Napa in the non profit sector and construction field. We have a wonderful 3 year old are happy with all that Napa has to offer. We live in a cramped town house and recently started a search for a home to call our own, and our experience of finding an affordable home to own in Napa has been AWFUL, EXHAUSTING, and HEART BRRAKING. We are shocked to be competing with non locals on houses that have sky rocketed in prices in the last two years. We LOVE Napa, pay taxes IN Napa, eat, shop and do business in Napa, but we may soon not afford to live here. My question to you is, WHAT DO YOU PLAN TO DO FOR LOCALS WHO ARE IN NEED OF PERMANENT AND AFFORDABLE HOUSING? HOW will you incorporate the locals and the housing crisis in this plan? Creating Housing programs by locals for locals is a solution. Updating the income thresholds for first time home buyer program. Create a first time home buyer program for families in the middle income range. Create programs to help families who lost their homes (not second homes) in the fires. Without locals, there is no Napa. No front

---



line staff to work in the fields that keep a city running and prospering. Please please consider creating more programs for LOCALS to find affordable HOMES.

---

4. Ross Portugeis;  
Subject: Introduction

Just saying hi. Moved to Napa from San Francisco 2 months ago and looking forward to getting involved in community here. Thank you!

---

5. Debbi Hamilton  
Subject: Equity

[Hamilton7924@sbcglobal.net](mailto:Hamilton7924@sbcglobal.net)

That word "equity" is thrown around a lot lately , and people seem to think we must have it and advocate for it, when the actual definition of it is not stated and the ramifications of it are not understood. Equity will lead to further division  
Between groups of people .  
EQUALITY IS what we must continue to strive for.  
Thank you.  
Debbi Hamilton

---

6. Lynn Splendid Light  
Subject: General Plan addressing Napa's  
teens and young adults

[lsplendid@splendidlight.com](mailto:lsplendid@splendidlight.com)

What emphasis does the General Plan direct toward creating spaces and social outlets for our youth, teens, and young adult residents?

In April 2013, the NAPA COUNTY COMPREHENSIVE COMMUNITY HEALTH ASSESSMENT was published. Today, many of the findings remain relevant and have yet to be fully addressed: <https://www.countyofnapa.org/DocumentCenter/View/249/Napa-County-Comprehensive-Community-Health-Assessment-PDF>

The most important health issue in Napa County was "Alcohol and Drug Abuse" - according to 38.1% of respondents. (pg.16)

Additionally, "Needed Recreation Activities in Napa County" (pg. 21 & 22) Survey participants reported that they would use a wide range of recreation activities if available. Among the most requested activities were the following:

- Dance classes
  - Dance halls and dances with live music
  - Arts, culture, and language classes
  - Free or low-cost classes and activities in all areas
  - Expanded bicycle trails, more dedicated bicycle paths, and bicycle paths that connect County communities
  - More public swimming pools
  - Employment training classes
  - Exercise classes, including zumba
-

- More affordable movie and live theaters
- Year-round ice and roller skating rinks
- Sports activities and teams, both indoor and outdoor
- Sports activities for special needs children
- Activities that use the river, including fishing and boat access
- Walking trails between cities
- Community and cultural centers
- Attractions such as miniature golf or a zoo
- Yoga classes
- Rock climbing, rowing, bocce ball, racquet ball, batting cages, disc golf, tai chi, and other activities
- More live music venues
- Book club
- Clubs for seniors
- Gyms that offer child care
- More recreation centers for children and youth, including teen centers
- Activities for the entire family
- More public hunting land and shooting ranges
- Better dog parks
- Minor league baseball team
- More public swimming pools
- Affordable 18-hole golf courses
- More community parks, including parks for children in Angwin

Although this list may look a bit different today, there is still a great need. Napa is lovely for adults and tourists. But why do we lack affordable recreation and businesses catering to our teenagers and young adults? The correlation between boredom, unhealthy activities, and drug/alcohol abuse is well documented. I support a General plan to incorporate places where our youth can independently socialize, and spaces for businesses that can be loud, fun and affordable so generations of Napa's teens and young adults can thrive and enjoy growing up in Napa as well.

---

7. Brian Dodd  
Subject: Land Use

[mr.briandodd@gmail.com](mailto:mr.briandodd@gmail.com)

Thanks for all your hard work. I am sure this is not an easy process! My question is related to Land Use. Most of the plan that I've seen related to Land Use is very general. When I look at what one can do with a property in regards to increasing residential doors, I'm looking at how high can you build, FAR, and how many doors/acre. When will these numbers/changes be available for review for the respective neighborhoods? My assumption is that we must go more dense and taller if we are to preserve our open spaces. Thanks for your time.

---

8. Lilia Navarro  
Subject: Keep Napa Green

[lilianava@gmail.com](mailto:lilianava@gmail.com)

It is very important to keep Napa green areas. We need clean air out of dirty pollution.

---

9. Roxann Gracia  
Subject: Land Use

[rlsundance@aol.com](mailto:rlsundance@aol.com)

Greetings: It seems really irresponsible to build a lot of houses in an area that will be below the river level eventually, next to a large 36 inch water pipe that recently broke and flooded a rural private resident on the east side of Foster Road, next to large Gas line that feeds the valley AND is on a fault line. (Both the water pipe and the gas line run along Foster Road.) Why was SNOW school moved, and upgraded? Because of this fault line. Since there aren't a lot of resources in the area, there will be more trips and car traffic. After Harvest School is closed, trips to middle school and high school will be quite a distance to travel. All major car trips on a gateway entrance to the valley. Put more housing in the middle of Napa, closer to facilities.

10. David Aten  
Subject: City of Napa

[DavidAten@me.com](mailto:DavidAten@me.com)

I wish the governing body of the City of Napa would protect our local residents and community by enforcing the traffic laws within our City. It is especially needed in the downtown district between Oxbow and Jefferson and Pearl and Fourth Streets. The CITY and Corporate Hotels are raking in the profits as they sell the soul of our community to visiting tourists. And it is the residents that suffer the "J-walking"; "Double Parking"; "illegal U-turns"; "lack of public parking"; "vomit on the streets over the weekends". It's insane that our City Police Department and City Hall is within FEET of all of this. It's a goddamn double standard here; because the residents abide by the local laws, but the tourists pillage our town as the City turns a blind eye. I want FOOT PATROL AND CYCLE PATROL Officers downtown between Friday-Sunday.

11. Kimberly Balkoski  
Subject: Old Town issues: 1. more street lights, more storm drains, more organized (aka scheduled and posted) street cleaning, community discussion on Gray Haven, and noise ordinances

[kimberlybalkoski@gmail.com](mailto:kimberlybalkoski@gmail.com)

1. street lights could lower crime rate and night time dumping of furniture, nonworking vehicles etc
  2. storm drains need to be rethought on Franklin St.- esp 300 block where pools are intense Get lots of pooling due to uneven pavement
  3. street cleaning would help with drainage. Cannot be properly cleaned due to the roots having heaved up the street asphalt
  4. Gray Haven long term plans need vehicle for discussion/review/oversight/recommendation as the facility- near a school and in a residential neighborhood with many older, vulnerable residents- plans to rapidly increase beyond 6 residents.
  5. noise ordinance similar to Yountville- not so hard to get mowers and blowers to move to electric
- I live at 330 Franklin and these are the top priorities- for the neighborhood.

## Comments on Transportation

---

12. Lura Compoginis  
Subject: Speeding and Road Conditions  
on Jefferson Blvd

[Lura@napachamber.com](mailto:Lura@napachamber.com)

We own a home on Jefferson Blvd. There is continuous speeding and contests of speed on Saturdays and Sundays on Jefferson. In addition, there are large chunks of blacktop all along the area from Oak to Imola where the pavement didn't adhere properly which result in dangerous large "rocks" hitting your car and bike tires. That area of Jefferson needs to be scraped and repaved badly.

13. Megan Gunderson  
Subject: Loud cars, speeding, and running  
stop signs

[gegster44@yahoo.com](mailto:gegster44@yahoo.com)

Hello-

I live at the corner of south terrace dr and cayetano dr in southeast Napa. There are numerous incidents everyday of speeding, loud cars and motorcycles, and running of stop signs throughout the neighborhood. We have many families with small children in this area and need some help from the city enforcing traffic and noise control laws.

Thank you,  
Megan Gunderson

14. Janis Partanen  
Subject: Speeding

[npsjpx2@gmail.com](mailto:npsjpx2@gmail.com)

Our backyard backs up to Imola between Hunt and Minahen Sts. The traffic is like a racetrack from Jefferson to Highway 29. More loud and fast cars than ever before. Actually bad all the way to Soscol. In the past we would have a motorcycle Policeman that would sit on Hunt St facing west bound Imola and woylet get plenty of action. Also both sides of the bridge are other great places for tickets. It is almost impossible to drive the bridge speed limit without someone riding your bumper all the way. I walk the neighborhoods and the "tree Sts" on both sides of S. Jefferson are racing tracks also. Know there are other more serious problems in Napa but this is certainly a concern to the residents. Speed enforcement by an officer routinely would make a difference. Thank you...

15. Art Kvitek  
Subject: Speeding cars in Napa

[paulkvitek@gmail.com](mailto:paulkvitek@gmail.com)

Please address the common place speeding cars in our community. Drivers using our residential neighborhoods as short-cuts, speeding, ignoring stops signs and crosswalks, has created a dangerous situation. It has become a dangerous situation for children walking, crossing streets , riding bikes etc. Just recently a speeding driver hit a parked car on our street, totaling both vehicles. Enforcement of our traffic laws in the city of Napa is almost nonexistent. As a retired Safety professional I fully understand the need to address a recognized hazard from a liability standpoint. To continue to ignore this hazard in our community becomes willful negligence.

---



Thank you  
Paul Art Kvittek

16. RCODY Hart  
Subject: Napa Traffic Plans

[codycubla1@aol.com](mailto:codycubla1@aol.com)

I find it appalling that there is NOTHING this city is doing to reduce the speed on our city streets. I live on Buhman Ct. intersecting with Buhman Ave. and the constant speeding and dangerous traffic conditions are a concern of all the neighbors and the fact that this city won't do a thing about it makes me angry. One child has already DIED on this street in the last year, the next one(s) blood will be on your hands.

## Comments on Linda Vista Avenue Extension

17. Jeremy Barton  
Subject: Speeding Cars

[kmaxx98@gmail.com](mailto:kmaxx98@gmail.com)

I'm writing to let you know that I do not have an issue with the new road connecting Linda Vista to Brown's Valley in principle.

However, cars are already speeding on Linda Vista without impunity, and this extension will only increase the number of cars traversing Linda Vista at high speeds.

There are 2 elementary schools on the road and many children live in the zone. To ensure their safety, this extension needs to be complemented with speed humps to reduce the speed of traffic. Linda Vista should not become a main thoroughfare like Redwood.

Thank you,

Jeremy Barton

18. Karen Mckee  
Subject: Transportation

[napateach@comcast.net](mailto:napateach@comcast.net)

I am fully in support of the Linda Vista extension plan. The traffic through Pinewood, Austin and Westview can be heavy in the mornings and I have a difficult time even pulling out of my driveway. In addition the neighborhood children are afraid to cross the street due to speeding vehicles. These areas need relief and the best way to get relief is to create an additional thoroughfare. I understand that the Linda Vista neighborhood opposes this, but the extension is long overdue and quite necessary. Please make it happen!!!

19. Tara Thomas  
Subject: Linda Vista Extension

[tarathomas27@gmail.com](mailto:tarathomas27@gmail.com)

I am writing to oppose the inclusion of the Linda Vista extension over Napa Creek. This plan was in the last 20-year General Plan and was not implemented. It will not be implemented in the current revised General Plan either. Why would the city choose to incorporate Zombie elements in the proposed plan? This project will not be implemented because:

1. There is organized neighborhood opposition to this extension.
2. There are critical environmental issues involved with building a bridge over Napa Creek - disruption of a Wildlife Corridor. I am sure environmental groups would oppose the project.



3. The cost benefit of this extension does not justify the expense - especially with the environmental reviews that will be required.
  4. The only Council member who firmly backs this extension is the Mayor. Other Council members will vote against it. This has happened twice in last five years.
  5. Napa can't maintain the streets we already have, why add to the burden.
  6. There are already pedestrian and bicycle routes that allow passage from the Linda Vista area to Browns Valley Road - the path by Crosswalk Church (which the city does not maintain) and Pinewood Street.
  7. The result of this extension would be to dump more traffic onto West Lincoln (according to City Staff) which is already a dangerous route for pedestrians and bicycles. Where West Lincoln connects to Lone Oak, there is a blind curve with no shoulders and no sidewalks. The rest of West Lincoln has no bike lanes and intermittent sidewalks. A complete revamp of West Lincoln is required if Linda Vista extension is built.
  8. The recent water main break at Lone Oak and Linda Vista required digging a deep whole the size of a car. I doubt the city would want to build bridge abutments over this delicate infrastructure.
- This project is Dead on Arrival. Let's not litter our new General Plan with elements that will not have a chance of implementation.

20. Jeff Prather  
Subject: Linda Vista Bridge in General  
Plan

[jeffvino@earthlink.net](mailto:jeffvino@earthlink.net)

I am writing to oppose the inclusion of the Linda Vista extension over Napa Creek. This plan was in the last 20-year General Plan and was not implemented. It will not be implemented in the current revised General Plan either. Why would the city choose to incorporate doomed elements in the proposed plan? This project will not be implemented because: 1. There is organized neighborhood opposition to this extension. 2. There are critical environmental issues involved with building a bridge over Napa Creek - disruption of a Wildlife Corridor. I am sure environmental groups would oppose the project. 3. The cost benefit of this extension does not justify the expense - especially with the environmental reviews that will be required. With the current budget strains due to the pandemic let's not make the situation worse by wasting money on an unneeded and unwanted bridge. 4. The only Council member who firmly backs this extension is the Mayor. Other Council members will vote against it. This has happened twice in the last five years. 5. Napa can't maintain the streets we already have, why add to the burden. 6. There are already pedestrian and bicycle routes that allow passage from the Linda Vista area to Browns Valley Road - the path by Crosswalk Church (which the city does not maintain) and Pinewood Street. 7. The result of this extension would be to dump more traffic onto West Lincoln (according to City Staff) which is already a dangerous route for pedestrians and bicycles. Where West Lincoln connects to Lone Oak, there is a blind curve with no shoulders and no sidewalks. The rest of West Lincoln has no bike lanes and intermittent sidewalks. A complete revamp of West Lincoln is required if Linda Vista extension is built. 8. The recent water main break at Lone Oak and Linda Vista required digging a deep hole the size of a car. I doubt the city would want to build bridge abutments over this delicate infrastructure. This project is Dead on



Arrival. Let's not litter our new General Plan with elements that will not have a chance of implementation.

21. Gloria Ervin  
Subject: Linda Vista Extension

[gloandphil@gmail.com](mailto:gloandphil@gmail.com)

Please use that money to fix our roads and sidewalks. I have called the city to fix a raised sidewalk in front of our house many times to have it fixed as an elder woman tripped over it. They always say that they will put me on the list or I can have it repaired myself. Use some of that money to take care of these necessities. Also have some of the extra city or county workers to pick up the garbage along the highway and city.

22. Julie Mineau  
Subject: Linda Vista Ave Extension

[dh\\_chickie@hotmail.com](mailto:dh_chickie@hotmail.com)

I live on West Park and I do not want nor do I think that we need this extension. Linda Vista Ave is already too busy and there are a lot of kiddos, this increased traffic will be a danger to all the kiddos and the residents.

23. Rebecca Sims  
Subject: Linda Vista Extension

[beckysims12@gmail.com](mailto:beckysims12@gmail.com)

I am writing to urge you to remove the Linda Vista Extension project from the general plan. My family has lived in the West Park neighborhood for more than 60 years and still do. This extension would drastically alter two very family-oriented neighborhoods. Not to mention would require the use of eminent domain and taking property from multiple families setting a very scary precedent when this is not something that is even needed. The amount of traffic that would be added to these streets is very dangerous considering the multiple schools, daycares and children that already use the terrible excuse for a sidewalk (as it's only on 1 side of Linda Vista by West Park school) on a daily basis whether it's walking to school or sports practice or just to play with friends. Please remove this terrible idea from the General Plan. It should never happen and many many residents in these neighborhoods oppose it as you saw at the previous meetings. Thank you for your consideration.

24. Mary Constantas  
Subject: Please remove Linda Vista Bridge Extension from the General Plan

[constantas@aol.com](mailto:constantas@aol.com)

As a West Park Elementary parent, and a resident of Lone Oak Avenue, I am strongly against this project and kindly request that it be removed from the General Plan so that we do not have to rehash this project every two years. My reasons for objection are as follows:

1. As a parent of children at West Park Elementary, both my children and I have almost been hit by careless drivers as we are walking across Linda Vista both in the morning on the way to school, and in the afternoon on the way home from school. The City's estimate two years ago was that this extension would add approximately 2500 more cars to this road, which is unfathomable considering how dangerous it is at present. This does not include the additional traffic that may incur because of Harvest Middle School closing. The families of that area are much closer to the Highway 29 route anyway.

2. The main streets affected are Linda Vista, Lone Oak and W. Lincoln Avenues. None of these

streets have complete sidewalks or bike lanes, and MAJOR and costly renovations would need to be made before any extension could even be considered. West Lincoln is already a very narrow street, and I seriously doubt that this type of construction is even possible.

3. The residents of Pinewood and Westview argue that they need traffic relief. These streets do NOT have schools, churches and community centers, and they both have complete sidewalks giving pedestrians safety.

4. One of the arguments for this proposal was that the two minutes time saved with emergency vehicle response was worth the cost of this project. I adamantly disagree. If you were to poll the residents who would benefit the most from this two minute time saving proposal, which would be the residents of Lone Oak, West Lincoln and Linda Vista areas, I can almost guarantee that these residents would tell you that they don't want this project. So if the people this project would help don't want it, what is the point?

Again, I respectfully request that this proposal be removed from the General Plan once and for all. It is extremely stressful for the residents of the areas possibly affected to revisit this every two years. Please take into consideration that the people this proposal is supposed to help do not want it!

Sincerely,

Mary Constantas  
4th Generation Napan

25. Christina Rubio  
Subject: Linda Vista Extension

[cmayrubio@gmail.com](mailto:cmayrubio@gmail.com)

I am writing to oppose the inclusion of the Linda Vista extension over Napa Creek. This plan was in the last 20-year General Plan and was not implemented. It will not be implemented in the current revised General Plan either. Why would the city choose to incorporate Zombie elements in the proposed plan? This project will not be implemented because:

1. **There is organized neighborhood opposition to this extension.**
2. There are critical environmental issues involved with building a bridge over Napa Creek - disruption of a Wildlife Corridor. I am sure environmental groups would oppose the project.
3. The cost benefit of this extension does not justify the expense - especially with the environmental reviews that will be required.
4. The only Council member who firmly backs this extension is the Mayor. Other Council members will vote against it. This has happened twice in last five years.
5. Napa can't maintain the streets we already have, why add to the burden.
6. There are already pedestrian and bicycle routes that allow passage from the Linda Vista area to Browns Valley Road - the path by Crosswalk Church (which the city does not maintain) and Pinewood Street.
7. The result of this extension would be to dump more traffic onto West Lincoln (according to City Staff) which is already a dangerous route for pedestrians and bicycles. Where West Lincoln connects to Lone Oak, there is a blind curve with no shoulders and no sidewalks. The rest of West Lincoln has no bike lanes and intermittent sidewalks. A complete revamp of West Lincoln is required if Linda Vista extension is built.

8. The recent water main break at Lone Oak and Linda Vista required digging a deep whole the size of a car. I doubt the city would want to build bridge abutments over this delicate infrastructure.

This project is Dead on Arrival. Let's not litter our new General Plan with elements that will not have a chance of implementation.

---

26. Molly Adams  
Subject: Linda Vista Extension

[molly@missmadams.com](mailto:molly@missmadams.com)

I am writing to oppose the inclusion of the Linda Vista extension over Napa Creek. This plan was in the last 20-year General Plan and was not implemented. It should not be implemented in the current revised General Plan either. This project will not be implemented because:

1. There is organized neighborhood opposition to this extension.
2. There are critical environmental issues involved with building a bridge over Napa Creek - disruption of a Wildlife Corridor.
3. The cost benefit of this extension does not justify the expense.
4. Napa can't maintain the streets we already have, why add to the burden.
5. There are already pedestrian and bicycle routes that allow passage from the Linda Vista area to Browns Valley Road - the path by Crosswalk Church (which the city does not maintain) and Pinewood Street.
6. The result of this extension would be to dump more traffic onto West Lincoln (according to City Staff) which is already a dangerous route for pedestrians and bicycles. Where West Lincoln connects to Lone Oak, there is a blind curve with no shoulders and no sidewalks. The rest of West Lincoln has no bike lanes and intermittent sidewalks. A complete revamp of West Lincoln is required if Linda Vista extension is built.
7. The recent water main break at Lone Oak and Linda Vista required digging a deep whole the size of a car. Do we really want to build bridge abutments over this delicate infrastructure?
8. There are no sidewalks on either side, and once put in, there would not be room for two way traffic.

If you must build access for emergency personnel, make it a bridge accessible only to emergency vehicles, bikes and pedestrians.

---

27. Claire Daw  
Subject: Linda Vista

[cmdaw1@yahoo.com](mailto:cmdaw1@yahoo.com)

I am writing to oppose the plan to extend Linda Vista over Napa creek. This is a poor idea, and was fought by Napa people already, yet here it returns. The traffic it will create past schools is impossible to mitigate. Please dont do this!

---

28. Judith Pangborn  
Subject: Linda Vista Extension

[jpangborn@sbcglobal.net](mailto:jpangborn@sbcglobal.net)

Do any of you remember what you did to the homeowners on WESTVIEW? We are still living with your POOR judgement here. Please listen to the homeowners this time. Napa has survived 100+ years without this extension & will survive another 100+.

---

29. Sharon Knott  
Subject: Linda Vista Extension Over Napa  
Creek

[livetocamp@yahoo.com](mailto:livetocamp@yahoo.com)

I am writing to oppose the inclusion of the Linda Vista extension over Napa Creek. This plan was in the last 20-year General Plan and was not implemented. It will not be implemented in the current revised General Plan either. Why would the city choose to incorporate Zombie elements in the proposed plan? This project will not be implemented because:

1. There is organized neighborhood opposition to this extension.
2. There are critical environmental issues involved with building a bridge over Napa Creek - disruption of a Wildlife Corridor. I am sure environmental groups would oppose the project.
3. The cost benefit of this extension does not justify the expense - especially with the environmental reviews that will be required.
4. The only Council member who firmly backs this extension is the Mayor. Other Council members will vote against it. This has happened twice in last five years.
5. Napa can't maintain the streets we already have, why add to the burden.
6. There are already pedestrian and bicycle routes that allow passage from the Linda Vista area to Browns Valley Road - the path by Crosswalk Church (which the city does not maintain) and Pinewood Street.
7. The result of this extension would be to dump more traffic onto West Lincoln (according to City Staff) which is already a dangerous route for pedestrians and bicycles. Where West Lincoln connects to Lone Oak, there is a blind curve with no shoulders and no sidewalks. The rest of West Lincoln has no bike lanes and intermittent sidewalks. A complete revamp of West Lincoln is required if Linda Vista extension is built.
8. The recent water main break at Lone Oak and Linda Vista required digging a deep whole the size of a car. I doubt the city would want to build bridge abutments over this delicate infrastructure.

This project is Dead on Arrival. Let's not litter our new General Plan with elements that will not have a chance of implementation.

30. Charlene Everett  
Subject: Linda Vista Extension Over Napa  
Creek

[msace1010@aol.com](mailto:msace1010@aol.com)

I am in favor of the extension. The extension would allow for better fire coverage to that area. It would spread the traffic out to more streets and eliminate somewhat of a bottle neck in that area.

31. Pamela Hightower  
Subject: Linda Vista Bridge

[phightower108@icloud.com](mailto:phightower108@icloud.com)

I am writing to oppose the inclusion of the Linda Vista extension over Napa Creek. This plan was in the last 20-year General Plan and was not implemented. It will not be implemented in the current revised General Plan either. Why would the city choose to incorporate Zombie elements in the proposed plan? This project will not be implemented because:

1. There is organized neighborhood opposition to this extension.
2. There are critical environmental issues involved with building a bridge over Napa Creek - disruption of a Wildlife Corridor. I am sure environmental groups would oppose the project.
3. The cost benefit of this extension does not justify the expense - especially with the

environmental reviews that will be required.

4. The only Council member who firmly backs this extension is the Mayor. Other Council members will vote against it. This has happened twice in last five years.
  5. Napa can't maintain the streets we already have, why add to the burden.
  6. There are already pedestrian and bicycle routes that allow passage from the Linda Vista area to Browns Valley Road - the path by Crosswalk Church (which the city does not maintain) and Pinewood Street.
  7. The result of this extension would be to dump more traffic onto West Lincoln (according to City Staff) which is already a dangerous route for pedestrians and bicycles. Where West Lincoln connects to Lone Oak, there is a blind curve with no shoulders and no sidewalks. The rest of West Lincoln has no bike lanes and intermittent sidewalks. A complete revamp of West Lincoln is required if Linda Vista extension is built.
  8. The recent water main break at Lone Oak and Linda Vista required digging a deep whole the size of a car. I doubt the city would want to build bridge abutments over this delicate infrastructure.
- This project is Dead on Arrival. Let's not litter our new General Plan with elements that will not have a chance of implementation.

32. Marvin Smith  
Subject: Linda Vista Extension over  
Napa Creek

[marvsmith@sbcglobal.net](mailto:marvsmith@sbcglobal.net)

I am writing to oppose the inclusion of the Linda Vista extension over Napa Creek. This plan was in the last 20-year General Plan and was not implemented. It will not be implemented in the current revised General Plan either. Why would the city choose to incorporate Zombie elements in the proposed plan? This project will not be implemented because:

1. There is organized neighborhood opposition to this extension.
2. There are critical environmental issues involved with building a bridge over Napa Creek - disruption of a Wildlife Corridor. I am sure environmental groups would oppose the project.
3. The cost benefit of this extension does not justify the expense - especially with the environmental reviews that will be required.
4. The only Council member who firmly backs this extension is the Mayor. Other Council members will vote against it. This has happened twice in last five years.
5. Napa can't maintain the streets we already have, why add to the burden.
6. There are already pedestrian and bicycle routes that allow passage from the Linda Vista area to Browns Valley Road - the path by Crosswalk Church (which the city does not maintain) and Pinewood Street.
7. The result of this extension would be to dump more traffic onto West Lincoln (according to City Staff) which is already a dangerous route for pedestrians and bicycles. Where West Lincoln connects to Lone Oak, there is a blind curve with no shoulders and no sidewalks. The rest of West Lincoln has no bike lanes and intermittent sidewalks. A complete revamp of West Lincoln is required if Linda Vista extension is built.
8. The recent water main break at Lone Oak and Linda Vista required digging a deep whole the size of a car. I doubt the city would want to build bridge abutments over this delicate infrastructure.



This project is Dead on Arrival. Let's not litter our new General Plan with elements that will not have a chance of implementation.

33. Lance Houser

Subject: Completing Bridge Crossing  
of Napa Creek Connecting Linda  
Vista north of Napa Creek with Linda  
Vista south of Napa Creek

[rlancehouser@gmail.com](mailto:rlancehouser@gmail.com)

This project has been on the "books" since 1956. It would add an additional north-south traffic circulation element Instead of a 2 to 3 mile "detour" to get to the north side of Napa Creek to the south side thus reducing traffic congestion on other streets like Pinewood and Westview; reducing smog pollution, reducing gasoline usage. It would provide much needed faster emergency vehicle response for fire, police, and ambulance.

Please note that adding thru street connectors is proper and good traffic management that has been practiced many times in the past by Napa City...Pinewood, Westview, Oxford come to mind and, just recently, Wine County. There is no sound reason to NOT bridge Napa Creek at Linda Vista.

34. Molly Adams

Subject: Linda Vista Extension

[molly@missmadams.com](mailto:molly@missmadams.com)

I am writing to oppose the inclusion of the Linda Vista extension over Napa Creek. This plan was in the last 20-year General Plan and was not implemented. It should not be implemented in the current revised General Plan either. This project will not be implemented because:

1. There is organized neighborhood opposition to this extension.
2. There are critical environmental issues involved with building a bridge over Napa Creek - disruption of a Wildlife Corridor.
3. The cost benefit of this extension does not justify the expense.
4. Napa can't maintain the streets we already have, why add to the burden.
5. There are already pedestrian and bicycle routes that allow passage from the Linda Vista area to Browns Valley Road - the path by Crosswalk Church (which the city does not maintain) and Pinewood Street.
6. The result of this extension would be to dump more traffic onto West Lincoln (according to City Staff) which is already a dangerous route for pedestrians and bicycles. Where West Lincoln connects to Lone Oak, there is a blind curve with no shoulders and no sidewalks. The rest of West Lincoln has no bike lanes and intermittent sidewalks. A complete revamp of West Lincoln is required if Linda Vista extension is built.
7. The recent water main break at Lone Oak and Linda Vista required digging a deep hole the size of a car. Do we really want to build bridge abutments over this delicate infrastructure?
8. There are no sidewalks on either side, and once put in, there would not be room for two way traffic.

If you must build access for emergency personnel, make it a bridge accessible only to emergency vehicles, bikes and pedestrians.

35. Mary Holstein  
Subject: Extension of Linda Vista  
across Napa (Redwood?) Creek

[maryholstein@comcast.net](mailto:maryholstein@comcast.net)

I am in favor of this extension. I understand the General Plan also calls for extending Solano Avenue through to First Street to create an alternative to Hwy. 29 for local traffic. I hope this is still included in the Plan. We need more collector streets.

36. Mike Johnson  
Subject: Linda Vista Extension over Napa  
Creek

[akstonscafe@gmail.com](mailto:akstonscafe@gmail.com)

I am supportive of the Linda Vista Extension over Napa Creek. This will improve the fire response times in some areas of Napa. It will also allow for a more balanced traffic flow across multiple neighborhoods. I hope that additional features like lighted crosswalks, corner bulb-outs, and trees/bushes/flowers will be used to keep traffic calm and pedestrians safe.

37. Cynthia Deutsch;  
Subject: Extension of Linda Vista over  
Napa Creel

[cdeutsch8540@comcast.net](mailto:cdeutsch8540@comcast.net)

I am writing to oppose the inclusion of the Linda Vista extension over Napa Creek. This plan was in the last 20-year General Plan and was not implemented. It will not be implemented in the current revised General Plan either. Why would the city choose to incorporate Zombie elements in the proposed plan? This project will not be implemented because:

1. There is organized neighborhood opposition to this extension.
2. There are critical environmental issues involved with building a bridge over Napa Creek. I am sure environmental groups can be activated to oppose the plan.
3. The cost benefit of this extension does not justify the expense - especially with the environmental reviews that will be required.
4. The only Council member who firmly backs this extension is the Mayor. Other Council members will vote against it. This has happened twice in last five years.
5. Napa can't maintain the streets we already have, why add to the burden.
6. There are already pedestrian and bicycle routes that allow passage from the Linda Vista area to Browns Valley Road - the path by Crosswalk Church (which is not maintained) and Pinewood Street.
7. The result of this extension would be to dump more traffic onto West Lincoln (according to City Staff) which is already a dangerous route for pedestrians and bicycles - no shoulders in many spots, no bike lanes, intermittent sidewalks. A complete revamp of West Lincoln is required if Linda Vista extension is built.

This project is Dead on Arrival. Let's not litter our new General Plan with elements that will not have a chance of implementation.

---

---