REGULAR CITY COUNCIL MEETING AGENDA

City Hall - Council Chambers
4381 Broadway St., Suite 201, American Canyon
November 18, 2025
6:30 PM

Mayor: Pierre Washington
Vice Mayor: Mark Joseph
Councilmembers: Brando Cruz, Melissa Lamattina, David Oro

4:30 P.M. – CLOSED SESSION

The mayor will call the meeting to order and conduct roll call. Council will immediately convene into Closed Session after hearing any public comment on Closed Session items. At 6:30 p.m. the Council will reconvene into Open Session and then resume Closed Session at the end of the meeting to address outstanding items, if necessary.

CALL TO ORDER - CLOSED SESSION

ROLL CALL - CLOSED SESSION

PUBLIC COMMENTS - CLOSED SESSION ITEMS

This time is reserved for members of the public to address the City Council on Closed Session Items only. Comments must be made in person and are limited to 3 minutes. Comments for items on the Open Session agenda will be taken when the item is called in Open Session. Comments for Items not on the Closed Session or Open Session agenda will be heard during the Open Session Public Comment period.

MEETING RECESS - COUNCIL TO CONVENE IN CLOSED SESSION

4:30 P.M. CLOSED SESSION ITEMS

1. **Conference with Legal Counsel - Existing Litigation. Authorized pursuant to Government Code Section 54956.9(d)(1):**
   a. ***City of American Canyon v. City of Vallejo, et al*. (Sacramento Superior Court Case No. 34-2022-00327471).**
   b. ***City of Vallejo v. City of American Canyon et al*. (Third District Court of Appeal Case No. C102070; formerly Sacramento County Superior Court Case No. 23WM000055).**
   c. ***City of Vallejo v. City of American Canyon et al*. (Sacramento County Superior Court Case No. 24WM000078).**
   d. ***City of Vallejo v. City of American Canyon et al.* (Marin County Superior Court Case No. CV0003752).**
   e. ***American Canyon 1, LLC and Napa Valley Ruins & Gardens, LLC v. City of American Canyon et al. (*Napa County Superior Court Case No. 25CV002277)**

2. **Conference with Legal Counsel – Anticipated Litigation. Authorized pursuant to Government Code Section 54956.9 (d)(2). Two (2) Matters.**

6:30 P.M. OPEN SESSION - REGULAR MEETING

CALL TO ORDER - OPEN SESSION

PLEDGE OF ALLEGIANCE

ROLL CALL - OPEN SESSION

REPORT ON CLOSED SESSION/CONFIRMATION OF REPORTABLE ACTION

PROCLAMATIONS AND PRESENTATIONS

3. Polco Best in Governance Award

PUBLIC COMMENTS - ITEMS NOT ON CLOSED SESSION OR OPEN SESSION AGENDA

This time is reserved for members of the public to address the City Council on items that are not on the Closed Session or Open Session agenda and are within the subject matter jurisdiction of the City Council. Comments are limited to 3 minutes. Comments for items on the Open Session agenda will be taken when the item is called in Open Session. The City Council is prohibited by law from taking any action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the City Council does not respond to public comment at this time.

AGENDA CHANGES

The Mayor and Council may change the order of the Agenda or request discussion of a Consent Item. A member of the Public may request discussion of a Consent Item by making that request during Public Comment.

CONSENT CALENDAR

4. Minutes of November 4, 2025

Recommendation: Approve the minutes of the Regular City Council meeting held on November 4, 2025.

5. Closed Session Report - October 21, 2025

Recommendation: Approve the Closed Session Report form the Regular City Council Meeting of October 21, 2025

6. Closed Session Report - November 4, 2025

Recommendation: Approve the Closed Session Report form the Regular City Council Meeting of November 4, 2025.

7. Northampton and Silver Oak Park Restroom Projects (PR23-0400 and PR23-0500)

Recommendation: Adopt a resolution 1) Awarding a construction contract to Benchmark Civil Construction in the amount of $257,032; and 2) Authorizing the Public Works Director to execute contract change orders up to the approved project budgets, in conjunction with the Northampton and Silver Oak Park Restroom Projects (PR23-0400 and PR23-0500).

PUBLIC HEARINGS

8. American Canyon Building and Construction Codes Update

Recommendation: Waive first reading, read by title only, and adopt an Ordinance amending American Canyon Municipal Code Title 16 to repeal and replace the 2022 California Building Standards Code with the 2025 edition with local amendments; and repeal and replace the 2021 International Property Maintenance Code with the 2024 edition and related model codes with appendices and amendments as identified through express findings of local

necessity.

BUSINESS

9. **Veterans Park Playground Replacement Project Contract Award**
Recommendation: Adopt a Resolution taking the following action 1) reallocating funds by reducing the Northampton Park Shade Structure Project (PR23-0400) budget by $110,000 and increasing the Veterans Park Playground Replacement Project (PR25-0400) budget from $515,000 to $625,000 in the Parks Impact Fees Fund (Fund 310); 2) awarding a contract to Miracle Play Systems, Inc. in the amount of $499,974 for the Veterans Park Playground Replacement Project (PR25-0400) under Sourcewell Contract No. 010521-LTS; and 3) authorizing the Public Works Director to execute contract change orders up to the approved project budget.

10. **Ratifying 2040 General Plan (Nov. 2025)**
Recommendation: Adopt a Resolution ratifying the 2040 General Plan (dated November 2025).

11. **Draft Artificial Intelligence (AI) and Data Policy**
Recommendation: Review and provide feedback on the *draft* Artificial Intelligence (AI) and Data Policy.

MANAGEMENT AND STAFF ORAL REPORTS

MAYOR/COUNCIL COMMENTS AND COMMITTEE REPORTS

The Mayor and Council may comment on matters of public concern and announce matters of public interest; no collective council action will be taken.

12. **City Council Committee Report - Mayor Pierre Washington**

13. **City Council Committee Report - Vice Mayor Mark Joseph**

FUTURE AGENDA ITEMS

14. **Future Agenda Items of Note**

ADJOURNMENT

CERTIFICATION

I, Taresa Geilfuss, City Clerk for the City of American Canyon, do hereby declare that the foregoing agenda of the City Council was posted in compliance with the Brown Act prior to the meeting date.

_____
Taresa Geilfuss, CMC, City Clerk

PUBLIC PARTICIPATION

This meeting is a limited public forum. American Canyon promotes respectful and responsible behavior among its

meeting participants, whether they are present in person or remotely. Using offensive language or remarks that promote, foster, or perpetuate discrimination based on race, creed, color, age, religion, gender marital status, status regarding public assistance, national origin, physical or mental disability or sexual orientation/gender identification, as well as any other category protected by federal, state or local laws will not be tolerated. In the case of an occurrence, the speaker will be immediately disconnected from the microphone.

City Council and other public meetings will be conducted in person. This meeting is also available via Zoom, is broadcast live to residents on Napa Valley TV, on our website and on YouTube.

Zoom Link: Click here. **Webinar ID:** 847 1017 1711; **Passcode:** 123456. **Phone in to Zoom**: 408-638-0968

Oral comments, during the meeting: Oral comments can be made in person during Open and Closed Session or through Zoom in Open Session only. On Zoom use the "raise your hand" tool during any public comment period. To avoid confusion, hands raised outside of Public Comment periods will be lowered.

Written comments: Submit written comments by the eComments link, located on the Meetings & Agendas page of our website. eComments are available to council members in real time. To allow for Council review of comments, eComments will close at 3:00 pm on the day of the meeting.

The above identified measures exceed all legal requirements for participation in public comment, including those imposed by the Ralph M. Brown Act. For more information, please call the Office of the City Clerk at (707) 647-4369 or email cityclerk@ americancanyon.gov.

AGENDA MATERIALS: City Council agenda materials are published 72 hours prior to the meeting and are available to the public via the City's website at www.americancanyon.gov.

AMERICANS WITH DISABILITIES ACT: The City Council will provide materials in appropriate alternative formats to comply with the Americans with Disabilities Act. Please send a written request to City Clerk at 4381 Broadway, Suite 201, American Canyon, CA 94503 or by email to cityclerk@ americancanyon.gov. Include your name, address, phone number and brief description of the requested materials, as well as your preferred alternative format or auxiliary aid, at least three calendar days before the meeting.

CITY OF AMERICAN CANYON
REGULAR CITY COUNCIL MEETING

ACTION MINUTES
November 4, 2025

AMENDED AGENDA

4:30 P.M. – CLOSED SESSION

CALL TO ORDER - CLOSED SESSION
The meeting was called to order at 4:30 p.m.

ROLL CALL - CLOSED SESSION
Present: Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
Absent: None
Excused: None

PUBLIC COMMENTS - CLOSED SESSION ITEMS
There were no public comments on closed session items.

MEETING RECESS - COUNCIL TO CONVENE IN CLOSED SESSION

4:30 P.M. CLOSED SESSION ITEMS

1. Matters Relating to Public Employment: Public Employee Performance Evaluations (pursuant to Gov. Code section 54957) Positions: Jason Holley, City Manager

2. Conference with Legal Counsel - Existing Litigation. Authorized pursuant to Government Code Section 54956.9(d)(1):

a) City of American Canyon v. City of Vallejo, et al. (Sacramento Superior Court Case No. 34-2022-00327471).
b) City of Vallejo v. City of American Canyon et al. (Third District Court of Appeal Case No. C102070; formerly Sacramento County Superior Court Case No. 23WM000055).
c) City of Vallejo v. City of American Canyon et al. (Sacramento County Superior Court Case No. 24WM000078).
d) City of Vallejo v. City of American Canyon et al. (Marin County Superior Court Case No. CV0003752).

e) American Canyon 1, LLC and Napa Valley Ruins & Gardens, LLC v. City of American Canyon et al. (Napa County Superior Court Case No. 25CV002277)

3. Conference with Legal Counsel – Anticipated Litigation. Authorized pursuant to Government Code Section 54956.9 (d)(2). One (2) Matters.

6:30 P.M. OPEN SESSION - REGULAR MEETING

CALL TO ORDER - OPEN SESSION

The City Council meeting was called to order at 6:37 p.m.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

ROLL CALL - OPEN SESSION

Present: Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
Absent: None
Excused: None

REPORT ON CLOSED SESSION/CONFIRMATION OF REPORTABLE ACTION

A report on Closed Session and confirmation of reportable action was given by City Attorney Teresa Highsmith.

PROCLAMATIONS AND PRESENTATIONS

4. Update from Napa County Supervisor Belia Ramos

Council received an update from Napa County Supervisor Belia Ramos.

5. Proclamation: Veterans Day

Mayor Washington announced the Veteran's Day proclamation. It was received by veteran Beth Marcus.

PUBLIC COMMENTS - ITEMS NOT ON CLOSED SESSION OR OPEN SESSION AGENDA

Mayor Washington opened public comments. Written comments: none. Oral comments: Nancy Nabrynski was called to speak; Susan Watkins was called to speak. The public comment period was closed.

AGENDA CHANGES

There were no changes to the agenda.

CONSENT CALENDAR

Action: Motion to adopt CONSENT CALENDAR made by Vice Mayor Mark Joseph, seconded by Councilmember Melissa Lamattina, and CARRIED by roll call vote.

Ayes: Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
Nays: None
Abstain: None
Absent: None

6. Minutes of October 21, 2025
Action: Approved the minutes of the City Council meeting held on October 21, 2025.

7. 2024 Annual Napa Airport Corporate Center Development Agreement Review
Action: Adopted Resolution 2025-88 finding that G3 Kelly Devlin LLC demonstrated "Good Faith Efforts" to comply with the Napa Airport Corporate Center Development Agreement obligations during Calendar Year 2024 (PL25-0012).

8. Marcus Road Extension
Action: Adopted Resolution 2025-89 approving Partial Acceptance of the Public Improvements Associated with the Watson Ranch Master Backbone Infrastructure Marcus Road Extension Project (DV24-0011)

9. Quarterly Investment Report for City and Fire District for Fiscal Year 2025-26 Quarter 1
Action: Received and filed the City and Fire District's Treasurer's Report for the quarter ended September 30, 2025.

PUBLIC HEARINGS

There were no Public Hearing items.

BUSINESS

10. Energy Independence and Affordability Act Letter of Support
Council received an Energy Independence and Affordability Act Letter of Support request from Anna Chouteau, Field Representative from Congressman Mike Thompson's Office. Mayor Washington opened public comments. Written comments: none. Oral comments:

Action: Motion to adopt Adopted Minute Order 2025-22 authorizing the mayor to sign a Letter of Support for the Federal Energy Independence and Affordability Act. made by Vice Mayor Mark Joseph, seconded by Councilmember Melissa Lamattina, and CARRIED by roll call vote.

Ayes: Councilmember Brando Cruz, Councilmember Melissa Lamattina, Councilmember David Oro, Vice Mayor Mark Joseph, Mayor Pierre Washington
Nays: None
Abstain: None
Absent: None

MANAGEMENT AND STAFF ORAL REPORTS

None

MAYOR/COUNCIL COMMENTS AND COMMITTEE REPORTS

11. City Council Committee Report - Councilmember David Oro

The mayor and council members provided oral reports and announced items of community interest.

FUTURE AGENDA ITEMS

12. Future Agenda Items of Note

ADJOURNMENT

The meeting was adjourned at 7:15 p.m.

Council returned to closed session. Closed session adjourned at 8:15 p.m.

CERTIFICATION

Respectfully Submitted,

_____

Taresa Geilfuss, City Clerk

COLANTUONO
HIGHSMITH
WHATLEY, PC

TERESA L. HIGHSMITH | 213-542-5703 | THIGHSMITH@CHWLAW.US

Our File No. 31004.0001

November 12, 2025

ATTORNEY-CLIENT PRIVILEGE
VIA ELECTRONIC MAIL

The Honorable Pierre Washington, Mayor
Members of the City Council
City of American Canyon
4381 Broadway, Suite 201
American Canyon, CA 94503

Re: **Report Upon Return from Closed Session, Special City Council Closed Session Meeting of the American Canyon City Council of October 21, 2025**

This communication sets forth reportable action, if any, of the City Council ("Council") of the City of American Canyon ("City"), consistent with provisions of the Ralph M. Brown Open Meeting Act (Government Code Section 54950, *et seq*.) resulting from the Closed Session of the City Council Closed Session Meeting of October 21, 2025, consistent with Government Code Section 54957.1, regarding the following matters:

1. Conference with Legal Counsel – Anticipated Litigation (Government Code Section 54956.9(d)(2).
   Number of Potential Cases: 1

2. Matters Relating to Public Employment—Public Employee Performance Evaluation (Government Code Section 54957
   Position: City Manager

Mayor Washington, Vice Mayor Joseph, Council Members Cruz, Lamattina and Oro convened in Open Session at 4:31 p.m. No public comments were offered. The closed session was recessed at 6:35 pm, in order to convene and attend the regularly scheduled open session City Council meeting. After the regularly scheduled open session City Council meeting was adjourned, the Council reconvened in closed session at 10 pm to continue its closed session discussions.

With respect to Closed Session Agenda matters 1 and 2 in each case direction was provided to staff and legal counsel, but there was no reportable action under the common law attorney-client privilege and that provided by Government Code Section 54956.9(d)(2).

The Closed Session concluded at 11:00 p.m.

This communication should be reviewed under the Consent portion of the Agenda of your next Regular or Special City Council Meeting.

Sincerely,

Teresa L. Highsmith

TLH:mom

cc: Jason B. Holley, City Manager
Juan Gomez, Assistant City Manager
Teresa Geilfuss, City Clerk

COLANTUONO
HIGHSMITH
WHATLEY, PC

TERESA L. HIGHSMITH | 213-542-5703 | THIGHSMITH@CHWLAW.US

Our File No. 31004.0001

November 12, 2025

ATTORNEY-CLIENT PRIVILEGE
VIA ELECTRONIC MAIL

The Honorable Pierre Washington, Mayor
Members of the City Council
City of American Canyon
4381 Broadway, Suite 201
American Canyon, CA 94503

Re: **Report Upon Return from Closed Session, Special City Council Closed Session Meeting of the American Canyon City Council of November 4, 2025**

This communication sets forth reportable action, if any, of the City Council ("Council") of the City of American Canyon ("City"), consistent with provisions of the Ralph M. Brown Open Meeting Act (Government Code Section 54950, *et seq*.) resulting from the Closed Session of the City Council Closed Session Meeting of November 4, 2025, consistent with Government Code Section 54957.1, regarding the following matters:

1. Matters Relating to Public Employment—Public Employee Performance Evaluation (Government Code Section 54957
   Position: City Manager

2. Conference with Legal Counsel – Existing Litigation. (Government Code Section 54956.9(d)(1):
   a. *City of American Canyon v. City of Vallejo, et al*. (Sacramento Superior Court Case No. 34-2022-00327471).
   b. *City of Vallejo v. City of American Canyon et al* . (Third District Court of Appeal Case No. C102070; formerly Sacramento County Superior Court Case No. 23WM000055).
   c. *City of Vallejo v. City of American Canyon et al* . (Sacramento County Superior Court Case No. 24WM000078).
   d. *City of Vallejo v. City of American Canyon et al*. (Marin County Superior Court Case No. CV0003752).
   e. *American Canyon 1, LLC and Napa Valley Ruins & Gardens, LLC v. City of American Canyon et al.* (Napa County Superior Court Case No. 25CV002277)

3. Conference with Legal Counsel – Anticipated Litigation (Government Code Section 54956.9(d)(2).
   Number of Potential Cases: 2

Mayor Washington, Vice Mayor Joseph, Council Members Cruz, Lamattina and Oro convened in Open Session at 4:30 p.m. No public comments were offered. The closed session was recessed at 6:40 pm, in order to convene and attend the regularly scheduled open session City Council meeting. After the regularly scheduled open session City Council meeting was adjourned, the Council reconvened in closed session at 7:17 pm to continue its closed session discussions.

With respect to Closed Session Agenda matters 1, 2 and 3 in each matter direction was provided to staff and legal counsel, but there was no reportable action under the common law attorney-client privilege and that provided by Government Code Section 54956.9(d)(2).

The Closed Session concluded at 8:07:00 p.m.

This communication should be reviewed under the Consent portion of the Agenda of your next Regular or Special City Council Meeting.

Sincerely,

Teresa L. Highsmith

TLH:mom

cc: Jason B. Holley, City Manager
Juan Gomez, Assistant City Manager
Teresa Geilfuss, City Clerk

TITLE

Northampton and Silver Oak Park Restroom Projects (PR23-0400 and PR23-0500)

RECOMMENDATION

Adopt a resolution 1) Awarding a construction contract to Benchmark Civil Construction in the amount of $257,032; and 2) Authorizing the Public Works Director to execute contract change orders up to the approved project budgets, in conjunction with the Northampton and Silver Oak Park Restroom Projects (PR23-0400 and PR23-0500).

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director
Ron Ranada, P.E., Senior Civil Engineer
David Miller, Capital Projects Coordinator

BACKGROUND & ANALYSIS

The City's Parks Master Plan and community feedback identified the need for permanent restroom facilities at Northampton Park and Silver Oak Park to replace the use of temporary portable units. The addition of prefabricated modular restrooms will enhance park accessibility, user convenience, and overall aesthetics while supporting long-term maintenance efficiency.

Each project consists of installing a city-purchased CXT Denali prefabricated restroom along with associated site improvements, including new sanitary sewer laterals, manholes, and domestic water connections; grading and installation of concrete pads with ADA-compliant flatwork; construction of underground utility stubs and connections to existing infrastructure; and minor landscape restoration following construction.

The Engineer's Estimate for the combined projects was $365,050. The city advertised the projects for public bid on October 14, 2025, and bids were opened on October 30, 2025.

Bidder	Total Bid Amount
Benchmark Civil Construction	$257,032.00

Broderick General Engineering	$294,874.30
Platinum General Engineering LLC	$320,914.14
Kingdom Pipelines, Inc.	$330,610.00
Argonaut Constructors	$359,835.00
Globe Engineering Development	$372,670.00
Kerex Engineering	$384,000.00
CWS Construction Group Inc	$385,062.50
Cestarollo Construction LLC	$426,400.00

Staff has reviewed the bid from Benchmark Civil Construction and determined it to be both responsive and responsible. The bidder holds a valid Class A Contractor's License, DIR registration, and all required certifications. The submitted bid represents reasonable and customary costs for the scope of work.

Staff therefore recommends that the City Council award the construction contract to Benchmark Civil Construction in the amount of $257,032.00 and authorize the Public Works Director to execute change orders within the approved project budgets.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Outdoors and Recreation: "Expand opportunities for use of outdoor recreation and an active and healthy lifestyle."

FISCAL IMPACT

Funding for these projects is available in the approved FY2025-26 Capital Improvement Program (CIP) budgets for:
PR23-0400 – Northampton Park Restroom Project, Fund 310 - Park Impact Fee - $525,900
PR23-0500 – Silver Oak Park Restroom Project, Fund 262 - LLAD Zone 2 - $665,000

Northampton Park Restroom (PR23-0400) - (Fund 310)

Description	**Amount**
Restroom Purchase	$150,327
RSA Design Services	$13,875
Staff Time	$12,000
Bid Price	$131,777
Construction Services	$13,177
Contingency	$19,766
Total	**$340,923**

Silver Oak Park Restroom (PR23-0500) - (Fund 262 LLAD Zone 2)

Description	Amount
Restroom Purchase	$150,327
RSA Design Services	$22,123
Staff Time	$66,500
Bid Price	$125,255
Construction Services	$12,526
Contingency	$20,885
Total	**$397,616**

ENVIRONMENTAL REVIEW

15303 - The Project is exempt from review under the California Environmental Quality Act ("CEQA") under the Class 3 exemption of construction or conversion of small structures of Section 15303 of Title 14 of the California Code of Regulations and said exemption is not negated by any exception under Section 15300.2 of said Regulations.

COMMUNICATION

Level 2: Targeted Communication

This project will temporarily affect access, parking, and park use in specific neighborhoods. The City's Communications Team will assist in preparing targeted outreach materials and public information consistent with this level of engagement. Public outreach will begin prior to the November 18, 2025, Council meeting at which the construction contract is scheduled for award. Early communications will introduce the project, identify the upcoming Council consideration, and direct residents to a dedicated project webpage. Following Council award, staff will implement a coordinated communications plan in partnership with the Communications Team that includes:

Project Webpage: A dedicated page under Capital Projects – Parks with project overview, schedule, map, and updates.

Social Media Posts: Announcement of Council award and construction start, periodic progress updates, and completion notice.

City Manager's Update / Newsletter: Short project feature to maintain community awareness.

Site Signage: Informational posters at Northampton Park and Silver Oak Park identifying construction dates, safety fencing, and contact information.

Targeted Resident Notices: Door hangers or mailers delivered to homes within approximately 500 feet of each park prior to mobilization.

Ongoing Updates: Bi-weekly progress notes and photos on the City website during active construction and a completion announcement upon reopening.

Construction is anticipated to begin in early December 2025 and last approximately 60 days. Messaging will emphasize temporary disruption, public safety, and the long-term community benefit of new ADA-accessible restrooms and upgraded utilities. Staff will coordinate with the Communications Team throughout the project to ensure content is accurate, accessible, and aligned

with Citywide messaging standards.

A short Communications Plan, following the City's Level 2 template, will be prepared in coordination with the Communications Team prior to construction mobilization.

ATTACHMENTS:

1. Resolution - Northampton and Silver Oak Parks Projects
2. Northampton Park Restroom Site Plan
3. Silver Oak Park Restroom Site Plan
4. Northampton Park Restroom Rendering
5. Silver Oak Park Restroom Rendering

RESOLUTION NO. 2025-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON AWARDING A CONSTRUCTION CONTRACT TO BENCHMARK CIVIL CONSTRUCTION IN THE AMOUNT OF $257,032; AND AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE CONTRACT CHANGE ORDERS UP TO THE APPROVED PROJECT BUDGETS, IN CONJUNCTION WITH THE NORTHAMPTON AND SILVER OAK PARK RESTROOM PROJECTS (PR23-0400 AND PR23-0500).

WHEREAS, the primary objective of the Northampton and Silver Oak Park Restroom Projects (PR23-0400 and PR23-0500; collectively "Projects") is to provide permanent, prefabricated modular restroom facilities and associated site improvements to enhance accessibility and convenience for park users; and

WHEREAS, the Projects will each include installation of new sanitary sewer laterals and manholes, domestic water service connections, grading and flatwork, restroom pads, and underground utility stubs in preparation for City-purchased CXT Denali prefabricated restrooms; and

WHEREAS, the Engineer's Estimate for the combined projects was $365,050; and

WHEREAS, the City solicited competitive bids for the Projects on October 14, 2025, and on October 30, 2025, the following bids were received; and

Bidder	**Total Bid Amount**
Benchmark Civil Construction	$257,032.00
Broderick General Engineering	$294,874.30
Platinum General Engineering LLC	$320,914.14
Kingdom Pipelines, Inc.	$330,610.00
Argonaut Constructors	$359,835.00
Globe Engineering Development	$372,670.00
Kerex Engineering	$384,000.00
CWS Construction Group Inc	$385,062.50
Cestarollo Construction LLC	$426,400.00

WHEREAS, staff has reviewed the bid from Benchmark Civil Construction and found it to be both responsive and responsible; and

WHEREAS, staff has verified that the bid prices reflect reasonable and customary costs for the scope of work required; and

WHEREAS, sufficient funds are available in the approved FY2025-26 Capital Improvement Program budgets for the Northampton Park Restroom Project (PR23-0400) Parks Impact Fee Fund 310 and Silver Oak Park Restroom Project (PR23-0500) LLAD Zone 2 Fund 262 to fund this contract; and

WHEREAS, staff recommends that the City Council award the construction contract to Benchmark Civil Construction in the amount of $257,032 and authorize the Public Works Director to execute contract change orders within the limits of the approved project budgets.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby awards a construction contract to Benchmark Civil Construction in the amount of $257,032 for the Northampton and Silver Oak Park Restroom Projects (PR23-0400 / PR23-0500) and authorizes the Public Works Director to execute contract change orders in an aggregate amount not to exceed the approved project budget.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 18th day of November 2025, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

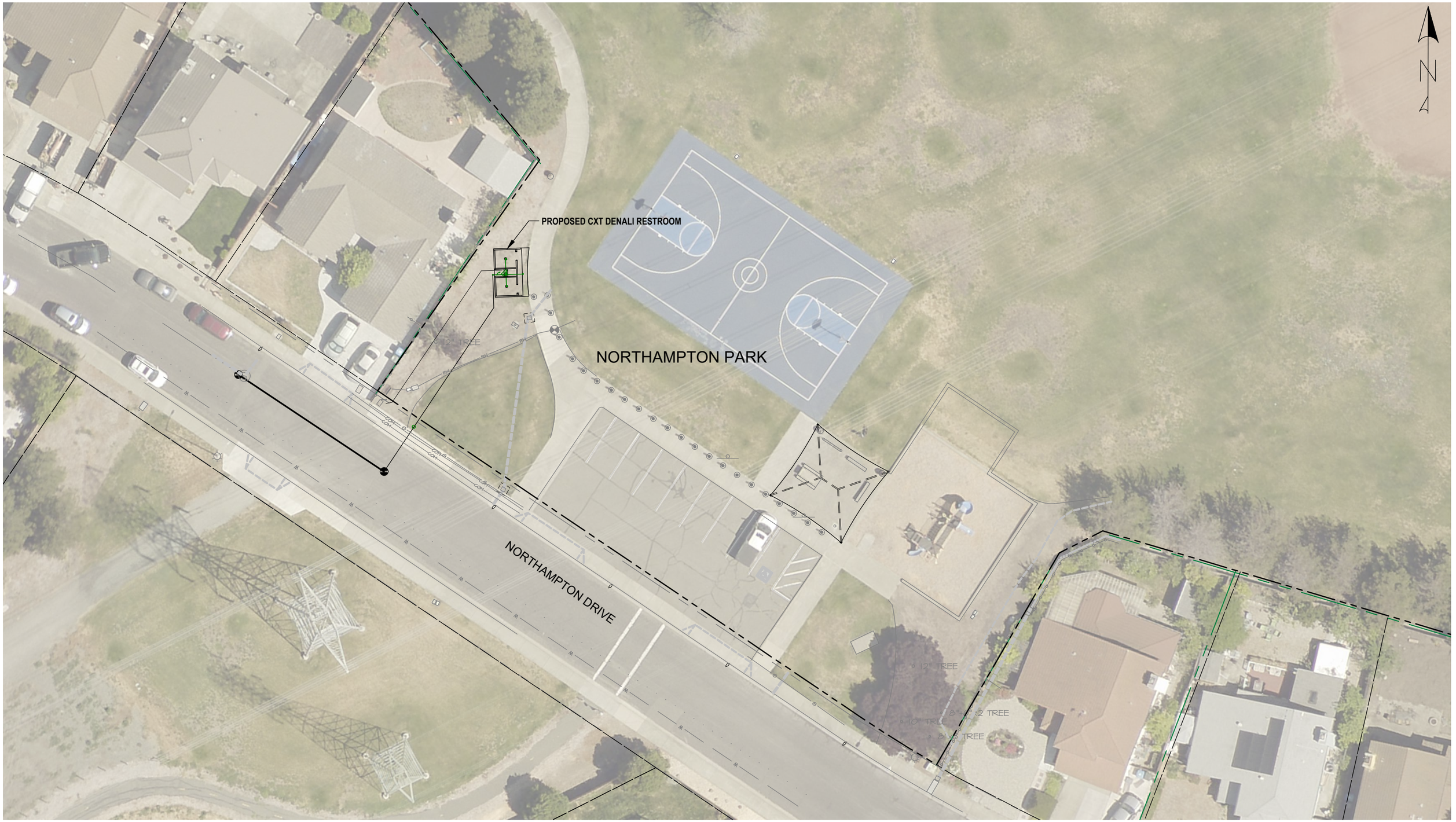
_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVE AS TO FORM:

_____
Teresa L. Highsmith, City Attorney



MARK	DATE	DESCRIPTION	BY	APPR.

CITY OF AMERICAN CANYON

LIMIT OF SURVEY

DSGN	DM
DRWN	DM
CHKD	RR
1" = 40'	

BAR IS ONE INCH ON ORIGINAL DRAWING.

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DEPARTMENT OF PUBLIC WORKS

ENGINEERING

4381 BROADWAY STE 201, AMERICAN CANYON, CA 94503
PH (707) 647-4559 ♦ WWW.CITYOFAMERICANCANYON.ORG

CITY OF AMERICAN CANYON

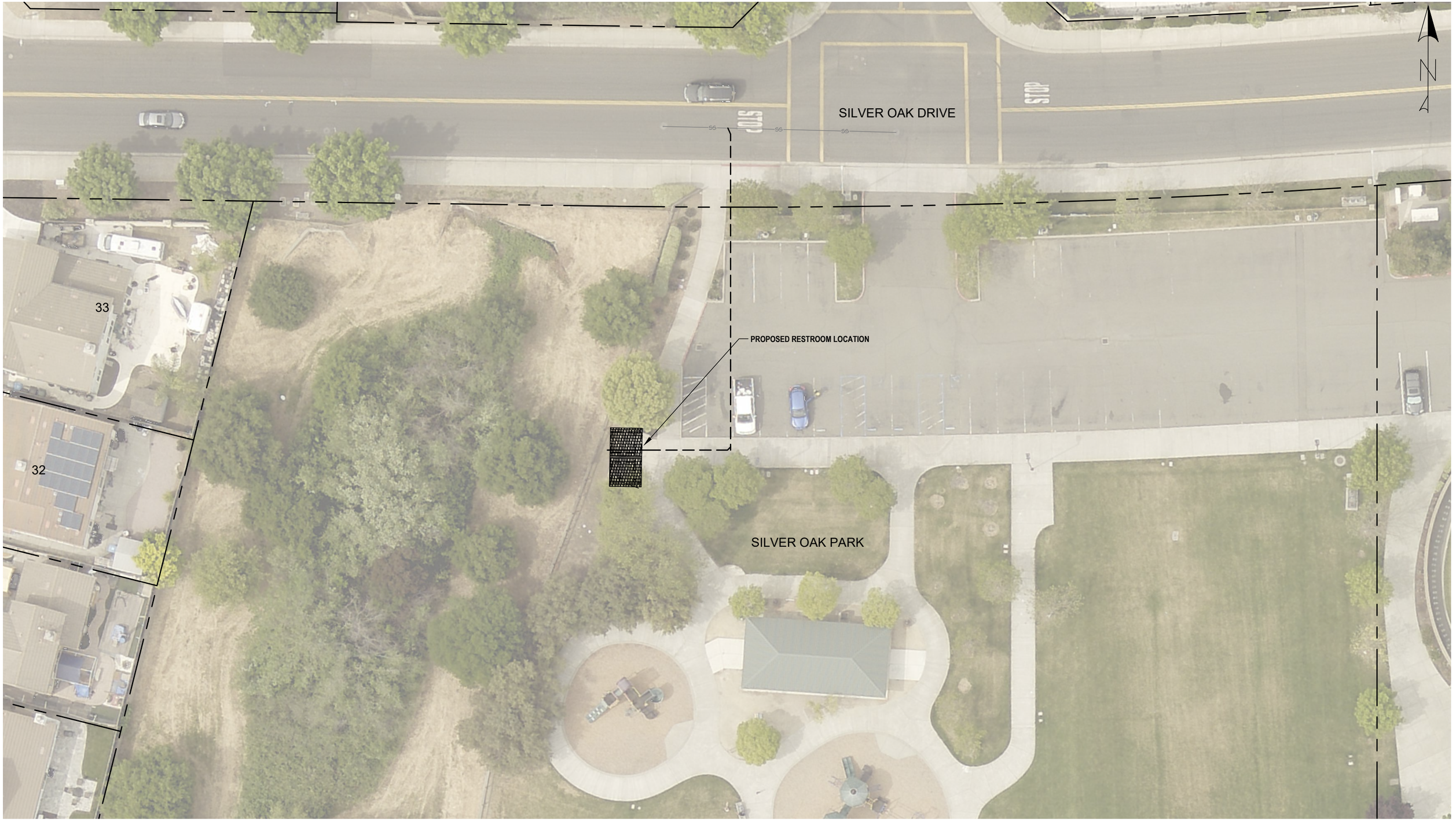
RESTROOM LOCATION NORTHAMPTON PARK

SITE PLAN EXHIBIT

PROJECT NO. PR23-0400

DRAWING NO. EXB-1

SHT 01 OF 19



MARK	DATE	DESCRIPTION	BY	APPR.

CITY OF AMERICAN CANYON

DSGN	DM
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CHKD	EAS
1" = 30'	

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DEPARTMENT OF PUBLIC WORKS

ENGINEERING

4381 BROADWAY STE 201, AMERICAN CANYON, CA 94503
PH (707) 647-4559 ♦ WWW.CITYOFAMERICANCANYON.ORG

CITY OF AMERICAN CANYON

RESTROOM LOCATION SILVER OAK PARK

SITE PLAN EXHIBIT

PROJECT NO. PR23-0700

DRAWING NO. EXB-1

SHT 01 OF 20




RESTROOM
RESTROOM

TITLE

American Canyon Building and Construction Codes Update

RECOMMENDATION

Waive first reading, read by title only, and adopt an Ordinance amending American Canyon Municipal Code Title 16 to repeal and replace the 2022 California Building Standards Code with the 2025 edition with local amendments; and repeal and replace the 2021 International Property Maintenance Code with the 2024 edition and related model codes with appendices and amendments as identified through express findings of local necessity.

CONTACT

Brent Cooper, AICP, Community Development Director
Ron Beehler, SE, CBO, Contract Building Official

BACKGROUND & ANALYSIS

The California Building Standards Commission (CBSC) oversees the adoption, publication, and implementation of the California Building Codes, which are contained in the California Code of Regulations, Title 24. Since 1989, the CBSC has published triennial editions of these codes. The most recent Edition of the California Building Standards was adopted by the Commission in July 2025 and will become effective in every California jurisdiction on January 1, 2026.

The proposed Building Code Ordinance will update the City's Municipal Code and incorporate local amendments for portions of the 2025 California Building Standards, thereby creating local editions. Adoption Process Summary Exhibit A to Attachment 1 lists each part of the Building Standards Code, the name of the corresponding Code, its status between 2019 and 2019, the recommended action for the new code adoption, and its proposed location within Title 16 of the City's Municipal Code. In addition to the 2025 California Building Codes, the most recent 2024 International Property Maintenance Code (IPMC) is included in this update. The 1997 Uniform Code for the Abatement of Dangerous Buildings has not been updated and will remain unchanged.

The California Health and Safety Code allows local jurisdictions to modify the California Building Standards Code, and adopt alternative or more restrictive requirements under two conditions:

- The local modifications must be substantially equivalent to, or more stringent than, building

standards published in the California Building Standards Code; and
- The local jurisdiction is required to make specific findings that the changes are reasonably necessary because of local climatic, geological or topographic conditions.

Local modifications in the new ordinance remain the same as the previous code cycle. The proposed Building and Construction Codes are included as Attachment 1, Exhibit A. Local amendments and administrative clarifications are explained with a Justification under neath each amendment. The findings to authorize local amendments are included in Attachment 1, Exhibit B.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

There is no fiscal impact related to this code adoption. Costs associated with training and updated code materials were included in the FY 25/26 Budget.

ENVIRONMENTAL REVIEW

Adoption of the proposed Ordinance is not a project that has the potential for causing a significant effect on the environment and therefore is not subject to review under the California Environmental Quality Act (CEQA). In addition, the proposed ordinance amendment is exempt under the definition of Project in Section 15378 (b) (3) in that it concerns general policy and procedure making.

COMMUNICATION

Level 0: No Further Public Communication Needed

ATTACHMENTS:

1. 2025 Building Code Ordinance

ORDINANCE NO. 2025-____

AN ORDINANCE AMENDING AMERICAN CANYON MUNICIPAL CODE TITLE 16 TO REPEAL AND REPLACE THE 2022 CALIFORNIA BUILDING STANDARDS CODE WITH THE 2025 EDITION WITH LOCAL AMENDMENTS; AND REPEAL AND REPLACE THE 2021 INTERNATIONAL PROPERTY MAINTENANCE CODE WITH THE 2024 EDITION AND RELATED MODEL CODES WITH APPENDICES AND AMENDMENTS AS IDENTIFIED THROUGH EXPRESS FINDINGS OF LOCAL NECESSITY

WHEREAS, in July 2025, the California Building Standards Commission ("Commission") adopted the California Codes as part of the California State Building Standards Code; and

WHEREAS, California Health and Safety Code Section 17958.5 authorizes cities and counties to modify the California State Building Standards Code by adopting more restrictive standards if such entities determine that such standards are reasonably necessary because of local climatic, geological or topographical conditions; and

WHEREAS, the City of American Canyon has reviewed each of the referenced California and model Codes and it has been determined that certain local amendments are necessary to protect the health, safety, and welfare of its residents; and

WHEREAS, Government Code section 50022 et seq., empowers the City to adopt by reference various Codes including the CALIFORNIA BUILDING CODE, 2025 Edition; CALIFORNIA RESIDENTIAL CODE 2025 Edition; CALIFORNIA ELECTRICAL CODE, 2025 Edition; the CALIFORNIA MECHANICAL CODE, 2025 Edition; the CALIFORNIA PLUMBING CODE, 2025 Edition; the CALIFORNIA ENERGY CODE, 2025 Edition; the CALIFORNIA HISTORICAL CODE, 2025 Edition; the CALIFORNIA EXISTING BUILDING CODE, 2025 EDITION; the CALIFORNIA GREEN BUILDING CODE, 2025 EDITION; the CALIFORNIA ADMINISTRATIVE CODE, 2025 EDITION; the CALIFORNIA REFERENCED STANDARDS CODE, 2025 EDITION; and the INTERNATIONAL PROPERTY MAINTENANCE CODE, 2024 EDITION; INTERNATIONAL SWIMMING POOL AND SPA CODE, 2024 EDITION; CALIFORNIA WILDLAND-URBAN INTERFACE CODE, 2025 EDITION; and

WHEREAS, pursuant to the Government Code, the City has adopted by reference various provisions of the above referenced California and model Codes, subject to particular additions, amendments and deletions as set forth in the Municipal Code; and

WHEREAS, on November 1, 2025 the City Council conducted a duly noticed public hearing considered all of the written and oral testimony presented at the public meeting in making its decision.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: **Repeal and Replace** Chapters 16.01 through 16.18 of the City of American Canyon Municipal Code.

- CHAPTER 16.01 GENERAL PROVISIONS;
- CHAPTER 16.02 CALIFORNIA BUILDING CODE, 2025 EDITION;
- CHAPTER 16.03 CALIFORNIA RESIDENTIAL CODE 2025 EDITION;
- CHAPTER 16.04 CALIFORNIA ELECTRICAL CODE, 2025 EDITION;
- CHAPTER 16.05 CALIFORNIA MECHANICAL CODE, 2025 EDITION;

- CHAPTER 16.06 CALIFORNIA PLUMBING CODE, 2025; EDITION;
- CHAPTER 16.07 CALIFORNIA ENERGY CODE, 2025 EDITION;
- CHAPTER 16.08 CALIFORNIA HISTORICAL CODE, 2025 EDITION;
- CHAPTER 16.09 CALIFORNIA EXISTING BUILDING CODE, 2025 EDITION;
- CHAPTER 16.11 CALIFORNIA GREEN BUILDING STANDARDS CODE, 2025 EDITION;
- CHAPTER 16.16 CALIFORNIA ADMINISTRATIVE CODE, 2025 EDITION;
- CHAPTER 16.17 CALIFORNIA REFERENCE STANDARDS CODE; 2025 EDITION;
- CHAPTER 16.18 INTERNATIONAL PROPERTY MAINTENANCE CODE, 2024 EDITION;
- CHAPTER 16.19 INTERNATIONAL SWIMMING POOL AND SPA CODE, 2024 EDITION; and
- CHAPTER 16.20 CALIFORNIA WILDLAND-URBAN INTERFACE CODE, 2025 EDITION.

AMENDING THOSE UNIFORM CODES AND CALIFORNIA BUILDING STANDARDS AS IDENTIFIED HEREIN THROUGH EXPRESSED FINDINGS OF LOCAL NECESSITY; and all other ordinances or parts of ordinances in conflict herewith are hereby repealed as set forth in Exhibit A, attached herein and incorporated by reference.

SECTION 2: **Amend** the following Chapters: 16.01 GENERAL PROVISIONS; and 16.15 STREAMLINED RESIDENTIAL ROOFTOP SOLAR ENERGY PERMIT.

SECTION 3: **No Change** to the following Chapters: 16.10 UNIFORM CODE FOR THE ABATEMENT OF DANGEROUS BUILDINGS; 16.12 SAFETY ASSESSMENT PLACARDS; 16.13 REPAIR AND RECONSTRUCTION CODE; and 16.14 WATER EFFICIENT LANDSCAPING.

SECTION 4: The City Council of the City of American Canyon finds and declares that the additions, modifications, and changes made to these codes are necessary for protection of public health, safety, and welfare due to climatic, geological, or topographical conditions. These amendments are authorized under Health and Safety Code Sections 18941.5 and 17958 and are read as set forth in Exhibit B.

SECTION 5: The adoption of the proposed ordinance is not a project that has the potential for causing a significant effect on the environment and therefore is not subject to review under the California Environmental Quality Act (CEQA). In addition, the proposed ordinance amendment is exempt under the definition of Project in Section 15378 (b) (3) in that it concerns general policy and procedure making.

SECTION 6: The Mayor shall sign this Ordinance and the City Clerk shall attest thereto and shall within fifteen days of its adoption cause a summary of it to be published in a newspaper and circulated in the City and thereupon and thereafter this Ordinance shall take effect and be in force according to law.

SECTION 7: This ordinance is enacted pursuant to and in compliance with Health and Safety Code Section 18941.5 and as expressly permitted in Government Code Section 50022.2. For all codes, the effective date of this Ordinance shall be January 1, 2026.

SECTION 8: The City Clerk is hereby directed to file a copy of this ordinance with the California Building Standards Commission of the State of California.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of American Canyon, State of California, held on the 18th day of November, 2025 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

The foregoing Ordinance was adopted at a regular meeting of the City Council of the City of American Canyon, State of California, held on the _____ day of _____, _____, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

APPROVED AS TO FORM:

_____
Taresa Geilfuss, CMC, City Clerk

_____
Teresa Highsmith, City Attorney

Exhibit A Local Building Codes
Exhibit B Required Findings and Determination

EXHIBIT A

Title 16 BUILDING AND CONSTRUCTION CODES
Chapters
16.01 General Provisions (NO CHANGES)
16.02 California Building Code (AMENDED CHAPTER)
16.03 California Residential Code (AMENDED CHAPTER)
16.04 California Electrical Code (AMENDED CHAPTER)
16.05 California Mechanical Code (AMENDED CHAPTER)
16.06 California Plumbing Code (AMENDED CHAPTER)
16.07 California Energy Code (AMENDED CHAPTER)
16.08 California Historical Building Code (AMENDED CHAPTER)
16.09 California Existing Building Code (NEW CHAPTER)
16.10 Uniform Code for the Abatement of Dangerous Buildings (NO CHANGES)
16.11 California Green Building Standards Code (NEW CHAPTER)
16.12 Safety Assessment Placards (NO CHANGES)
16.13 Repair and Reconstruction (AMENDED CHAPTER)
16.14 Water-Efficient Landscaping (AMENDED CHAPTER)
16.15 Streamlined Residential Rooftop Solar Energy Permit (AMENDED CHAPTER)
16.16 California Administrative Code (NO CHANGES)
16.17 California Reference Standards Code (NO CHANGES)
16.18 International Property Maintenance Code (NO CHANGES)
16.18 International Swimming Pool and Spa Code (NEW CHAPTER)
16.18 International Wildland Interface Code (NEW CHAPTER)

****Note to Codifier: Chapters that remain unchanged are not included in this document. Only new and amended chapters are presented below.**

Chapter 16.02 CALIFORNIA BUILDING CODE

16.02.010 Title.

This chapter shall be cited as the California Building Code of the city and any reference in the city municipal code or any chapter thereof to the California Building Code applies to this chapter.

16.02.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Building Code, 2025 Edition," published and copyrighted by the International Code Council. The documents identified in this section are adopted in their entirety excepting additions, revisions and omissions listed in Sections 16.02.030 through 16.02.260 of this chapter. A copy of the adopted California Building Code shall be kept on file in the office of the Building Official for use and examination by members of the public.

16.02.030 Appendices.

The Building Code as adopted by Section 16.02.020 is amended and adopted with the following appendices:

Appendix Chapter C, Group U – Agricultural Buildings

Appendix Chapter F, Rodent Proofing

Appendix Chapter G, Flood Resistant Construction

Appendix Chapter H, Signs

Appendix Chapter I, Patio Covers

Appendix Chapter J, Grading

Appendix Chapter Q, Emergency Housing

JUSTIFICATION: Appendix C and Q are a part of the Building Code and not a local amendment.

16.02.040 Findings and determination.

As permitted in Health and Safety Code Section 17958.7, the City of American Canyon finds and determines the local amendments to the 2025 California Building Code are either administrative in nature or reasonably necessary to protect the health, safety and general welfare of the public due to local climatic, geological or topographical conditions. Those findings are as follows:

Express Finding Number 1: Climatic. The city is located in a climatic zone with precipitation ranging from fifteen to twenty-six inches per year. Ninety-five percent of precipitation falls during the months of November through April, leaving a dry period of approximately six months each year. Relative humidity remains moderate most of the time. High temperatures in the summer average in the mid-eighty degrees Fahrenheit and in the winter in the mid-fifty degrees Fahrenheit. Prevailing winds in the area are common with gusts up to thirty-five miles per hour. These climatic conditions, along with our topography, necessitate a greater requirement for fire-sprinklers in residential construction, a minimum Class A roof covering and adequate spark arrestors.

Express Finding Number 2: Geological. The city is located in Seismic Design Category D, which is indicative of high seismic vulnerability. The West Napa fault is documented to be present in our city. The area includes various soil conditions and areas with significant movement potential. Buildings and other structures in Seismic Design Category D can experience major seismic damage. These geological conditions necessitate the prohibition of gypsum as a lateral-resisting building element, and the restriction of Portland cement plaster as a lateral-resisting building element to one story structures of R-3 and U-1 occupancies.

Express Finding Number 3: Topographical. Areas of highly combustible dry grasses, weeds, brush and trees adjacent to structures are common throughout the city. Above ground electrical power transmission lines are suspended through trees and above large areas of dry vegetation. The arrangement of man-made features around many buildings greatly limits any approach to all but one side of a building. The area immediately adjacent to the eastern border of the city has been classified as high and very high fire severity zones under the Fire and Resource Assessment Program of the California Department of Forestry and Fire Protection. These topographical conditions, along with our climate, necessitate a greater requirement for fire-sprinklers in residential construction, a minimum Class A roof covering and adequate spark arrestors.

16.02.060 Amend Section 101.4.1 Gas.

Section 101.4.1 first sentence is amended to read as follows:

101.4.1 Gas. The provisions of the California Plumbing Code and California Mechanical Codes shall apply in the installation of gas piping from the point of delivery, gas appliances and related accessories as covered in this code.

The remainder of the paragraph is retained as published.

16.-02.070 Amend section 105.2 exception 1 Work exempt from permit

Section 105.2 exception 1. is hereby deleted and amended to read as follows:

1. One-story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided that the floor area does not exceed 120 square feet. It is permissible that these structures still be regulated by Section 337 despite exemption from permit.

***JUSTIFICATION: This code amendment clarifies permit exemptions and maintains permit application for occupied structures, per* Health and Safety Code Section 17958.7**.

16.02.080 Amend Section 105.5 Expiration

Section 105.5. is hereby deleted and amended to read as follows:

Every permit issued by the Building Official under the provisions of this code shall expire by limitation and become null and void if the building, structure, equipment or work authorized by such permit is not commenced within twelve (12) months from the date of such permit, or if the building, structure, equipment or work authorized by such permit is suspended or abandoned at any time after the work is commenced for a period of one hundred eighty (180) days.

Before such work can recommence, a new permit shall be first obtained to do so, and the recommence fee shall be one half the amount required for a new permit (i.e. building, electrical, plumbing and mechanical fees only) for such work, provided no changes have been made or will be made in the original plans and specifications for such work, and provided further that such suspension or abandonment has not exceeded one year. In order to renew a permit after expiration for over one year, the permittee shall pay new full permit fee. The maximum life of any permit is three (3) years.

Any permittee holding an unexpired permit may apply for an extension of the time within which work may commence under that permit when the permittee is unable to commence work within the time frame required by this section for good and satisfactory reasons. The Building Official may extend the time for action by the permittee for a period not exceeding one hundred eighty (180) days on written request by the permittee showing that circumstances beyond the control of the permittee have prevented action from being taken.

JUSTIFICATION: Amending the Expiration provisions in the Building Code is an administrative function of the Building Official. The permit timeline from 180 days to 12 months was extended per AB2913.

16.02.090 Amend Section 107.1.2 Electric vehicle charging stations.

Section 107.1.2 of Chapter 1 of Division II of the California Building Code is hereby added to read:

107.1.2 Electric vehicle charging stations. Applications for electric vehicle charging stations may be processed utilizing the City of American Canyon Electric Vehicle Charging Station Expedited/Streamlined ordinance.

16.02.095 Amend Section 202 General definitions.

Section 202 of Chapter 2 of the California Building Code is hereby amended to add or modify the following definitions to read:

City of American Canyon Electric Vehicle Charging Station Expedited/Streamlined Permitting Process: A ministerial permitting process for electric vehicle charging station installations that utilizes an application checklist to expedite review of an electric vehicle charging station permit. For such installations, the process, including permit issuance, may be conducted entirely online utilizing digital forms or may be conducted at the City's Building Permit Counter utilizing printed forms.

JUSTIFICATION: Amendments to the Electric Vehicle Charging Station clarify the applicable Building Code, and is not a local amendment.

16.02.100 Amend Section 109.2 Schedule of permit fees.

Section 109.2 is deleted and replaced as follows:

109.2 Permit fees. Each building, structure, structure, electrical, gas, mechanical, and plumbing system or alteration that requires a permit shall include a fee payment in accordance with a schedule established by City Council Resolution.

The Chief Building Official or his or her designee shall collect fees for permits and services specified in this title. Where the Chief Building Official Director or his designee finds that the fees prescribed in this title do not cover the cost of providing the service which is the subject of the fee, the Chief Building Official or his or her designee may charge a supplemental fee for the unpaid cost of the services provided.

JUSTIFICATION: The proposed changes capitalize position titles as per usual practice.

16.02.110 Amend Section 109.4 Work commencing before permit issuance.

Section 109.4 is deleted and replaced as follows:

109.4 Work commencing before permit issuance. Any person who commences any work on a building, structure, electrical, gas, mechanical or plumbing system before obtaining the necessary permits shall be subject to a fee establish by the building official that shall be in addition to the required permit fees. An investigation fee, in addition to the permit fee, shall be collected whether or not a permit is then or subsequently issued. The investigation fee shall not exceed five times the permit fee required by this code. The minimum investigation fee set forth in the fee schedule adopted by this jurisdiction or a lesser fee than the fee resolution may be permitted on the merits of each individual case by the Building Official. The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code nor from any penalty prescribed by law.

JUSTIFICATION: This Local Code Amendment is brought forward from the 2022 Code Adoption.

16.02.120 Amend Section 901.2 Fire protection systems.

Chapter 9, Section 901.2 is hereby amended by repealing the first two sentences of Section 901.2 (thus, the provisions of Section 902.2.1 remain in effect) and replacing it with the following:

901.2 Construction documents. The Fire Chief shall have the authority to require construction documents and calculations for all fire protection systems and to require permits be issued for the installation, rehabilitation or modification of any fire protection system. Construction documents for fire protection systems shall be submitted for review and approval prior to the issuance of a building permit.

JUSTIFICATION: This Local Code Amendment is brought forward from the 2022 Code Adoption.

16.02.130 Amend Section 903.2 Where required.

Section 903.2 of Chapter 9 is deleted in its entirety based upon Express Findings 1 and 3 in Section 16.02.040, and replaced with the following section:

903.2: Item 1, Approved automatic sprinkler systems shall be installed throughout all existing commercial or multi-family residential building when the floor area of an addition (including mezzanines) exceeds 50% of the existing floor area of the building or when an additional story is added.

903.2: Item 2, Any change of occupancy when the proposed new occupancy classification is more hazardous based on a fire and life safety evaluation by the Fire Code Official and Building Code Official, including conversion of buildings to single-family residences, accessory dwelling units, bed and breakfast, inns, lodging houses or congregate residences for 10 or less persons or other similar uses an automatic fire sprinkler system shall be installed throughout.

903.2 Where required. Approved automatic fire sprinkler systems shall be provided in new and existing buildings in the locations described in this section.

903.2.1 New Construction.

Regardless of any exception listed above or in the remainder of this code or the California Building Code, all buildings shall be equipped throughout with an approved fully automatic fire sprinkler system.

Fire Sprinklers shall not be required if one or more of the following exceptions are met:

1. Must comply with the American Canyon General Building Standards for residential, multi-family residential, commercial and industrial occupancies.

2. When approved by the Fire Code Official spaces or areas in telecommunications buildings used exclusively for telecommunications equipment, associated electrical power distribution equipment, batteries and standby engines, provided those spaces or areas are equipped throughout with an automatic fire alarm system and are separated from the remainder of the building by fire barriers consisting of no less than 1-hour fire-resistance-rated wall and 2-hour fire-resistance-rate floor/ceiling assemblies.

3. Automatic fire sprinkler protection for fixed guideway transit systems shall be as per Section 903.2.17.

4. Detached Group U private garages and carports accessory to a Group R-3 occupancy and less than 1,000 square feet and with non-habitable space above.

5. Detached pool houses, workshops, barns and similar structures, built in conjunction with existing non-sprinkled single-family residences and provided the new structure is less than 1,000 square feet and is not intended for use as a dwelling unit.

6. Detached non-combustible canopies less than 3,000 square feet in roof area used exclusively for vehicle washing facilities or vehicle fuel dispensing stations.

7. Group B or M occupancies less than 600 square feet.

8. Detached, unenclosed gazebos, solar trellises or shade structures less than 1,000 square feet.

9. Detached restroom facilities associated with golf courses, parks and similar uses.

903.2.2 Additions. An automatic sprinkler system shall be installed throughout any existing commercial or multi-family residential building when the floor area of an addition (including mezzanines) within any three-year period exceeds 50% of the existing floor area of the building or when an additional story is added.

903.2.3 Change of occupancy. Any change of occupancy when the proposed new occupancy classification is more hazardous based on a fire and life safety evaluation by the Fire Code Official and Building Code Official, including conversion of buildings to single-family residences, accessory dwelling units, bed and breakfast, inns, lodging houses or congregate residences for 10 or less persons or other similar uses an automatic fire sprinkler system shall be installed throughout.

903.2.4 Floor control valves. Approved supervised indicating control valves and flow switches shall be provided at the point of connection to the riser on each floor in buildings two or more stories in height.

903.2.8 Group R. An automatic sprinkler system installed in accordance with Section 903.3 shall be provided throughout all buildings with a Group R fire area.

An automatic sprinkler system designed in accordance with Section 903.3.1.3 shall not be utilized in Group R-2.1 or Group R-4 Occupancies.

JUSTIFICATION: These Code Amendments were brought forward from the 2022 Code Adoption.

16.02.140 Amend Section 905.3.1 Height.

Item 2 of Section 905.3.1 is deleted based upon Express Findings 1 and 3 in Section 16.02.040, and replaced with the following section:

905.3.1 Height.

2. Class I standpipes shall be installed in buildings three or more stories in height with approved outlets provided at each level including the roof when required by the Fire Code Official.

16.02.150 Amend California Building Code Table 1505.1 Minimum Roof Covering Classification.

Table 1505.1 is to be deleted and based upon Express Findings 1 and 3 in Section 16.02.040, and replaced with the following:

Table 1505.1

MINIMUM ROOF COVERING CLASSIFICATION

FOR TYPES OF CONSTRUCTION

IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
A	A	A	A	A	A	A	A	A

JUSTIFICATION: This Local Code Amendment is brought forward from the 2022 Code Adoption.

16.02.160 Amend Section 1512 Reroofing.

Section 1512 is amended and based upon Express Findings 1 and 3 in Section 16.02.040, to add the following section:

1512.6 Spark arrestor. Whenever a permit has been issued for reroofing a spark arrestor conforming to Section 2802 shall be installed (or the existing replaced if not in conformance with Section 2802) on all fireplace chimneys before final inspection and approval.

JUSTIFICATION: This Local Code Amendment is brought forward from the 2022 Code Adoption with an update to the Building Code reference number.

16.02.180 RESERVED

16.02.190 Amend Section 1809.8 Plain concrete footings.

Delete Section 1809.8 and replace as follows:

1809.8 Plain concrete footings. The edge thickness of plain concrete footings supporting walls of other than light-frame construction shall not be less than 8 inches (203 mm) where placed on soil and in all cases, as a minimum, one ½" (51 mm) continuous rebar shall be placed at the top and at the bottom of all grade beams and spread footings.

Exception: For plain concrete footings supporting Groups R-3 and one-story Group U occupancies the edge thickness is permitted to be 6 inches (152 mm), provided that the footing does not extend beyond a distance greater than the thickness of the footing on either side of the supported wall. In all cases, as a minimum, one ½" (51 mm) continuous rebar shall be placed at the top and at the bottom of all grade beams and spread footings.

JUSTIFICATION: This Local Code Amendment is brought forward from the 2022 Code Adoption.

16.02.210 Amend Section 1905.1.7 ACI 318-19, Section 14.1.4.

Section 1905.1.7 is deleted and based upon Express Findings 1 and 3 in Section 16.02.040 is amended to read as follows:

1905.1.7 ACI 318, Section 22.10. Delete ACI 318, Section 22.10, and replace with the following:

22.10 - Plain concrete in structures assigned to seismic design category C, D, E or F.

22.10.1 - Structures assigned to Seismic Design Category C, D, E or F shall not have elements of structural plain concrete, except as follows:

(a) Isolated footings of plain concrete supporting pedestals or columns are permitted, provided the projection of the footing beyond the face of the supported member does not exceed the footing thickness.

Exception: In detached one- and two-family dwelling three stories or less in height, the projection of the footing beyond the face of the supported member does not exceed the footing thickness.

(b) Plain concrete footing supporting walls are permitted, provided the footings have at least two continuous longitudinal reinforcing bars. Bars shall not be smaller than No. 4 and shall have a total area of not less than 0.002 times the gross cross-sectional area of the footing. A minimum of one bar shall be provided at the top and bottom of the footing. Continuity of reinforcement shall be provided at corners and intersections.

Exception: In detached one- and two-family dwellings three stories or less in height and constructed with stud bearing walls, plain concrete footings with at least two continuous longitudinal reinforcing bars not smaller than No. 4 are permitted to have a total area of less than 0.002 times the gross cross-sectional area of the footing.

16.02.220 Amend Section 1907.1 General.

Section 1907.1 General is deleted and based upon Express Findings 1 and 3 in Section 16.02.040 is amended to read as follows:

JUSTIFICATION: This Local Code Amendment is brought forward from the 2022 Code Adoption.

1907.1 General. The thickness of concrete floor slabs supported directly on the ground shall not be less than 3 1/2 inches (89 mm). A ~~6~~ 10-mil (0.01 inch; 0.254 mm) polyethylene retarder with joints lapped not less than 6 inches (152 mm) shall be placed between the base course or subgrade and the concrete floor slab, or other approved equivalent methods or materials shall be used to retard vapor transmission through the floor slab. As a minimum and in all cases where a slab is to be placed inside of a building, the slab shall be reinforced with not less than six inches by six inches ten gauge welded wire mesh or an approved alternate installed at mid height of the slab.

Exception: A vapor retarder is not required:

1. For detached structures accessory to occupancies in Group R-3, such as garages, utility buildings or other unheated facilities.
2. For unheated storage rooms having an area of less than 70 square feet (6.5 m^2) and carports attached to occupancies in Group R-3.
3. For buildings of other occupancies where migration of moisture through the slab from below will not be detrimental to the intended occupancy of the building.
4. For driveways, walks, patios and other flatwork which will not be enclosed at a later date.
5. Where approved based on local site conditions.

In all slabs under habitable spaces, a 4-inch (10 mm) crushed rock capillary water barrier shall be provided under the minimum 10 mil vapor retarder.

JUSTIFICATION: This Local Code Amendment is brought forward from the 2022 Code Adoption.

16.02.260 Amend Appendix H Section H101.2 Signs exempt from permits.

Appendix Chapter H Section H101.2 is deleted and replaced as follows:

H101.2 Signs exempt from building and/or electrical permits. The following signs are exempt from the requirements to obtain a building and/or electrical permit before erection:

1. Painted non-illuminated signs not exceeding 9 square feet (2.74 m^2).
2. Temporary signs announcing the sale or rent of property not exceeding 9 square feet (2.74 m^2).
3. Signs erected by transportation authorities.
4. Projecting signs not exceeding 2.5 square feet (0.23 m^2).
5. The changing of moveable parts of an approved sign that is designed for such changes, or the repainting or repositioning of display matter shall not be deemed an alteration.

JUSTIFICATION: This Local Code Amendment is brought forward from the 2022 Code Adoption.

Chapter 16.03 CALIFORNIA RESIDENTIAL CODE

16.03.010 Title.

This chapter shall be cited as the California Residential Code of the city and any reference in the city municipal code or any chapter thereof to the California Residential Code applies to this chapter.

16.03.020 Code adoption.

The City of American Canyon adopts all those certain documents marked and designated, as "California Residential Code, 2025 Edition," together with Appendix H and V published and copyrighted by the International Code Council. The documents identified in this section are adopted in their entirety excepting additions, revisions and omissions listed in Sections 16.03.030 through 16.03.080 of this chapter. A copy of the adopted California Residential Code shall be kept on file in the office of the Building Official for use and examination by members of the public.

JUSTIFICATION: The proposed changes capitalize position titles as per usual practice.

16.03.030 Appendices.

The Residential Code as adopted by Section 16.03.020 is amended and adopted with the following appendices:

Appendix Chapter BF, Patio Covers

Appendix Chapter CI, Swimming Pool Safety Act

The 2025 Version of the Swimming Pool Safety Act is adopted

JUSTIFICATION: Identifying pool safety measures in the Building Code is an Administrative function of the Building Official.

16.03.040 Section R105.2.1 Work exempt from permits.

Item 1 of Section R105.2 exemptions is hereby deleted and amended to read as follows:

1. One-story detached accessory structure, used as tool sheds and storage sheds, playhouses and similar uses provided the floor area does not exceed 120 square feet, (11.15 m^2). The height of the one-story detached accessory structure shall not exceed 15 feet (4.75 m) at any point or as specified by local zoning ordinance. It is permissible that these structures shall be regulated by Section 710 and R337 despite exemption from permit.

JUSTIFICATION: This language mirror changes to the Building code. Small accessory structures that are intended for occupancy would require a building permit, such as detached accessory buildings used for ADU's, offices, studios etc.

16.03.040 Amend Section R105.5. Expiration

Section R105.5 is hereby deleted and amended to read as follows:

Every permit issued by the Building Official under the provisions of this code shall expire by limitation and become null and void if the building, structure, equipment or work authorized by such permit is not commenced within 12 months from the date of such permit, or if the building, structure, equipment or work authorized by such permit is suspended or abandoned at any time after the work is commenced for a period of 180 days. Before such work can be recommenced, a new permit shall be first obtained to do so, and the fee shall be one half the amount required for a new permit (i.e. building, electrical, plumbing and mechanical fees only) for such work, provided no changes have been made or will be made in the original plans and specifications for such work, and provided further that such suspension or abandonment has not exceeded one year. In order to renew action on a permit after expiration, the permittee shall pay new full permit fee.

Any permittee holding an unexpired permit may apply for an extension of the time within which work may commence under that permit when the permittee is unable to commence work within the time frame required by this section for good and satisfactory reasons. The Building Official may extend the time for

action by the permittee for a period not exceeding 180 days on written request by the permittee showing that circumstances beyond the control of the permittee have prevented action from being taken.

JUSTIFICATION: Identifying measures to address expired permits in the Building Code is an administrative function of the Building Official.

16.03.050 Section R108.7 Re-inspection fee.

Section R108.7 is hereby added to read as follows:

R108.7 Re-inspection Fee. A re-inspection fee may be assessed for each inspection or re-inspection when such portion of work for which inspection is called is not complete or when corrections called for are not made.

This section is not to be interpreted as requiring re-inspection fees the first time a job is rejected for failure to comply with the requirements of this code, but as controlling the practice of calling for inspections before the job is ready for such inspection or re-inspection.

Re-inspection fees may be assessed when the inspection record card is not posted or otherwise available on the work site, the approved plans are not readily available to the inspector. For failure to provide access on the date for which inspection is requested, or for deviating from plans requiring the approval of the building official.

16.03.060 Section R108.8 Violation penalties.

Section R108.8 is hereby added to read as follows:

108.8 Violation penalties. Any persons who violates a provision of this code or fails to comply with any of the requirements thereof or who erects, constructs, alters or repairs a building or structure in violation of the approved construction documents or directive of the building official, or of a permit or certificate issued under the provisions of this code, shall be subject to penalties as prescribed by law. An investigation fee, in addition to the permit fee, shall be collected whether or not a permit is then or subsequently issued. The investigation fee shall not exceed five times the permit fee required by this code. The minimum investigation fee set forth in the fee schedule adopted by this jurisdiction or a lesser fee than the fee resolution may be permitted on the merits of each individual case by the Building Official. The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code nor from any penalty prescribed by law.

16.03.065 Section R313.2 One- and two-family dwellings automatic fire systems, Exception.

Section R313.2, Exception number 1 is hereby deleted and replaced by the following sentence:

An automatic sprinkler system shall be installed throughout any existing one- or two-family dwelling when the floor area of the addition (including mezzanines) exceeds 50% of the existing floor area of the building or when an additional story is added.

16.03.070 Amend Section R506.2.4 Reinforcement support.

Section R506.2.4 is deleted and based upon Express Findings 1 and 3 in Section 16.03.030 is amended to read as follows:

R506.2.4 Reinforcement support. Where provided in slabs on ground, reinforcement shall be supported to remain in place from the center to upper one third of the slab for the duration of the concrete placement. As a minimum, and in all cases where a slab is to be placed inside of a building, the slab shall be reinforced with not less than six inches by six inches ten-gauge welded wire mesh, or an approved alternate.

In all slabs under habitable spaces, a minimum of 4 inches (102 mm) of crushed rock capillary water barrier shall be provided under a minimum 10 mil vapor retarder. The vapor barrier shall be protected by a minimum of 2 inches (51 mm) of sand or equivalent protection.

16.03.080 Amend Section R907 Rooftop Mounted Photovoltaic Panel Systems.

Section R907.1.1. and 907.1.2 are hereby added based upon Express Findings 1 and 3 in Section 16.03.030 to read as follows:

R907.1.1 Solar photovoltaic panels/modules. Solar photovoltaic panels/modules installed upon a roof or as an integral part of a roof assembly shall comply with the requirements of this code and the California Fire Code as amended by the City of American Canyon.

R907.1.2 Structural fire-resistance. The structural frame and roof construction supporting the load imposed upon the roof by the photovoltaic panels/modules shall comply with the requirements of the California Building Code Sections 1510 and 1511.

JUSTIFICATION: Non-building code amendment to simplify language and capitalizes position titles as per usual practice. Renumbering building code amendments to reflect the 2022 building code.

16.03.090 Amend Section R202 General definitions.

Section R202 of Chapter 2 of the California Residential Code is hereby amended to add the following definitions to read:

City of American Canyon Electric Vehicle Charging Station Expedited/Streamlined Permitting Process: A ministerial permitting process for electric vehicle charging station installations that utilizes an application checklist to expedite review of an electric vehicle charging station permit. For such installations, the process, including permit issuance, may be conducted entirely online utilizing digital forms or may be conducted at the City's Building Permit Counter utilizing printed forms.

Chapter 16.04 CALIFORNIA ELECTRICAL CODE

16.04.010 Title.

This chapter shall be cited as the "California Electrical Code" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the California Electrical Code, CEC, or Electrical Code, refers and applies to this chapter.

16.04.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Electrical Code, 2025 Edition," published by BNI Publications, Inc., and copyrighted by the National Fire Protection Association and the California Building Standards Commission. The documents identified in this section are adopted in their entirety. A copy of the adopted California Electrical Code shall be kept on file in the office of the building official for use and examination by members of the public.

Chapter 16.05 CALIFORNIA MECHANICAL CODE

16.05.010 Title.

This chapter shall be cited as the "California Mechanical Code" of the city and any reference in the city municipal code or any chapter thereof to the California Mechanical Code, CMC or Mechanical Code refers and applies to this chapter.

16.05.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Mechanical Code, 2025 Edition," published by International Association of Plumbing and Mechanical Officials and copyrighted by International Association of Plumbing and Mechanical Officials and the California Building Standards Commission. The documents identified in this section are adopted in their entirety. A copy of the adopted California Mechanical Code shall be kept on file in the office of the building official for use and examination by members of the public.

Chapter 16.06 CALIFORNIA PLUMBING CODE

16.06.010 Title.

This chapter shall be cited as the "California Plumbing Code" of the city and any reference in the city municipal code or any chapter thereof to the Uniform Plumbing Code, CPC or Plumbing Code refers and applies to this chapter.

16.06.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Plumbing Code, 2025 Edition," published by International Association of Plumbing and Mechanical Officials and copyrighted by International Association of Plumbing and Mechanical Officials and the California Building Standards Commission. The documents identified in this section are adopted in their entirety excepting additions, revisions and omissions listed in Sections 16.06.030 and 16.06.040 of this chapter. A copy of the adopted California Plumbing Code shall be kept on file in the office of the building official for use and examination by members of the public.

16.06.030 Appendices.

The Plumbing Code as adopted by Section 16.04.020 is amended and adopted with the following appendices sections:

Appendix C Alternate Plumbing Systems

Appendix D Sizing Storm Water Drainage Systems

Appendix I Installation Standards

16.06.040 Adopt Chapter 16A, Part II Non-potable water reuse systems.

Chapter 16A, Part II is adopted in its entirety.

JUSTIFICATION: Local Code Amendments are brought forward from the 2022 Code Adoption.

Chapter 16.07 CALIFORNIA ENERGY CODE

16.07.010 Title.

This chapter shall be cited as the "California Energy Code" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the California Energy Code, or Energy Code, refers and applies to this chapter.

16.07.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Energy Code, 2025 Edition," by the California Building Standards Commission. The documents identified in this section are adopted in their entirety. A copy of the adopted California Energy Code shall be kept on file in the office of the building official for use and examination by members of the public.

Chapter 16.08 CALIFORNIA HISTORICAL BUILDING CODE

16.08.010 Title.

This chapter shall be cited as the "California Historical Code" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the California Historical Building Code, or Historical Building Code, refers and applies to this chapter.

16.08.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Historical Building Code, 2025 Edition," published by the International Code Council and copyrighted by the California Building Standards Commission. The documents identified in this section are adopted in their entirety. A copy of the adopted California Historical Building Code shall be kept on file in the office of the building official for use and examination by members of the public.

Chapter 16.09 CALIFORNIA EXISTING BUILDING CODE – Added New Chapter

16.09.010 Title.

This chapter shall be cited as the "California Existing Building Code" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the California Existing Building Code, refers and applies to this chapter.

16.09.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Existing Building Code, 2025 Edition," published by the International Code Council and

copyrighted by the California Building Standards Commission. The documents identified in this section are adopted in their entirety. A copy of the adopted California Existing Building Code shall be kept on file in the office of the Building Official for use and examination by members of the public.

Chapter 16.11 CALIFORNIA GREEN BUILDING STANDARDS CODE – ADDED NEW CHAPTER

16.11.010 Title.

This chapter shall be cited as the "California Green Building Standards Code" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the California Green Building Standards Code, or CALGreen, refers and applies to this chapter.

16.11.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Green Building Standards Code, 2025 Edition," published by the California Building Standards Commission. The documents identified in this section are adopted in their entirety. A copy of the adopted California Green Building Standards Code shall be kept on file in the office of the Building Official for use and examination by members of the public.

Chapter 16.15 STREAMLINED RESIDENTIAL ROOFTOP SOLAR ENERGY PERMIT

16.15.010 Intent and purpose.

The intent and purpose of this chapter is to adopt an expedited, streamlined solar permitting process that complies with the Solar Rights Act and AB 2188 (Chapter 521, Statutes 2014) to achieve timely and cost-effective installations of small residential rooftop solar energy systems. This chapter is designed to encourage the use of solar systems by removing unreasonable barriers, minimizing costs to property owners and the city, and expanding the ability of property owners to install solar energy systems. This chapter allows the city to achieve these goals while protecting the public health and safety.

16.15.020 Applicability.

A. This chapter applies to the permitting of all small residential rooftop solar energy systems in the city.

B. Small residential rooftop solar energy systems legally established or permitted prior to the effective date of the ordinance codified in this chapter are not subject to the requirements of this chapter unless physical modifications or alterations are undertaken that materially change the size, type, or components of a small rooftop solar energy system in such a way as to require new permitting. Routine operation and maintenance of like-kind replacements shall not require a permit.

16.15.030 Definitions.

"Association" means a nonprofit corporation or unincorporated association created for the purpose of managing a common interest development.

"Building division" means the building and safety division for the City of American Canyon.

"Building official" means the building official for the City of American Canyon.

"City" means the City of American Canyon.

"Common interest development" means any of the following:

1. A community apartment project.

2. A condominium project.

3. A planned development.

4. A stock cooperative.

"Electronic submittal" means the utilization of one or more of the following:

1. Email;

2. The Internet; or

3. Facsimile.

"Expedited permitting," and "expedited review," means the process outlined in Section 16.15.070 entitled "Expedited permit review and inspection requirements."

A "feasible method to satisfactorily mitigate or avoid the specific, adverse impact" includes, but is not limited to, any cost-effective method, condition or mitigation imposed by the city on another similarly situated application in a prior successful application for a similar permit.

"Reasonable restrictions" on a solar energy system are those restrictions that do not significantly increase the cost of the system or significantly decrease its efficiency or specified performance, or that allow for an alternative system of comparable cost, efficiency, and energy conservation benefits.

"Restrictions that do not significantly increase the cost of the system or decrease its efficiency or specified performance" means:

1. For water heater systems or solar swimming pool heating systems: an amount exceeding ten percent of the cost of the system, but in no case more than one thousand dollars, or decreasing the efficiency of the solar energy system by an amount exceeding ten percent as originally specified and proposed.

2. For photovoltaic systems: an amount not to exceed one thousand dollars over the cost of the system as originally specified and proposed, or a decrease in system efficiency of an amount exceeding ten percent as originally specified and proposed.

"Small residential rooftop solar energy system" means all of the following:

1. A solar energy system that is not larger than ten kilowatts alternating current nameplate rating or thirty kilowatts thermal.

2. A solar energy system that conforms to all applicable state fire, structural, electrical, and other building codes as adopted or amended by the City of American Canyon and all state of California health and safety standards.

3. A solar energy system that is installed on a single- or duplex-family dwelling.

4. A solar panel or module array that does not exceed the maximum legal building height as defined by the City of American Canyon.

"Solar energy system" means either of the following:

1. Any solar collector or other solar energy device whose primary purpose is to provide for the collection, storage, and distribution of solar energy for space heating, space cooling, electric generation, or water heating.

2. Any structural design feature of a building whose primary purpose is to provide for the collection, storage, and distribution of solar energy for electricity generation, space heating, space cooling or water heating.

"Specific, adverse impact" means a significant, quantifiable, direct and unavoidable impact, based on objective, identified and written public health or safety standards, policies or conditions as they existed on the date the application was deemed complete. (Ord. 2015-09 § 1, 2015)

16.15.040 Solar energy system requirements.

A. All solar energy systems shall meet applicable health and safety standards and requirements imposed by the City and the State of California.

B. Solar energy systems for heating water in single-family residences and for heating water in commercial or swimming pool applications shall be certified by an accredited listing agency as defined by the California Plumbing and Mechanical Code.

C. Solar energy systems for producing electricity shall meet all applicable safety and performance standards established by the California Electrical Code, the Institute of Electrical and Electronics Engineers, and accredited testing laboratories such as Underwriters Laboratories and, where applicable, rules of the Public Utilities Commission regarding safety and reliability.

16.15.050 Aesthetic installation.

Electrical metallic tubing (EMT) and other forms of conduit is not permitted in exposed exterior locations visible from the public right-of-way. Exposed conduit placed toward the rear of the house out of view of the public right-of-way shall be painted to match the color of the house.

16.15.060 Duties of Community Development Department and Building Official.

A. All documents required for the submission of an expedited small residential rooftop solar energy system application shall be made available on the city's publicly accessible website.

B. Electronic submittal of the required permit application and documents via email, the city's website, or facsimile shall be made available to all small residential rooftop solar energy system permit applicants.

C. An applicant's electronic signature shall be accepted on all forms, applications, and other documents in lieu of a wet signature.

D. The building division shall adopt a standard plan and checklist of all requirements with which small residential rooftop solar energy systems shall comply to be eligible for expedited review.

E. The small residential rooftop solar system permit process, standard plans, and checklist shall substantially conform to the recommendations for expedited permitting, including the checklist and standard contained in the most current version of the *California Solar Permitting Guidebook* adopted by the Governor's Office of Planning and Research.

F. All fees prescribed for the permitting of small residential rooftop solar energy systems must comply with Government Code Sections 65850.55 and 66015 and Health and Safety Code Section 17951.

16.15.070 Expedited permit review and inspection requirements.

A. The building division shall adopt an administrative, nondiscretionary review process to expedite the approval of small residential rooftop solar energy system applications within thirty days of adoption of this chapter. For an application for a small residential rooftop solar energy system that meets the

requirements of the approved checklist and standard plan, the building division shall issue a building permit or other non-discretionary permit within three business days. The building official may require an applicant to apply for a use permit if the official finds, based on substantial evidence, that the solar energy system could have a specific, adverse impact upon the public health and safety.

B. Review of the application shall be limited to the building official's review of whether the applicant meets local, state and federal health and safety requirements.

C. If a use permit is required, the building official may deny an application for the use permit if the official makes written findings based upon substantive evidence in the record that the proposed installation would have a specific, adverse impact upon public health or safety and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. Such findings shall include the basis for the rejection of the potential feasible alternative for preventing the adverse impact.

D. Any condition imposed on an application shall be designed to mitigate the specific, adverse impact upon health and safety at the lowest possible cost. The city shall use its best efforts to ensure that the selected method, condition, or mitigation meets the conditions of Civil Code Section 714(d)(1)(A) and (B).

E. The city shall not condition the approval of an application on the approval of an association as defined in Civil Code Section 4080.

F. If an application for a small residential rooftop solar energy system is deemed incomplete, a written correction notice detailing all deficiencies in the application and any additional information or documentation required to be eligible for expedited permitting shall be sent to the applicant for resubmission.

G. Only one inspection shall be required and performed by the building division for small residential rooftop solar energy systems eligible for expedited review.

H. The inspection shall be done in a timely manner and should include consolidated inspections. An inspection will be scheduled within two business days of a request.

I. If a small residential rooftop solar energy system fails inspection, a subsequent inspection is authorized but need not conform to the requirements of this chapter.

JUSTIFICATION: Amendments are intended to simplify language for clarity.

Chapter 16.16 CALIFORNIA ADMINISTRATIVE CODE – ADDED NEW CHAPTER

16.16.010 Title.

This chapter shall be cited as the "California Administrative Code" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the California Administrative Code, refers and applies to this chapter.

16.16.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Administrative Code, 2025 Edition," published by the International Code Council and copyrighted by the California Building Standards Commission. The documents identified in this section are adopted in their entirety. A copy of the adopted California Administrative Code shall be kept on file in the office of the Building Official for use and examination by members of the public.

Chapter 16.17 CALIFORNIA REFERENCE STANDARDS CODE – ADDED NEW CHAPTER

16.17.010 Title.

This chapter shall be cited as the "California Reference Standards Code" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the California Reference Standards Code, refers and applies to this chapter.

16.17.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "California Reference Standards Code, 2025 Edition," published by the International Code Council and copyrighted by the California Building Standards Commission. The documents identified in this section are adopted in their entirety. A copy of the adopted California Reference Standards Code shall be kept on file in the office of the Building Official for use and examination by members of the public.

Chapter 16.18 INTERNATIONAL PROPERTY MAINTENANCE CODE – ADDED NEW CHAPTER

16.18.010 Title.

This chapter shall be cited as the "International Property Maintenance Code" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the International Property Maintenance Code, refers and applies to this chapter.

16.18.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "International Property Maintenance Code, 2024 Edition," published by the International Code Council and copyrighted by the International Code Council. The documents identified in this section are adopted in their entirety. A copy of the adopted International Property Maintenance Code shall be kept on file in the office of the Building Official for use and examination by members of the public.

Chapter 16.19 INTERNATIONAL SWIMMING POOL AND SPA CODE – ADDED NEW CHAPTER

16.19.010 Title.

This chapter shall be cited as the "International Swimming Pool and Spa Code" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the International Swimming Pool and Spa Code, refers and applies to this chapter.

16.19.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as "International Swimming Pool and Spa Code, 2024 Edition," published by the International Code Council and copyrighted by the International Code Council. The documents identified in this section are adopted in their entirety. A copy of the adopted International Swimming Pool and Spa Code shall be kept on file in the office of the Building Official for use and examination by members of the public.

Chapter 16.20 CALIFORNIA WILDLAND-URBAN INTERFACE CODE – ADDED NEW CHAPTER

16.20.010 Title.

This chapter shall be cited as the "California Wildland-Urban Interface" of the City of American Canyon and any reference in the city municipal code or any chapter thereof to the California Wildland-Urban Interface, refers and applies to this chapter.

16.20.020 Code adoption.

The City of American Canyon does hereby adopt all those certain documents marked and designated, as “California Wildland-Urban Interface, 2025 Edition,” published by the International Code Council and copyrighted by the International Code Council. The documents identified in this section are adopted in their entirety. A copy of the adopted California Wildland-Urban Interface Code shall be kept on file in the office of the Building Official for use and examination by members of the public.

EXHIBIT B

16.02.040 Findings and determination.

As permitted in Health and Safety Code Section 17958.7, the City of American Canyon finds and determines the local amendments to 2025 California Building Code are either administrative in nature or reasonably necessary to protect the health, safety and general welfare of the public due to local climatic, geological or topographical conditions. Those findings are as follows:

Express Finding Number 1: Climatic. The city is located in a climatic zone with precipitation ranging from fifteen to twenty-six inches per year. Ninety-five percent of precipitation falls during the months of November through April, leaving a dry period of approximately six months each year. Relative humidity remains moderate most of the time. High temperatures in the summer average in the mid-eighty degrees Fahrenheit and in the winter in the mid-fifty degrees Fahrenheit. Prevailing winds in the area are common with gusts up to thirty-five miles per hour. These climatic conditions, along with our topography, necessitate a greater requirement for fire-sprinklers in residential construction, a minimum Class A roof covering and adequate spark arrestors.

Express Finding Number 2: Geological. The city is located in Seismic Design Category D, which is indicative of high seismic vulnerability. The West Napa fault is documented to be present in our city. The area includes various soil conditions and areas with significant movement potential. Buildings and other structures in Seismic Design Category D can experience major seismic damage. These geological conditions necessitate the prohibition of gypsum as a lateral-resisting building element, and the restriction of Portland cement plaster as a lateral-resisting building element to one story structures of R-3 and U-1 occupancies.

Express Finding Number 3: Topographical. Areas of highly combustible dry grasses, weeds, brush and trees adjacent to structures are common throughout the city. Above ground electrical power transmission lines are suspended through trees and above large areas of dry vegetation. The arrangement of man-made features around many buildings greatly limits any approach to all but one side of a building. The area immediately adjacent to the eastern border of the city has been classified as high and very high fire severity zones under the Fire and Resource Assessment Program of the California Department of Forestry and Fire Protection. These topographical conditions, along with our climate, necessitate a greater requirement for fire-sprinklers in residential construction, a minimum Class A roof covering and adequate spark arrestors.

TITLE

Veterans Park Playground Replacement Project Contract Award

RECOMMENDATION

Adopt a Resolution taking the following action 1) reallocating funds by reducing the Northampton Park Shade Structure Project (PR23-0400) budget by $110,000 and increasing the Veterans Park Playground Replacement Project (PR25-0400) budget from $515,000 to $625,000 in the Parks Impact Fees Fund (Fund 310); 2) awarding a contract to Miracle Play Systems, Inc. in the amount of $499,974 for the Veterans Park Playground Replacement Project (PR25-0400) under Sourcewell Contract No. 010521-LTS; and 3) authorizing the Public Works Director to execute contract change orders up to the approved project budget.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director
Ron Ranada, P.E., Senior Civil Engineer
David Miller, Capital Projects Coordinator

BACKGROUND & ANALYSIS

The Veterans Park Playground Replacement Project (PR25-0400) is included in the City's adopted Capital Improvement Program (CIP) to replace the aging playground equipment and surfacing at Veterans Park, ensuring compliance with current playground safety and accessibility standards.

The existing playground equipment is outdated and due for replacement to meet current safety and accessibility standards.

The proposed replacement includes modern play equipment suitable for both age 2–5 and 5–12 groups, poured-in-place rubber surfacing, and site improvements that meet current Americans with Disabilities Act (ADA) requirements.

City staff evaluated options for procurement and determined that using a competitively bid Sourcewell cooperative purchasing contract (Contract No. 010521-LTS) provides the most efficient and cost-effective approach. Miracle Play Systems, Inc., the authorized Sourcewell vendor for the proposed equipment, submitted a proposal in the amount of $499,974, which includes equipment, installation, surfacing, and delivery.

To fully fund the contract and associated costs, staff recommends reallocating $110,000 from the Northampton Park Shade Structure Project (PR23-0400) within the Parks Impact Fees Fund (Fund 310). This reallocation will increase the total Veterans Park project budget from $515,000 to $625,000, sufficient to cover construction, contingency, and minor site restoration work.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Outdoors and Recreation: "Expand opportunities for use of outdoor recreation and an active and healthy lifestyle."

FISCAL IMPACT

This action reallocates $110,000 from the Northampton Park Shade Structure Project (PR23-0400) to the Veterans Park Playground Replacement Project (PR25-0400) within the Parks Impact Fees Fund (Fund 310). The Northampton project realized budget savings, leaving an available balance of $224,102.96 after completion of design, equipment, and installation work.

Reallocating a portion of these savings will increase the Veterans Park project budget from $515,000 to $625,000, providing sufficient funding for the Sourcewell contract, contingency, and associated costs. No additional appropriations from the General Fund are required.

Project	Current Budget	Adjustment	Revised Budget	Funding Source
PR23-0400 Northampton Park Shade Structure	$298,000	–$110,000	$188,000	Fund 310 – Parks Impact Fees
PR25-0400 Veterans Park Playground Replacement	$515,000	+$110,000	$625,000	Fund 310 – Parks Impact Fees

Project Budget Breakdown

Item	Amount
Miracle Play Systems	$499,974
15% Construction Contingency	$74,996
Staff Time / Project Management	$50,030
Total Project Budget	**$625,000**

(Note: Staff Time includes project coordination, inspection, and administrative support.)

ENVIRONMENTAL REVIEW

15302 - The Project is exempt from review under the California Environmental Quality Act ("CEQA") under the Class 2 exemption of replacement or reconstruction of existing facilities of Section 15302 of Title 14 of the California Code of Regulations and said exemption is not negated by any exception

under Section 15300.2 of said Regulations.

COMMUNICATION

Level 2: Targeted Communication

The City's Communications Division will lead public outreach for this item. Upon Council action, staff will (1) post a project update on the City website and project page, (2) share the announcement on the City's social media channels (Facebook, Instagram, Nextdoor), and (3) include the item in the City Manager's Friday Update and e-newsletter. Prior to construction, nearby residents and park users will be notified via on-site signage and a direct notice to the City's Construction Updates list, with schedule, access/closure impacts, and contact information. Staff will also coordinate with the Parks & Community Foundation to share updates and event timing and will provide construction-period updates if dates or access change.

ATTACHMENTS:

1. Resolution - Veterans Park Playground Replacement Project
2. Veterans Park Playground Replacement Site Plan

RESOLUTION NO. 2025-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON TAKING THE FOLLOWING ACTION 1) REALLOCATING FUNDS BY REDUCING THE NORTHAMPTON PARK SHADE STRUCTURE PROJECT (PR23-0400) BUDGET BY $110,000 AND INCREASING THE VETERANS PARK PLAYGROUND REPLACEMENT PROJECT (PR25-0400) BUDGET FROM $515,000 TO $625,000 IN THE PARKS IMPACT FEES FUND (FUND 310); 2) AWARDING A CONTRACT TO MIRACLE PLAY SYSTEMS, INC. IN THE AMOUNT OF $499,974 FOR THE VETERANS PARK PLAYGROUND REPLACEMENT PROJECT (PR25-0400) UNDER SOURCEWELL CONTRACT NO. 010521-LTS; AND 3) AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE CONTRACT CHANGE ORDERS UP TO THE APPROVED PROJECT BUDGET

WHEREAS, the primary objective of the Veterans Park Playground Replacement Project (PR25-0400; "Project") is to replace and upgrade existing playground equipment and surfacing to meet current safety and accessibility standards; and

WHEREAS, the Project will include the removal and replacement of playground equipment, resilient safety surfacing, and related site improvements to enhance accessibility and usability for residents and visitors; and

WHEREAS, the use of the Sourcewell contract complies with the City's purchasing policies and California Public Contract Code Section 20118, allowing the City to utilize competitively bid cooperative contracts in lieu of formal bidding; and

WHEREAS, staff identified Miracle Play Systems, Inc. as a qualified vendor through the Sourcewell cooperative purchasing program under Contract No. 010521-LTS, which provides competitively bid procurement of park and playground equipment; and

WHEREAS, Miracle Play Systems, Inc. has provided a proposal in the amount of $499,973.12 for the purchase and installation of new playground equipment and surfacing consistent with the approved design; and

WHEREAS, sufficient funds are available within the Parks Impact Fees Fund (Fund 310), and staff recommend reallocating $110,000 by reducing the Northampton Park Shade Structure Project (PR23-0400) budget and increasing the Veterans Park Playground Replacement Project (PR25-0400) budget from $515,000 to $625,000 to fully fund the contract and associated costs; and

WHEREAS, staff recommend that the City Council award the contract to Miracle Play Systems, Inc. in the amount of $499,973.12 and authorize the Public Works Director to execute contract change orders within the limits of the approved project budget.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby reallocates funds by reducing the Northampton Park Shade Structure Project (PR23-0400) budget by $110,000 and increasing the Veterans Park Playground Replacement Project (PR25-0400) budget from $515,000 to $625,000 in the Parks Impact Fees Fund (Fund 310); and

NOW THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of American Canyon hereby awards a contract to Miracle Play Systems, Inc. in the amount of $499,974 for the Veterans Park

Playground Replacement Project (PR25-0400) under Sourcewell Contract No. 010521-LTS, and authorizes the Public Works Director to execute contract change orders up to the approved project budget.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 18th day of November, 2025, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

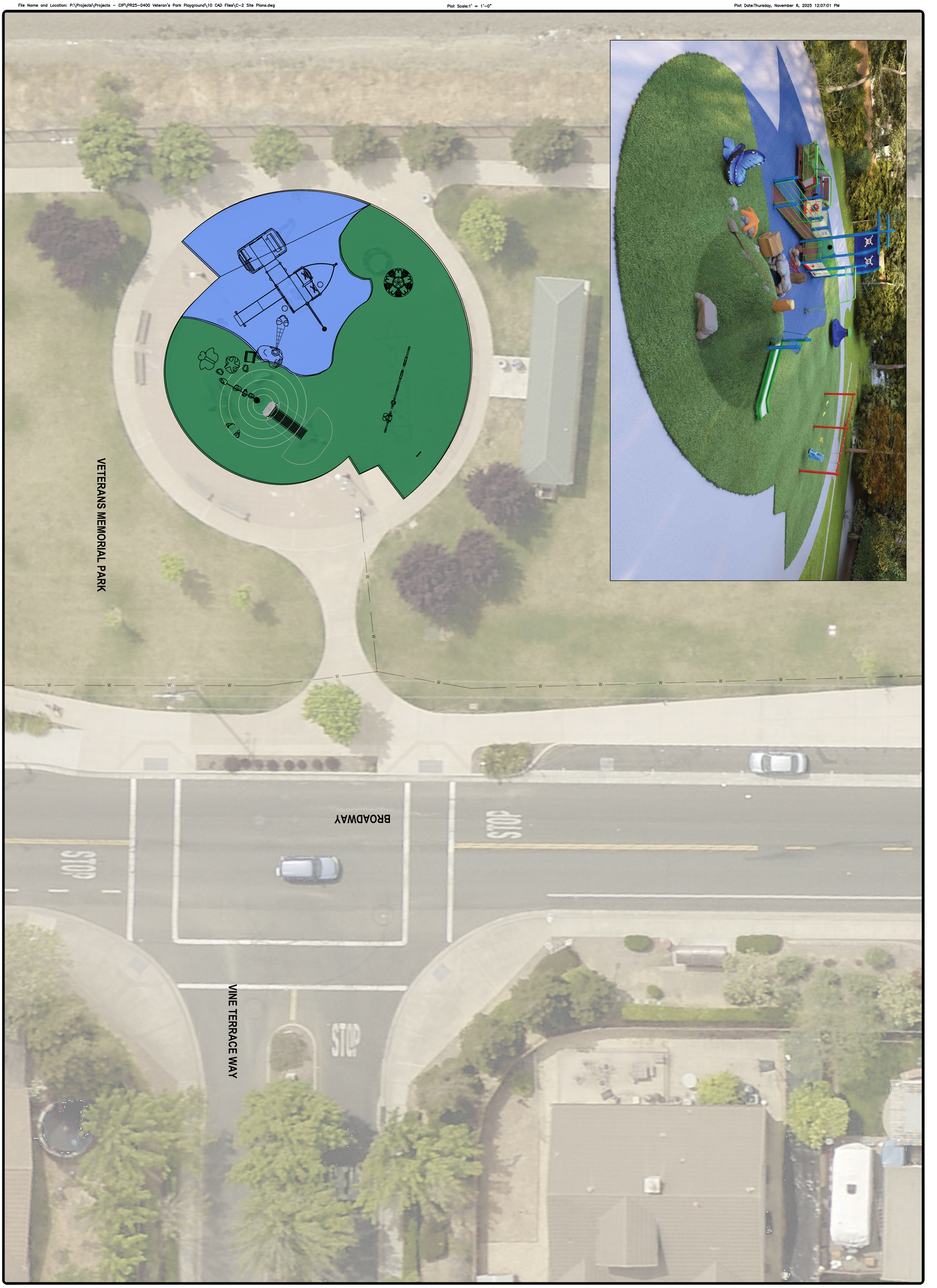
_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVE AS TO FORM:

_____
Teresa L. Highsmith, City Attorney



DESIGNED BY:			
DRAWN BY:			
APPROVED BY:			
SCALE:	AS NOTED		
PROJECT NO.	PR25-0400		
DRAWING NO.	L-1		
	1 OF 1 SHEETS		

CITY OF AMERICAN CANYON
PUBLIC WORKS DEPARTMENT

PROJECT:
PR25-0400 VETERAN'S PARK PLAYGROUND

SITE PLAN

SHEET TITLE:

REVISION	DESCRIPTION	APPROVED	DATE

ORIGINAL SCALE: 0 1 2 3 4 INCHES

TITLE

Ratifying 2040 General Plan (Nov. 2025)

RECOMMENDATION

Adopt a Resolution ratifying the 2040 General Plan (dated November 2025).

CONTACT

Jason Holley, City Manager
Brent Cooper, AICP, Community Development Director

BACKGROUND & ANALYSIS

On May 20, 2025, the City Council adopted the 2040 General Plan (Resolution 2025-38). A copy of this document is on file with the City Clerk and available for review at City Hall.

The 2040 General Plan is the City's blueprint for achieving a shared vision of a Healthy, Sustainable, Equitable, Resilient, and Economically Vibrant community through 2040 and beyond. According to the California Supreme Court, the 2040 General Plan is "the constitution for all future development."

The May 2025 version of the 2040 General Plan includes "redlines" reflecting public input prior to and during the Council meeting. In addition, the Council directed staff to consolidate key sustainability policies.

Presented tonight is a more readable version of the 2040 General Plan with enhanced graphics. This "November 2025 version" is free from red-lines and incorporates prior Council direction - including organizing "sustainability" policies in a new "Culture, Environment & Sustainability" Element. The reformatted "2040 General Plan (dated November 2025)" does not alter any policies of its May 2025 predecessor; instead, it simply provides a camera-ready format that consolidates certain sustainability policies into a single element. A Resolution affirming the Council's concurrence with this final November 2025 version is included as Attachment 1.

During the reformatting process, staff observed numerous General Plan policies that could be construed as "sustainable"— meaning they benefit the present and future generations. These include traditional sustainability measures such as reducing carbon emissions, preserving open

space, and saving energy, but also include environmental justice policies that improve quality of life for future generations.

Unfortunately, it would be counterproductive to consolidate all of these policies into a single element; instead, policies that advance sustainability are marked with a "green leaf icon". An example of this icon is shown on Page M-33 for "Policy M 2.8: Bicycle Friendly Community: Obtain resources to assist with improving bicycle facilities and education for people of all ages and abilities by securing and maintaining status as a Bicycle Friendly Community awarded by the National League of American Bicyclists." A more complete list of these policies is shown in Attachment 2.

Staff recommends the Council ratify the the reformatted 2040 General Plan (dated November 2025) as shown in Attachment 1, Exhibit A. The General Plan appendices, consisting of the Bicycle Master Plan, Pedestrian Master Plan, and Napa County Airport Land Use Compatibility Plan are included as Attachment 1, Exhibit B. There are no changes proposed for the appendices and they are provided as disclosure of the entire General Plan document.

OSATS Commission Work Plan

On November 5, 2025, staff discussed the sustainability policies with the Open Space, Active Transportation, and Sustainability (OSATS) Commission. This discussion fulfills Item #5 of the FY 25/26 OSATS Work Plan that calls for mapping sustainability initiatives within the General Plan.To assist the Commission, staff identified sustainable policies in the General Plan as shown in the matrix Attachment 2.

Important Sustainable Efforts Currently Underway

Given its strong connection to quality of life, sustainability becomes part of nearly everything the City does. Here are examples of significant sustainability initiatives currently underway:

- Napa County Regional Climate Action and Adaptation Plan (RCAAP)
- Napa Valley Transportation Authority (NVTA) Active Transportation Plan
- The Napa River Ecological Center and Wetlands Outdoor Education Center
- Subregional Shoreline Adaptation Plan
- Highway 29 Project Initiation Document

Tracking Sustainability Progress

California law requires planning agencies to submit an annual report to both the City Council and the Governor’s Office of Land Use and Climate Innovation (LCI) on the status of the General Plan and its implementation. This report provides critical information on:

- How the General Plan has been implemented,
- Potential policy changes, and
- How land use decisions reflect the Plan’s goals, policies, and implementation measures.

Next year's report could highlight sustainability accomplishments and link them directly to the corresponding General Plan policies and implementation actions. A copy of the last year's Annual Report is included as Attachment 3.

Conclusion

Moving forward, the General Plan provides a sustainability framework for concrete actions and measurable outcomes. This framework is balanced with other General Plan policies within the City's broader responsibilities, including fiscal constraints and essential services. By prioritizing projects that advance climate resilience, resource efficiency, and community health, the City can turn vision into reality.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

N/A

ENVIRONMENTAL REVIEW

The City prepared an Environmental Impact Report (EIR) that evaluates the 2040 General Plan Update Project at a program level of analysis (SCH #2022070038) and includes required mitigation measures and a Mitigation Monitoring and Reporting Program (MMRP). The 2040 General Plan Update is a contemplated "Project Approval" under the Program EIR. The Council certified the Final EIR as adequate to address environmental impacts associated with the 2040 General Plan and adopted the Mitigation Monitoring and Reporting Program (Resolution 2025-37) on May 20, 2025.

The 2040 General Plan (dated November 2025) contains only formatting changes from its May 2025 predecessor and the ratification of the 2040 General Plan (dated November 2025) is not a "Project" under CEQA because the formatting changes are intended solely to improve readability and understanding of 2040 General Plan policies (CCR Title 14 Section 15378.(b).(2): Continuing administrative or maintenance activities" are not a "Project".)

COMMUNICATION

Level 1: Minimal Communication

The 2040 General Plan (dated November 2025) will be made available at the City's Virtual City Hall.

ATTACHMENTS:

1. Resolution Ratifying the 2040 General Plan (Dated November 2025)
1. Exhibit A: 2040 General Plan Update (dated November 2025)
1. Exhibit B: General Plan Appendices
2. Sustainable Policies by Element Matrix
3. General Plan Annual Progress Report

RESOLUTION NO. 2025-XX

A RESOLUTION RATIFYING THE 2040 GENERAL PLAN (DATED NOVEMBER 2025)

WHEREAS, on May 20, 2025, the City Council adopted the 2040 General Plan (Resolution 2025-38); and

WHEREAS, the 2040 General Plan is a comprehensive, long-term plan for the City's future growth and development, represents the community's view of its future, and contains the goals and policies upon with the City Council, Planning Commission, and the entire community will base land use and resource decisions; and

WHEREAS, the approved General Plan included redlines that reflect public input prior to the Council meeting and the Council directed staff to consolidate key sustainability policies into a single Element; and

WHEREAS, a "clean" format of the General Plan was prepared with enhanced graphics and sustainability policies consolidated in a new "Culture, Environment & Sustainability" Element; and

WHEREAS, the reformatted General Plan does not alter any original policies; it simply provides a camera-ready format that emphasizes sustainability; and

WHEREAS, the General Plan incorporates the American Canyon Bicycle Master Plan (Resolution 2020-11), Pedestrian Master Plan (Resolution 2017-42); and the 2024 Napa County Airport Land Use Compatibility Plan as a standalone document incorporated into the General Plan; and

WHEREAS, the City certified a Final Environmental Impact Report (SCH No. 2022070038) for the 2040 General Plan (Resolution 2025-37); and

WHEREAS, on May 20, 2025, the City Council in a duly-noticed public meeting affirmed that the reformatted General Plan is consistent with the adopted General Plan.

NOW, THEREFORE, BE IT RESOLVED that the foregoing recitals are true and correct and are included herein by reference as findings.

SECTION 1: Comprehensive Technical General Plan Update. The City Council ratifies the Comprehensive Technical General Plan Update as a camera-ready format that consolidates certain sustainability policies into a single Element (Exhibit A to this Resolution). The General Plan appendices, consisting of the Bicycle Master Plan, Pedestrian Master Plan, and Napa County Airport Land Use Compatibility Plan are included as Exhibit B to this Resolution.

SECTION 2: CEQA The General Plan format is categorically exempt from the California Environmental Quality Act (CEQA) under Section 15321 – Enforcement Actions by Regulatory Agencies (Class 21). This exemption applies because the formatting changes are intended solely to improve readability and understanding of General Plan policies, thereby supporting their enforcement.

PASSED, APPROVED and **ADOPTED** at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 18th day of November 2025, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Pierre Washington, Mayor

ATTEST:

_____
Taresa Geilfuss, CMC, City Clerk

APPROVED AS TO FORM:

_____
Teresa Highsmith, City Attorney

Exhibits
Exhibit A: Reformatted General Plan
Exhibit B General Plan Appendices

EXHIBIT A











CITY OF AMERICAN CANYON

2040 GENERAL PLAN POLICY DOCUMENT

Adopted
November 18, 2025

LOVE WHERE YOU LIVE.
AMERICAN CANYON GENERAL PLAN WWW.AMCAN2040.ORG

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ACKNOWLEDGEMENTS

City Council
Pierre Washington, Mayor
David Oro, Vice Mayor
Brando Cruz, Councilmember
Mark Joseph, Councilmember
Melissa Lamattina, Councilmember

Planning Commission
Davet Mohammad, Chair
Charlie Plummer, Vice Chair
Marilyn Abelon, Commissioner
Eric Altman, Commissioner
Shelby Goss, Commissioner
Ramandeep Jawanda, Youth Commissioner

Open Space, Active Transportation, and Sustainability Commission
Nance Matson, Chair
Tara Clinton-Horner, Vice Chair
Debbie Chavarria, Commissioner
Barry Christian, Commissioner
Sean Hughes, Commissioner
Calix Joel Delos Santos Mintalar, Youth Commissioner

Parks and Community Services Commission
Gina Griggs, Chair
Elston Mallory, Jr., Vice Chair
Shirley Koot, Commissioner
Scott Myer, Commissioner
Iain Smith, Commissioner
Heather Mora, Youth Commissioner

Circulation Element Committee
William Baker
Joan Bennett
Stephen Brook
Noemi Camargo Jepsen
Glen Couch
Julie Foster
Brian Goldhammer
Gina Griggs
Christina Hall
Christopher James
Joy Malinowski
Andrea Maniscalco
Beth Marcus
Hugh Marquez
Helen Moody
Arvind Nischal
Yvonne Pond
Jamie Potter
Devin Reza
Kathryn Ross
Marion Sullivan
Honeylou Tiongson

Education and Lifelong Learning Committee
Sindy Biederman (NCOE Representative)
Megan Dameron
Patricia Gamboa
Elizabeth L. Goff
Rob Hall
Ray A. Hill
Joy Hilton (ACCPF Representative)
Melissa Lamattina
Cynthia Lederer
Kasama Lee
Terrance McGrath (WRSP Representative)
Rina Mitchell
Jeremy Profitt
Charlie Plummer
Jeremiah E. Quinn
Sande Sutter
Vickie Zupo

ACKNOWLEDGEMENTS

Staff

Jason Holley, City Manager
Juan Gomez, Assistant City Manager
Bill Ross, City Attorney

Geoff Belyea, Chief, American Canyon Fire Protection District
Rick Greenberg, Chief, American Canyon Police Department
Brent Cooper, AICP, Community Development Director
Alexandra Ikeda, Parks and Community Services Director
Erica Ahmann Smithies, Public Works Director
Taresa Geilfuss, CMC, City Clerk
Edison Bisnar, Senior Civil Engineer
Nicolle Hall, Deputy City Clerk
William He, AICP, Senior Planner
Jennifer Kansanback, Communications Manager

Consultant Team

Jim Harnish, Principal, Mintier Harnish
Rick Rust, Principal Planner, Mintier Harnish
Brent Gibbons, Project Manager, Mintier Harnish
Ryan Lester, Project Manager, Mintier Harnish
Todd Tragenza, GHD
Benjamin Sigman, EPS
Diane Bathgate, RRM
Della Acosta, Rincon Consultants
Matt Mattox, Rincon Consultants
Leo Mena, Rincon Consultants
Jennifer Guenther, Rincon Consultants
Gianna Meschi, Rincon Consultants
Hannah Bireschi, Rincon Consultants

Table: Adoption and Amendment History

Action	Adoption Date	Document
Resolution 2025-37 to: (i) Certify the Comprehensive Technical General Plan Update Final Environmental Impact Report (SCH # 2022070038), (ii) Adopt CEQA Findings of Fact and a Statement of Overriding Considerations, and (III) Adopt a Mitigation Monitoring and Reporting Program.	May 20, 2025	Comprehensive Technical General Plan Update Final Environmental Impact Report (SCH # 2022070038)
Resolution 2025-38 adopting the Comprehensive 2040 Technical General Plan Update and Policies to sustain compliance with the 2024 Napa County Airport Land Use Compatibility Plan.	May 20, 205	Comprehensive 2040 Technical General Plan Update
Ordinance 2025-02 amending the Zoning Code, American Canyon Title 19 to be consistent with the General Plan and the Napa County Airport Land Use Compatibility Plan.	June 3, 2025	American Canyon Title 19

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Public Transportation M-35

Goods Movement M-38

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Water Infrastructure and Supply U-3

Wastewater U-9

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Air Quality ENV-16

Cultural and Historic Resources ENV-18

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Open Space and Parks PR-4

Trail Networks PR-6

Parks and Recreation PR-11
Quimby Act PR-11
Public Art PR-18
Scenic Resources PR-20
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Background EJ-6
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Emergency Response and Preparedness S-3
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Flood Hazards S-16
Geologic and Seismic Hazards S-19
Hazardous Materials S-24
Airport Hazards and Military Compatibility S-26
Climate Change and Adaptation S-28
Noise S-31

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4-2 Pedestrian Master Plan (Resolution 2017-42)
9-1 Napa County Airport Land Use Compatibility Plan



1 Introduction

The General Plan expresses the shared community vision of a Healthy, Sustainable, Equitable, Resilient, and Economically Vibrant community to the Year 2040 and beyond. A General Plan benefits American Canyon by promoting better projects, streamlined processes, integrated planning, and improved access and use of available resources.

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Introduction

Purpose and Use of the General Plan

What is a General Plan?

Every city and county in California must have a General Plan, which is the local government's long-term framework or "constitution" for future growth and development. The General Plan represents the product of extensive community engagement that expresses the community's vision for its future. This General Plan is designed to address the issues facing the jurisdiction for the next 20 years. The General Plan typically has four defining features:

- **General.** A General Plan provides general policy guidance that will be used to direct future land use and resource decisions.
- **Comprehensive.** A General Plan is comprehensive, covering topics such as land use; housing; economic development; environmental justice; sustainability and resiliency; mobility; public safety; recreation; natural resources; and much more.
- **Long-Range.** A General Plan provides guidance on reaching a future envisioned 20 or more years in the future. To achieve the vision, a General Plan includes goals, policies, and implementation programs that address both immediate and long-term needs.
- **Integrated and Coherent.** The goals, policies, and implementation programs in a General Plan present a comprehensive, unified program for development, resource conservation, and other issues that impact the community. A General Plan uses assumptions and projections to assess future demands for housing, employment, and public facilities (e.g., infrastructure). A General Plan has goals, policies, and implementation programs that enable citizens to understand the vision of the General Plan, and landowners, businesses, and industry to be more certain about how the Plan will be implemented.

A General Plan is made up of "elements" that cover mandatory and optional topics important to the community. Eight elements are required by the State to be included in the General Plan. These are: Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, and Environmental Justice. Though the required topics must be addressed in the General Plan, communities can organize their General Plan anyway they choose. Communities may also include other

optional elements that address issues of local interest, such as economic development, health, or education.

To highlight the sustainable nature of the General Plan, each policy that facilitates our future in a way that meets present needs without compromising future generations is noted with a green leaf.

Zoning is an important implementation tool of the General Plan. Although the General Plan and zoning code designate how land may be developed, they do so in different ways. The General Plan identifies allowable land uses, spatial land use relationships, and general pattern of future development.

Land uses shown on the General Plan diagram will be reflected in the local zoning maps, as required by State law. Zoning refines and implements the General Plan land uses by providing specific development standards such as lot size, building setbacks, and allowable uses. Development must not only meet the specific requirements of the zoning code, but also the broader policies set forth in the General Plan.

The American Canyon General Plan meets the requirements of State law by including required elements and one optional element as described in more detail later in this chapter under "Organization of the General Plan." Some of the required elements address additional issues of local interest. Each element contains goals and policies that will guide future decisions within the City. They each also identify implementation programs that will be used to ensure the goals and policies in the General Plan are carried out.

The American Canyon Community

American Canyon is located in southern Napa County, near the world-renowned Napa Valley wine region and the San Francisco Bay. American Canyon operates under a council-manager form of government and is a general law city. It delivers a comprehensive range of municipal services, including police and fire protection, street and infrastructure maintenance, park upkeep and recreational programs, community planning, and the operation of water, wastewater, and recycled water systems.

The community began its early growth in the 1940s with the McKnight Acres subdivision, followed by Rancho Del Mar in the 1950s. McKnight Acres added 150 residential sites, and Rancho Del Mar brought 600 homes—prompting the rapid development of schools, businesses, and the area's first fire and sewer districts.

By 1963, American Canyon supported 27 businesses and included the largest industrial zone in the county.

Despite its early growth, the area remained unincorporated through the 1980s. That changed in 1991, when residents overwhelmingly voted to incorporate the City—seeking greater control over land use and other key decisions that impacted their daily lives. Since officially becoming a city on January 1, 1992, American Canyon has grown to more than 21,000 residents.

Today, the city is home to three elementary schools, one middle school, one high school, and dozens of businesses. In addition to economic benefits from its proximity to Napa Valley tourism, American Canyon plays a major role as a wine processing hub. Its strategic location at the southern end of Napa County, with convenient access to state and interstate highways, has made its industrial district a prime site for wine processing, bottling, storage, and distribution. The area currently boasts millions of square feet dedicated to these activities—with high demand, minimal vacancy, and continued development on the horizon.

Regional Setting

Located 35 miles northeast of San Francisco, the city of American Canyon covers an area approximately 6.5 square miles as shown in Figure INT-1. The city is bounded geographically by the Napa River to the west, the Eastern Foothills of the Sulphur Springs Mountain Range to the east, the city of Vallejo to the south, and the Napa Airport to the north.

American Canyon Boundaries

The General Plan uses several terms to describe the City and planning boundaries, as shown on Figure 2.

- **City Limits.** The boundary within the incorporated city limits. American Canyon has land use authority over all land within its city limits.

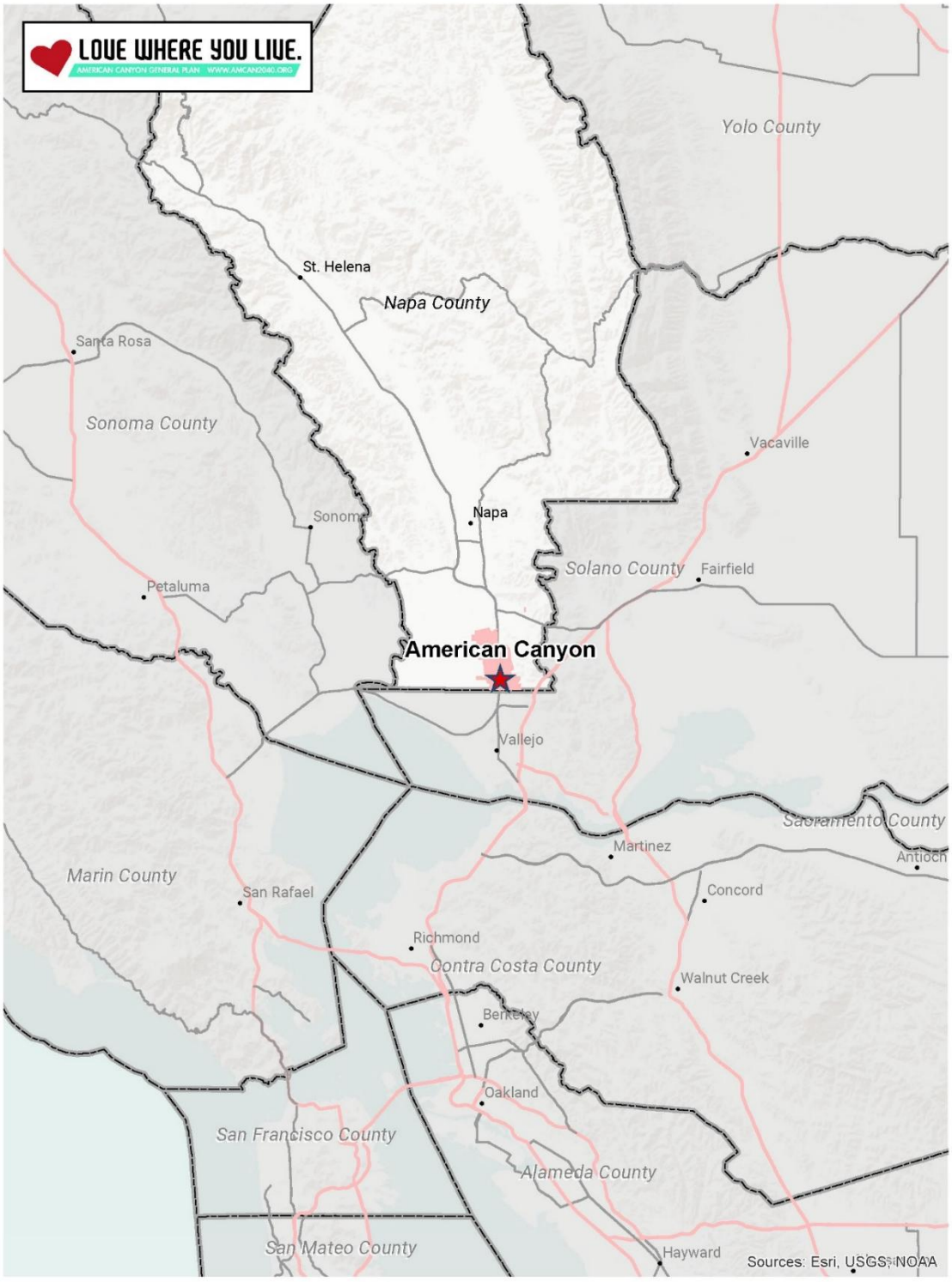
- **Sphere of Influence.** The Napa Local Agency Formation Commission (LAFCo) establishes the Sphere of Influence (SOI), which defines the probable physical boundary and service area of a local agency. The SOI includes incorporated and unincorporated areas where the City has or plans to have responsibility to provide public facilities and services. The City's SOI was approved by the Napa Local Agency Formation Commission (LAFCo) at the time of incorporation in 1992 and updated in 2003.

- **City Urban Limit Line.** In 2008, the City Council adopted a voter-initiated Urban Limit Line (ULL) around American Canyon. This boundary was established in coordination with Napa County to align with the county's general plan and agricultural preservation policies. The ULL serves to protect agricultural lands and open space, prevent urban sprawl, and guide the city's planned development. It also promotes sustainable growth and a healthy balance between housing and employment. While the original ULL initiative is set to expire in 2030, the City's General Plan proposes extending it indefinitely and includes a special study area to evaluate the potential addition of the Hess/Laird Property northeast of the current boundary.

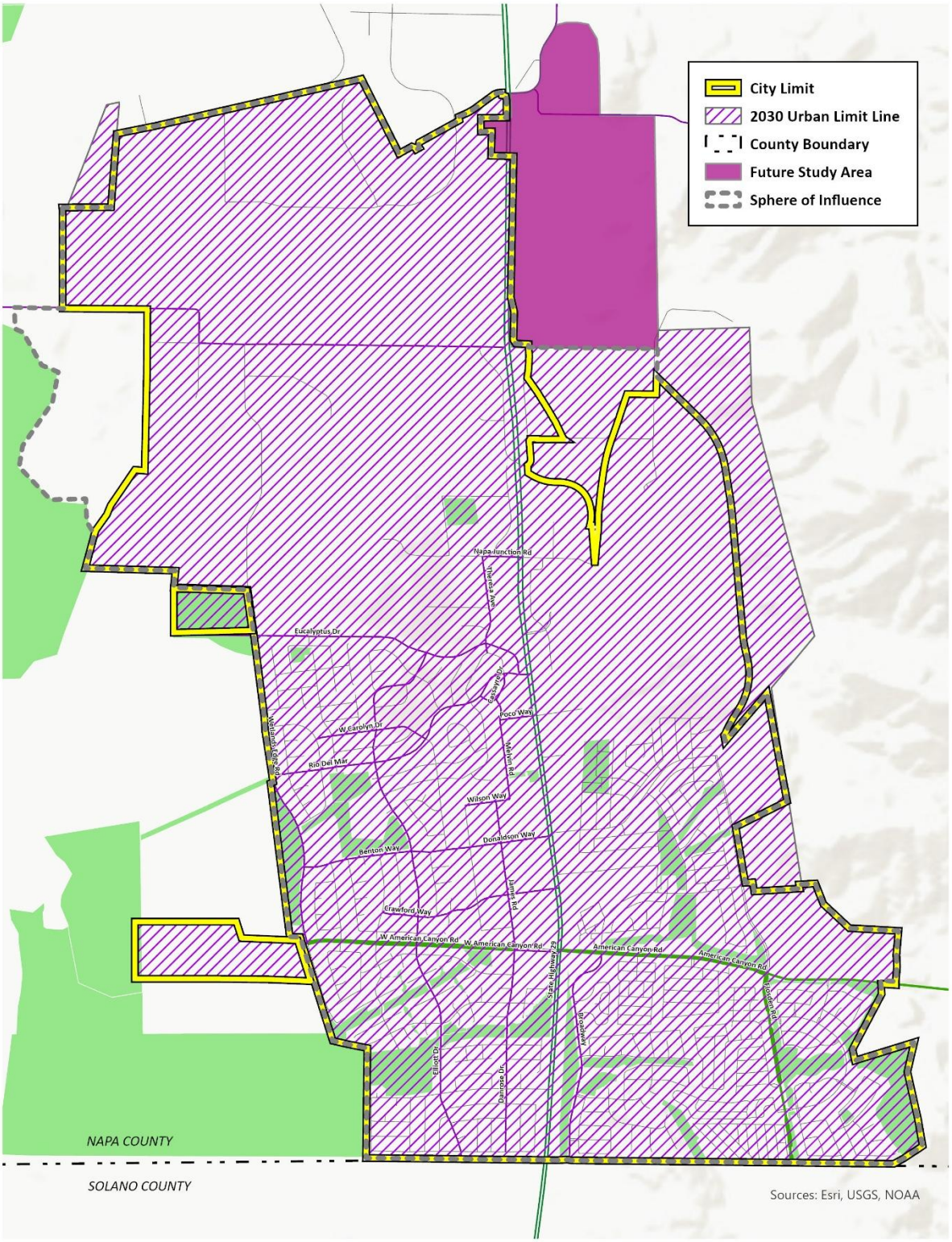
- **General Plan Planning Area.** Under State law, a General Plan must address all areas within the jurisdiction's Planning Area that have a physical connection to the city's long-term development. For American Canyon, the Planning Area includes the City's water and sewer service area, encompassing the city limits, the Sphere of Influence (SOI), the Urban Limit Line (ULL), and the extraterritorial water and sewer service area.

  Although unincorporated Napa County retains land use authority in the extraterritorial area, the City's role as the water and wastewater service provider creates a direct connection to its planning responsibilities, in accordance with Government Code §65300.

INT-Figure 1: Regional Context



INT-Figure 2: General Plan Planning Boundaries



Using the General Plan

The General Plan serves as a vital reference for the City Council, Planning Commission, and City staff in making decisions and recommendations related to land use—both directly and indirectly. It also offers a framework for coordinated planning among City officials and staff and their counterparts in Federal, State, and local agencies. Residents, property owners, and businesses rely on the General Plan for guidance on City policies affecting specific geographic areas or topics of interest.

Often referred to as the "constitution" of development, the General Plan establishes the foundation for a wide range of regulatory measures and administrative procedures. California planning law requires that all implementing programs—such as zoning and subdivision ordinances, capital improvement plans, specific plans, environmental review processes, and building and housing codes—remain consistent with the General Plan.

The roles of the City Council, Planning Commission, and City departments in approving and using the General Plan are outlined below.

City Council

The City Council serves as the governing body responsible for establishing and implementing policy in American Canyon. Through its decision-making authority, the Council affirms the policy direction and priorities outlined in the General Plan. It is also responsible for adopting the General Plan and overseeing the regulations, capital improvement programs, and funding mechanisms that bring it to life.

Planning Commission

The Planning Commission is a five-member body that plays a key advisory role in shaping land use policies. It provides input on General Plan policies, conducts public hearings on proposed changes to the General Plan and Zoning Code, reviews community feedback on development proposals and policy updates, and makes recommendations to the City Council.

Once the General Plan is adopted, the Planning Commission ensures that all future land use ordinances, policies, guidelines, and development applications align with the Plan's goals, objectives, and policies—documenting its findings in the administrative record.

Parks and Community Services Commission

The Parks and Community Services Commission is a five-member advisory body that provides guidance to the City Council on issues related to park development, the use of park and recreation facilities, and recreation programs.

Open Space, Active Transportation, and Sustainability Commission

The Open Space, Active Transportation, and Sustainability Commission is a five-member advisory body that provides recommendations to the City Council on matters related to open space preservation, active transportation options, and sustainability initiatives in and around American Canyon.

City Departments

The General Plan is a resource for all City services and provides an internally consistent checkpoint for assessing alternatives for the City's future. For this reason, all City departments use the General Plan for policy guidance as it pertains to their operations, service delivery, and planning for future capital projects and potential service level changes. The City's planning staff ensure that the General Plan is implemented on a day-to-day basis so that appropriate land uses are proposed in the proper locations, appropriate levels of service are provided, proposed land uses conform to development regulations, and the environment has been adequately protected.

Preparing the General Plan

In early 2020, the City launched the General Plan Update process to ensure future growth reflects the community's evolving needs and priorities. The updated Plan addresses emerging issues such as community health, climate change, housing, shared mobility, and the impact of online shopping. roughout the process, the City offered multiple opportunities for public participation in shaping the Plan (see Community Engagement section below).

Community Engagement

The General Plan was shaped through robust public engagement program that provided an opportunity for all community members to be involved in the General Plan update process. The City gathered community input through the following methods:

1. In-person and virtual community workshops;
2. General Plan Update website;
3. eBlasts;
4. Circulation Element Advisory Committee meetings;
5. Education and Lifelong Learning Element Advisory Committee meetings;
6. Parks and Recreation Element Working Group meetings; and
7. Planning Commission and City Council meetings, study sessions, and public hearings.

Community Workshops

The update process involved multiple opportunities for the public to engage in the development of the 2040 General Plan. The City gathered community input through the following methods:

- On **February 18, 2020**, the City held their annual State of the City at the Boys and Girls Club Clubhouse. The event led with a presentation and was followed by an open house to discuss the General Plan Update. The purpose of the open house was to provide an overview of the General Plan Update, relay opportunities to get involved in the process, collect input on issues and opportunities that should be addressed through the Plan, and receive initial feedback on a citywide vision for American Canyon.

- On **April 13 and 27, 2022**, the City hosted (via Zoom) two, separate, yet identical workshops. The purpose of these workshops was to introduce the Housing Element and new State requirements, as well as an opportunity for the public to provide comments on housing concerns in the community.

General Plan Update Website

To help expand the outreach efforts of the General Plan, this project included a project website to provide information on the process including information on the General Plan, meeting dates and locations, and related documents. The City used regular updates to the project website throughout the update process to keep community members informed and involved.

eBlasts

Throughout the update process, the City sent timely eBlasts to the General Plan contact list, which included elected and appointed officials, City Staff, stakeholders, and engaged community members. People could join the contact list through a link on the project website, by signing-in at a General Plan community workshop or public meeting, or by directly contacting the City of American Canyon.

Circulation Element Advisory Committee Meetings

The Circulation Element Advisory Committee recommended a road alignment for the "West Side Connector," along with programs and policies for multi-modal transportation solutions throughout the City.

Education and Lifelong Learning Element Advisory Committee Meetings

The Education and Lifelong Learning Element Advisory Committee provided recommendations for educational needs for all residents, including children younger than public school age and adults of post-secondary education age and seniors.

Parks and Recreation Element Working Group meetings

The Parks and Recreation Element Working Group will provide recommendations to meet the parks and recreation needs of all residents and it is anticipated that this effort will effectively result in a new Parks and Community Services Master Plan.

Planning Commission and City Council Meetings, Study Sessions, and Public Hearings

The City held various Planning Commission and City Council meetings, study sessions, and public hearings throughout the update process to inform decision-makers and the public, discuss key milestones, and provide direction for the next steps.

Analyses Informing the General Plan

Existing Conditions StoryMap. The Existing Conditions StoryMap tells the story of American Canyon – where it has been, where it is today, and the trends that will shape its future and focuses on providing the foundational information about the physical, natural, cultural, and economic conditions and trends that set the stage for updating the General Plan. The Existing Conditions StoryMap can be found at: *https://storymaps.arcgis.com/collections/25c8ec4f9c09494a9767468e3dcbfe1f?item=1*

Organization of the General Plan

Table INT-1 shows how the elements of the American Canyon General Plan are organized to meet the requirements of State law.

INT-Table 1: Elements of the American Canyon General Plan

American Canyon Elements	State Mandated								Optional Elements
	Land Use	Circulation	Housing	Conservation	Noise	Open Space	Safety	Environmental Justice	
2. Land Use	■							■	
3. Housing	■		■					■	
4. Mobility		■							
5. Utilities	■						■		
6. Culture, Environment and Sustainability		■		■		■			
7. Parks, Recreation and Open Space	■					■			
8. Safety					■		■	■	
9. Environmental Justice	■							■	

The General Plan is organized into 10 chapters (an introductory chapter, eight elements, and a glossary), allowing users to find topics or sections that interest them. The policies throughout all elements work together and users must consider them comprehensively when making planning decisions. The chapters of the General Plan are as follows.

1. **Introduction**

   The Introduction chapter provides an overview of the General Plan, its use and maintenance, the process used to develop the 2040 General Plan, and the Vision and Guiding Principles. This chapter also includes a Reader's Guide that provides useful information on how to read and use the goals, policies, and implementation programs presented in each element.

2. **Land Use Element**

   The Land Use Element establishes the pattern and intensity of land use in the city and sets forth policies and standards to guide future development.

3. **Housing Element**

   The Housing Element ensures that there is adequate land in place to accommodate American Canyon's fair share of new residents. Housing Elements are updated on separate cycles per State law. The current Housing Element will cover the time span from 2023-2031 and will address housing needs in the city in compliance with State housing law.

4. **Mobility Element**

   The Mobility Element focuses on providing a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel.

5. **Utilities Element**

   The Utilities Element guides decision-making concerning public and private infrastructure and utilities, including water, wastewater, flood control, solid waste, and energy utilities.

6. **Culture, Environment, and Sustainability Element**

   The Environment Element aims to preserve, protect, and enhance the natural, cultural, and historical resources that make American Canyon a unique place.

7. **Parks, Recreation, and Open Space Element**

   The Parks, Recreation, and Open Space Element focuses on conserving the city's park and open space environments for present and future residents, as well as enhancing important attributes to American Canyon that provide recreation for residents and visitors.

8. **Safety Element**

   The Safety Element establishes a policy framework for protecting people and property from unreasonable risks from natural disasters, noise, and other events. It also focuses on disaster and emergency response.

9. **Environmental Justice Element**

   The Environmental Justice Element establishes a policy framework for encouraging and supporting local efforts to increase participation in the local political process and to improve local conditions relative to environmental justice issues. The themes covered in this element lay the foundation for creating a more equitable and inclusive city for all residents of American Canyon.

10. **Glossary**

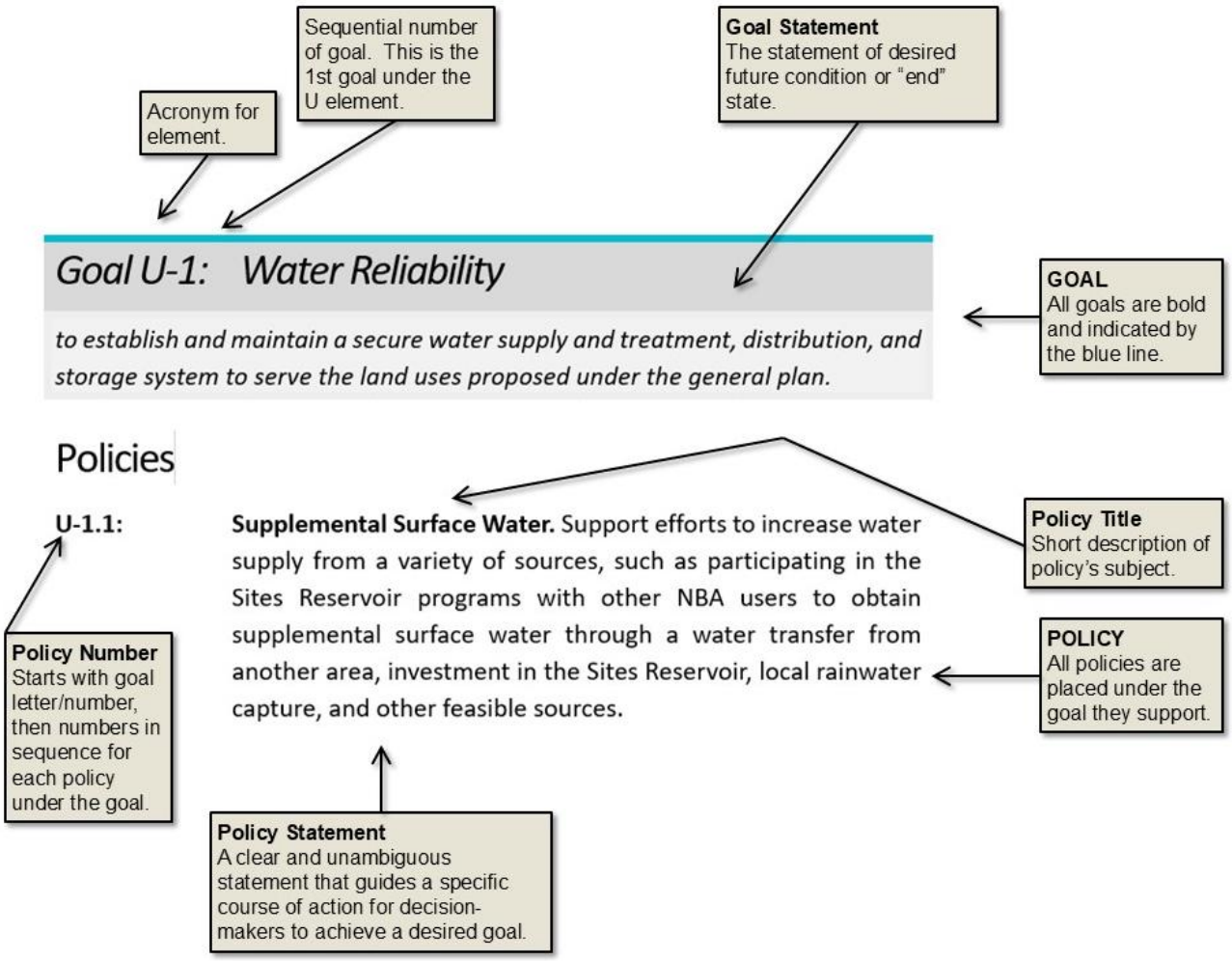
    This chapter provides a definition of the key terms used in the General Plan.

Readers' Guide

Goals and Policies

Each element contains the goals and policies that the City will use to guide future land use, development, resource management, and environmental protection decisions. Figure I-3 explains the standard format for goals and policies, using a sample goal and policy.

INT-Figure 3: How to Read Goals and Policies



Goal

A goal is a statement that describes in general terms a desired future condition or "end" state. Goals describe ideal future conditions for a topic and tend to be very general and broad.

Policy

A policy is a clear and unambiguous statement that guides a specific course of action for decision-makers to achieve a desired goal.

"Shall" vs. "Should"

Policies and implementation measures throughout the General Plan use terms such as "shall" and "should" to define the intentions of the City relative to these components. These modifiers are used as follows in the General Plan:

"Must" or "shall" or "required" are used to signify a mandatory requirement that the City will follow. For example, Policy U-4.4 says: "Continue to participate in the National Flood Insurance Program. To this end, the City **shall** ensure that local regulations are in full compliance with standards adopted by the Federal Emergency Management Agency (FEMA)."

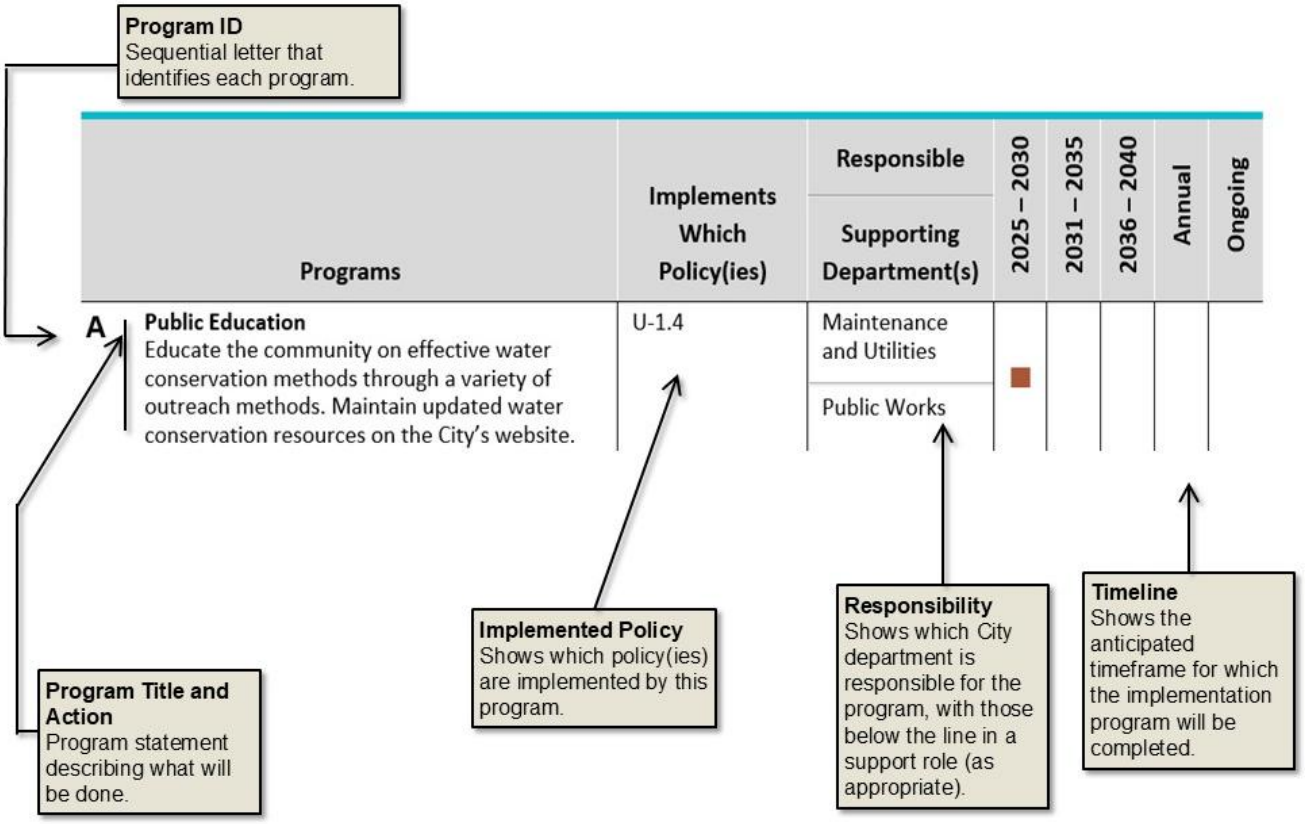
Words such as "should" or "may" are used to signify a less rigid directive, that will be honored in the absence of compelling or contravening considerations.

For example, Policy U-2.5 says: "Subject to State regulations and organizational capacity, **consider** new ways that recycled water can replace potable water. " This provides flexibility in addressing the policy in the context of the project or proposal.

Implementation Programs

Many policies will be implemented as part of routine City operations, and some policies require specific actions. The final section of each Element includes a table of implementation programs in a format illustrated on Figure I-4. Each implementation program will be evaluated in light of City resources, such as financial, staffing, and technology over the 20-year planning period.

INT-Figure 4: How to Read Implementation Programs



Maintaining the General Plan

Over time, the City's population will likely increase, its goals will evolve, and the physical environment will change. In order for the General Plan to remain relevant to current needs, it must be monitored and periodically revised to respond to changing conditions and needs over time.

The General Plan should be reviewed annually, with a more comprehensive and thorough review and revision done every ten years to reflect changes in local conditions, new local priorities, or State law. Though not required, many cities and counties will undertake a technical review of their general plan five years after adoption. State law permits the General Plan to be amended up to four times in any calendar year unless special conditions apply as defined by Government Code Sections 65358(c) and (d). Each amendment may contain more than one change to the General Plan.

General Plan Amendments can be initiated by the City or at the request of a property owner. Each General Plan Amendment is subject to review under the California Environmental Quality Act (CEQA) and goes through a public review process, including hearings with the Planning Commission and City Council.

While specific findings may be applied on a project-by-project basis, at a minimum the following standard findings shall be made for each proposed General Plan amendment:

1. The amendment is deemed to be in the public interest;
2. The amendment is consistent and/or compatible with the rest of the General Plan and any implementation programs that may be affected;
3. The potential impacts of the amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare; and
4. The amendment has been processed in accordance with the applicable provisions of the California Government Code, the California Environmental Quality Act (CEQA), and the City's Municipal Code.

City-initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic process described above to ensure consistency and compatibility with the General Plan. This includes appropriate environmental review, public notice, and public hearings, leading to an official action by the City Council.

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2 Land Use

The Land Use Element goals, policies, and programs strategically accommodate future growth and community vision while preserving and enhancing the qualities that make American Canyon a great place to live and work. The Element contains the Land Use Diagram, a map of land uses within the planning area, and a description of the land use designations.

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Land Use Diagram and Designations

The Land Use Element designates land uses that achieve the development vision for the city through the 2040 planning horizon year. The core of the Land Use Element is the land use diagram and land use designations that distinguish the various land uses in the City. Corresponding levels of intensity, density, and allowable uses are defined in this section, as required by Government Code Section 65302(a).

The General Plan development projections were determined by analyzing vacant and underutilized parcels within the city and the realistic level of development potential based on what is allowed under the applicable land use designation factoring for known physical constraints and/or regulatory requirements.

Important Note

It is common for the Land Use Diagram to be updated over time. Please check with the American Canyon Community Development Department, Planning Division, to ensure you have the current version.

Planning Boundaries

The following planning boundaries are recognized as part of the American Canyon General Plan:

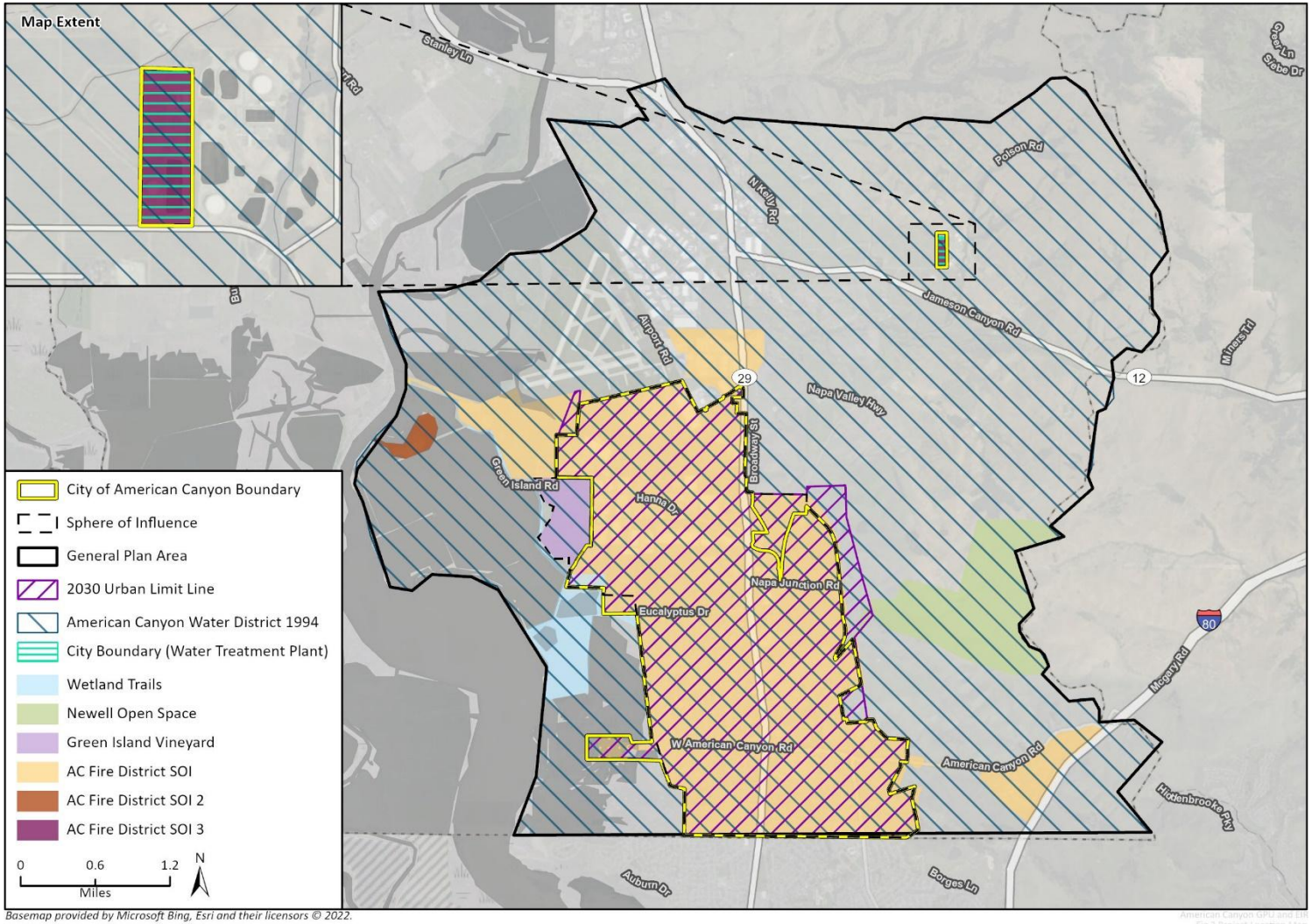
- **City Limit.** The political boundary within the incorporated city limits. American Canyon has land use authority over all land within its city limits.
- **Sphere of Influence.** The Local Agency Formation Commission (LAFCo) establishes the Sphere of Influence (SOI), which defines the probable future incorporated City boundary. An SOI typically includes areas where the City already has or plans to have responsibility to provide municipal facilities and services.
- **Urban Limit Line.** The City's Urban Limit Line was adopted by the City Council in response to a 2008 voter initiative (Resolution 2008-106). This Urban Limit Line was coordinated with Napa County to be consistent with the County's General Plan and City-centered urban growth policies. The 2040 General Plan extends the existing ULL indefinitely from a 2030 expiration date and includes consideration of an addition of the Hess/Laird Property northeast of the city's current

ULL which addition will occur concurrently with the indefinite extension of the ULL.

- **General Plan Planning Area.** A General Plan, pursuant to State law, must address all areas within the jurisdiction's Planning Area that bears a physical relationship to the long-term planning of the city. Consistent with this principle, the General Plan Planning Area includes the City of American Canyon Water and Sewer Service area, City, SOI, and ULL. Unincorporated Napa County has land use authority within the Extraterritorial Water and Sewer Service area, however, as the Water and Sewer Service provider, the City's Extraterritorial Water and Sewer Service area bears relation to the City's planning consistent with Gov. Code §65300.

Figure LU-1, the General Plan Planning Area Diagram, shows the planning boundaries that make up the General Plan Planning Area.

Figure LU-1 Planning Area Boundary



Basemap provided by Microsoft Bing, Esri and their licensors © 2022.
Additional data provided by the City of American Canyon, 2022.

Land Use Diagram

Figure LU-1, the General Plan Land Use Diagram, shows the distribution of the land use designations within the City's Planning Area. There are 14 residential, commercial, mixed-use, and public/quasi-public uses land use designations within the City's Planning Area.

The Land Use Diagram is intended to be more general than the Zoning Map. While the Land Use Diagram guides zoning, it is not the same as the City's Zoning Map. Each land use designation has one or more corresponding compatible zoning districts. Whereas the land use designations are intentionally broad, the zoning designations are more detailed and provide specific development standards, including permitted and conditional uses, building heights, setbacks, lot coverage, and parking requirements.

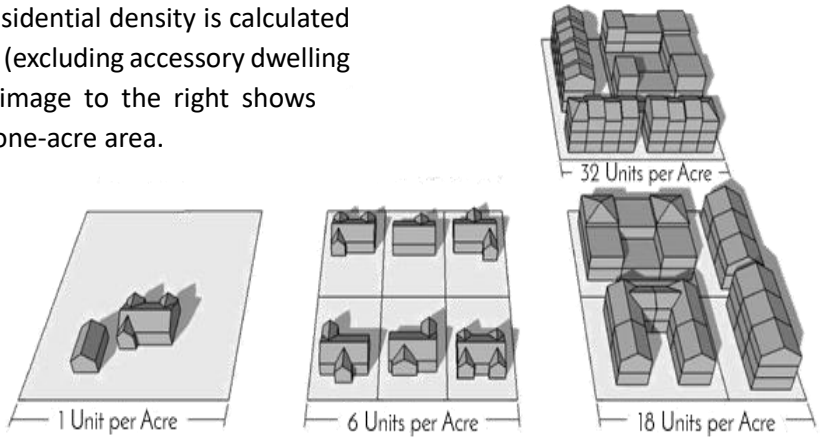
Land Use Designations

Table LU-1 describes the land use designations along with their corresponding density/intensity standards:

- **Designation.** This provides the name of each land use designation and the acronym used when referring to the designation.
- **Color.** Each land use designation has an assigned color used in the Land Use Diagram (Figure LU-2).
- **Description.** This describes the purpose and application of each land use designation. The City's zoning regulations provide further detail about uses allowed and permitted in zoning districts that implement the land use designations.
- **Density/Intensity Standards.** This describes development density or intensity. Designations allowing residential uses include a minimum and maximum density, expressed as dwelling units per acre (du/ac). Non-residential uses include maximum building intensity standards, expressed as Floor Area Ratio (FAR), which is defined below. Some non-residential land use designations also allow residential uses and include density standards as well.

Residential Density

Development is defined by allowed density (minimum and maximum) measured in dwelling units per acre (du/ac). Residential density is calculated by dividing the number of dwelling units on a site (excluding accessory dwelling units) by the gross acreage of the site. The image to the right shows examples of different residential densities for a one-acre area.

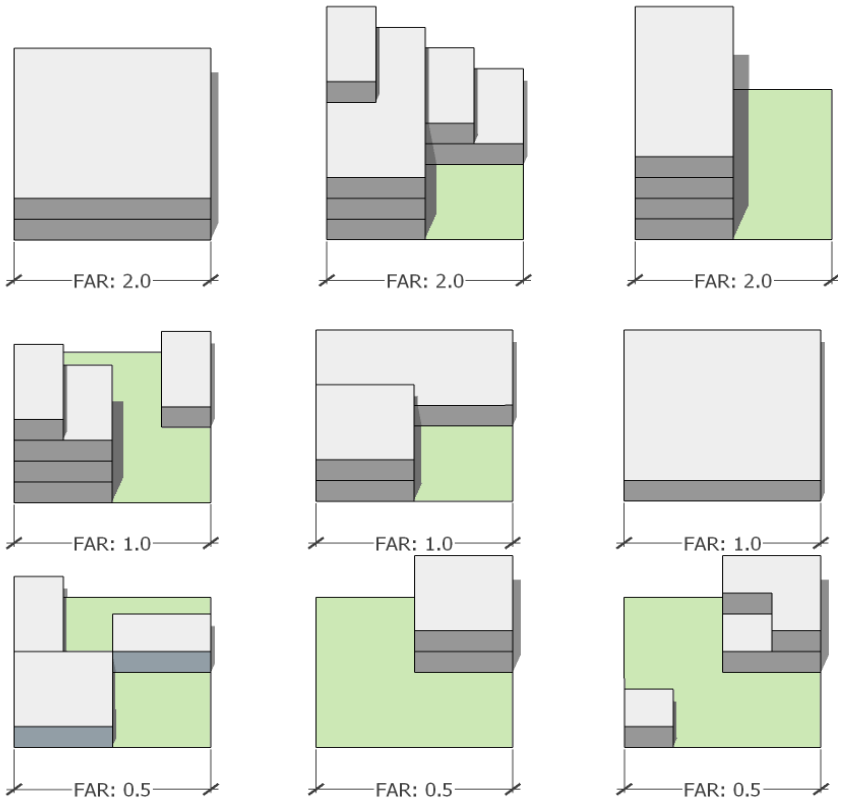


State planning law requires general plans to include standards for measuring population density. Population density is determined by multiplying the maximum number of dwelling units allowed in a given land use designation by the average number of persons per household (as determined by the California Department of Finance). Standards of density for residential uses are stated as the allowable range (i.e., minimum and maximum) of dwelling units per gross acre (du/ac).

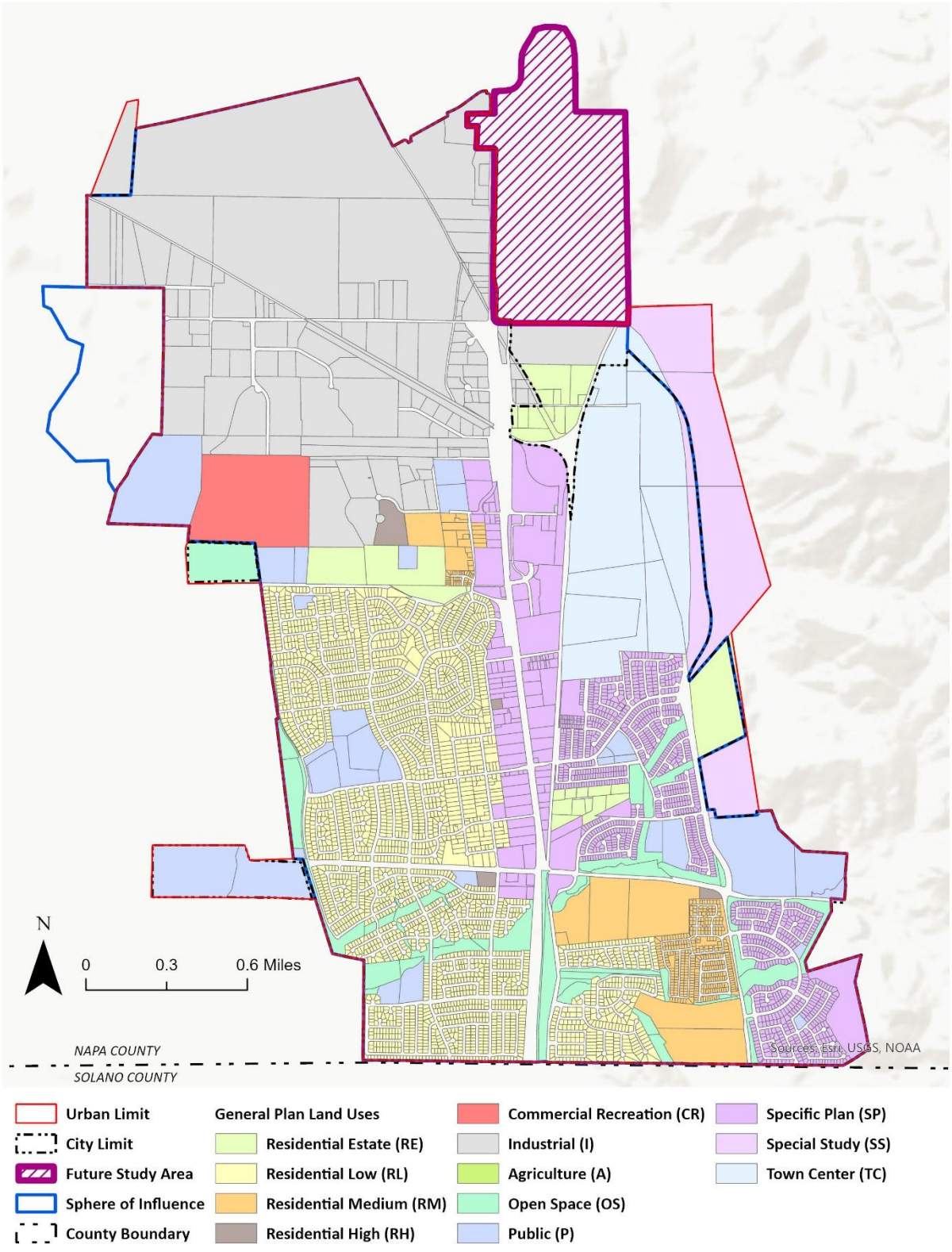
Floor Area Ratio (FAR)

Standards of building intensity for nonresidential uses such as office, commercial, industrial, and institutional development are defined in terms of floor area ratio (FAR). FAR is an indicator of how much building space is permitted on a given site. In the case of mixed-use developments that include residential uses, density standards are applied to the residential component while FAR standards are applied to the nonresidential component. A site includes all contiguous parcels that will share parking or access.

While FAR describes overall development intensity, it does not specify the form or character of the building. Different building configurations can result in the same FAR. To enable building configurations of allowed FARs consistent with community vision, zoning regulations identify height limits, building setbacks, lot coverage, or open space requirements to guide the form of buildings with a given FAR.



LU-Figure 2: Land Use Diagram



LU-Table 1: Land Use Designations

Residential Estate (RE)

This designation allows for single-family residential development. This designation is characterized by detached single-family residences on large parcels.

Density/Intensity Range

- Density: 1.0 to 2.0 du/ac
- Intensity: N/A

Residential Low (RL)

This designation allows for single-family residential development in both an attached and detached format.

Density/Intensity Range

- Density: 2.0 to 5.0 du/ac
- Intensity: N/A

Residential Medium (RM)

This designation allows for the development of multi-family dwellings and mobile home parks.

Density/Intensity Range

- Density: 5.0 to 12.0 du/ac
- Intensity: N/A

Residential High (RH)

This designation allows for the development of multi-family dwellings at a variety of densities. This designation also includes two sub-designation of RH-1 and RH-2. The only difference between the two sub-designations is the allowable density.

Density/Intensity Range

- Density:
- RH-1: 16.0 to 20.0 du/ac
- RH-2: 0.0 to 20.0 du/ac
- Intensity: N/A

Commercial Recreation (CR)

This designation allows for allows for development of recreation and winery-oriented uses.

Density/Intensity Range

- Density: N/A
- Intensity: 0.01 FAR

Industrial (I)

This designation allows for the continuation of existing and development of new industrial uses that capitalize upon the geographic advantages of the City (including adjacency to Napa County Airport and the railroad). The agricultural production of the region and emerging types of businesses, such as "thematic" and "environmental" based industries, offer opportunities for the clustering of key economic sectors, and maintain the environmental quality of the City.

Density/Intensity Range

- Density: N/A
- Intensity: 0.5 to 0.7 FAR

Public (P)

This designation allows for the continuation of existing and expansion of governmental administrative, recreation, public safety, human service, cultural and educational, infrastructure, utility infrastructure, and other public land uses and facilities to support the existing and future population and development of the City.

Density/Intensity Range

- Density: N/A
- Intensity: 0.01 FAR

Open Space (OS)

This designation preserves the important environmental resources of the City including significant wildlife habitats and vegetation, hillsides and canyons, creeks, rivers, and wetlands.

Density/Intensity Range

- Density: N/A
- Intensity: 0.01 FAR

Specific Plan (SP)

This designation reserves land for designated specific plans within the City.

Density/Intensity Range

- Density: Dependent on the approval of individual Specific Plans.
- Intensity: Dependent on the approval of individual Specific Plans.

Special Study (SS)

This designation allows certain parcels as "special study" areas that may be needed for future urban growth, but for which appropriate land use designations have yet to be determined.

Density/Intensity Range

- Density: TBD
- Intensity: TBD

Town Center (TC)

This designation allows for the development of a Town Center that physically and functionally serves as the symbolic and identifiable focus of community activities and events for the City and which is a regional destination within Napa Valley. The Town Center shall have two principal land use areas: (s) Town Center Core Area, and (b) Town Center Residential Neighborhoods. The Town Center Core Area shall mean the area around the basalt industrial ruins which will be developed with the land uses to create a true "downtown" for American Canyon. The Town Center Residential Neighborhoods shall mean the residential areas portion of Town Center that surrounds the Town Center Core Area.

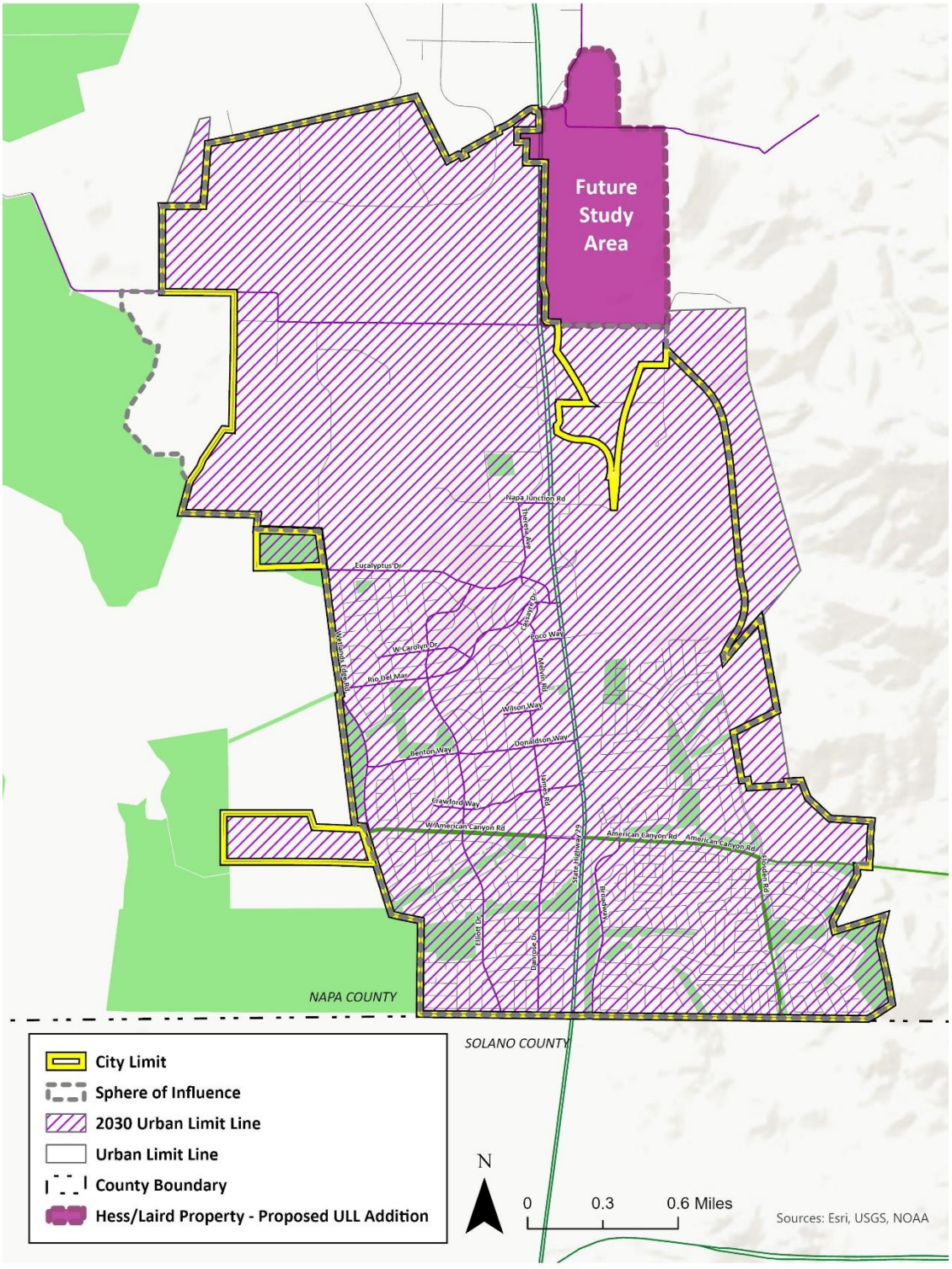
Density/Intensity Range

- Density: Dependent on the approval of individual Specific Plans.
- Intensity: Dependent on the approval of individual Specific Plans.

Future Study Area

As part of the General Plan update the City identified a future study area (Figure LU-3) that has the potential for additional growth. This future study area encompasses the Hess/Laird property which is currently located within the jurisdiction of Napa County and was recently general planned and rezoned for industrial uses by the County. As a Future Study Area, the General Plan does not identify specific uses for the Hess/Laird property under CEQA at this time and it would be speculative to evaluate any specific uses at this time. When the City evaluates this Study Area for inclusion in the City's Urban Limit Line, the process will evaluate future uses as part of a subsequent CEQA analysis.

LU-Figure 3: Future Study Area



Goals and Policies[1]

Growth Management and Phasing

The city of American Canyon was incorporated on January 1, 1992. Since then, the city has grown to a population of more than 21,000. American Canyon is home to three elementary schools, one middle school and one high school and dozens of businesses. Positioned along Highway 29 in Southern Napa County, the city is the SF Bay Area's entry point to the Napa and Sonoma Valley wineries.

The City's focus is on strengthening the local economy and increasing job opportunities in American Canyon to enable more residents to work closer to home and sustain and enhance the long-term economic viability of the city. The City is also focused on capitalizing on tourism and preserving the unique environmental resources and character of the area. Revitalization of vacant and underutilized properties and quality new development are key to the city's future. Policies in this section give American Canyon the tools to grow and change through 2040. They provide structure and guidance, while allowing flexibility to adapt to economic, environmental, and social change.

Goal LU-1:

Establish American Canyon as a "complete city" with a diversity of distinct land uses that serve the needs of residents, businesses, and visitors.

Policies

LU-1.1: **Balance of Land Uses.** Establish a diversity of land use designations that provide for housing, commercial, employment, educational, cultural, entertainment, and recreation needs of residents; capture visitor and tourist activity; provide employment opportunities for residents of the greater subregion; and provide open space and aesthetic relief from developed urban/suburban areas.

LU-1.2: **Pattern of Development.** Support a pattern of development that establishes distinct neighborhoods, districts, places of

[1] Sustainable policies are noted with a green leaf.

community activity, and culture and open spaces that are interlinked and promote a cohesive image; locates jobs, commerce, recreation, and other places of community activity within close proximity to housing, minimizing the need for vehicular use; achieves a balance of uses to serve both sides of Highway 29; and establishes an overall compact urban form surrounded by open space.

LU-1.3: **Open Space.** Provide adequate open space and recreational facilities to ensure a high-quality environment for American Canyon's residents.

LU-1.4: **Compact Development Pattern**. Maintain a compact development pattern that fosters a walkable and bikeable urban form.

LU-1.5: **Infrastructure Coordination.** Ensure new development consistent with the Land Use Plan is coordinated with adequate public infrastructure (e.g., transportation facilities, capital improvements, wastewater collection and treatment, water supply, electrical, natural gas, telecommunications, solid waste disposal, and storm drainage) and public services (e.g., governmental administrative, police, fire, recreation).

Residential

Residential neighborhoods provide the heart of daily life and social interactions with friends, family, and neighbors. The General Plan encourages residential neighborhoods with connectivity, pedestrian safety, neighborhood character, and housing choice.

Goal LU-2:

New and expanded residential neighborhoods include a range of housing opportunities to meet the physical, economic, and social needs of the population, are designed to exhibit a high quality and character, contain appropriate supporting services, and reflect their environmental setting.

LU-2.1: **Housing Inclusiveness**. Within each neighborhood, support development of diverse housing types and lot sizes to accommodate a range of affordability levels and socio-economic diversity.

LU-2.2: **Provide Public Facilities and Parks**. Establish and maintain public facility and park standards for new residential and commercial development.

LU-2.3: **Objective Design Standards.** Establish objective design standards that convey a high level of quality and character in new residential development.

LU-2.4: **Nonresidential Structures in Residential Neighborhoods.** Require nonresidential structures in new development (e.g., recreation facilities, community meeting rooms and auditoriums, neighborhood commercial, services, and religious facilities) be designed to be compatible with and convey the visual and physical scale and character of residential structures.

LU-2.5: **Active Transportation**. Increase walking and bicycling opportunities by implementing pedestrian and bicycle plans and link recreation and commercial services to residential areas with safe and protected pedestrian walkways and bicycle paths.

Commercial

Commercial uses provide needed retail goods and services for residents, employees, and visitors. They are places for commerce, employment, entertainment, culture, and, in some case, living in proximity to these uses. Pedestrian-oriented activities are encouraged that welcome customers with plazas and informal gathering places. Commercial uses accommodate development of property exclusively for commercial and employment uses (without housing) and/or mixed-use projects that integrate housing with retail, office, community facilities, and other uses within the same structure or on the same site. They can also integrate community-serving uses, such as public meeting rooms and daycare facilities in key activity areas. Commercial uses should be designed to operate in harmony with adjacent neighborhoods and uses through the siting of buildings, transitions in scale, and land use mix

Goal LU-3:

Attractive and vibrant neighborhoods, community, and regional commercial centers with convenient shopping, services, entertainment, and social interaction.

LU-3.1: **Diversity of Commercial Uses.** Provide for a diversity of retail and service commercial uses that support multiple neighborhoods and the greater community, reduce the need for trips to adjacent jurisdictions for goods and services, and provide shopping and service opportunities for commuters, visitors, and tourists.

LU-3.2: **Unique Viewsheds.** Accommodate commercial uses on Oat Hill that capitalize on the unique views of the Napa River, San Francisco Bay, and Napa Valley, site topography, and other natural characteristics.

LU-3.3: **Unwanted Glare.** Prevent glare with commercial lighting designed to illuminate within the property line in accordance with safety standards.

LU-3.4: **High Activity Areas.** Require entertainment, drinking establishments, and other similar uses provide adequate physical, safety, and operational measures.

LU-3.5: **Napa River Public Access.** Encourage development of a kayak launching facility on the Napa River.

Goal LU-4:

Improve the appearance and functionality of the Highway 29 corridor and establish a Town Center to provide for economically sound local- serving commercial development.

LU-4.1: **Retail and Office Development.** Designate enough land to attract new retail and office development to meet the needs of the current and projected residents, as well as to retain potential sales tax revenue in the City.

LU-4.2: **Tourism.** Provide and promote opportunities for uses which capitalize on the City's proximity to the wine country and the

airport, as well as take advantage of the city's natural resources, including tourist- supported commercial activities, such as a wine train depot, winery outlets, hotel, and golf course.

LU-4.3: **Diversification.** Diversify by attracting, promoting, and retaining small businesses, establishing the city's niche as a provider of specialty stores and a broad range of services.

LU-4.4: **Business Retention.** Establish an outreach program to encourage existing businesses that are in conformance with the General Plan to remain in or at their current locations.

LU-4.5: **High Sales Tax Generating Uses.** Modify existing zoning regulations as necessary to encourage long-term retention of high sales tax generating uses, such as lumber yards.

LU-4.6: **Commercial Uses in Industrial Zones.** Increase the flexibility of industrial zoning regulations to allow for certain types of specialty retail uses that are compatible with industrial uses.

LU-4.7: **Highway 29 Improvements.** Enhance the city's existing tax base through the improvement and maintenance of the Highway 29 commercial corridor,

LU-4.8: **Small Scale Commercial Development.** Provide for small scale commercial development that would serve residents as well as take advantage of tourism or commuter traffic.

LU-4.9: **Commercial Clustering.** Encourage the clustering of commercial activities along Highway 29 to provide more attractive and cohesive facilities while minimizing potential circulation conflicts.

LU-4.10: **Create Town Center. I**mprove and strengthen the city' s identity though the creation of a Town Center as the principal government and commercial center and designate enough land to accommodate future demand for neighborhood and community- serving retail and commercial development.

LU-4.11: **Small Community Atmosphere.** Encourage the development of small specialty stores in the Town Center to promote a small community atmosphere.

LU-4.12: **Marketing Program.** Periodically assess market conditions, including population growth in the city and neighboring Vallejo and when appropriate, establish an aggressive marketing program to effectively compete with neighboring cities to attract desired commercial uses.

Industrial

Industrial centers provide manufacturing, research and development, flex space, industry incubators, and similar uses that range from business parks, warehouses, and distribution facilities to manufacturing. This designation supports "clean" industries and agricultural and wine-related industries that take advantage of the education and skills of the local and regional population. Industrial designations promote improvements in site planning to create places with attractive architecture and landscaping, and make employment areas accessible to pedestrians, bicyclists, and transit. They also support the integration of limited additional employment support uses such as retail and services.

Goal LU-5:

Industrial uses that provide employment for residents of American Canyon and the surrounding region and contribute significant revenue for the city.

LU-5.1: **Industrial Development Compatibility with Existing Uses.** Require new industrial development be designed to achieve a high level of quality and compatibility with existing uses including architectural treatment of all building elevations; use of extensive landscape along the primary street frontages and parking lots; and enclosure of storage areas visible from principal highways (including Highway 29) and peripheral residential and commercial districts with decorative screening or other elements.

LU-5.2: **Industrial Development Unified Character.** Require new industrial development be designed to convey a unified character by inclusion of pedestrian walkways, arcades, an/or other visual elements to interconnect individual buildings; differentiation of building facades by materials, color, architectural details, and modulation of building volumes; use of consistent and well-designed public and informational

signage; and installation of elements that define the key entries to the industrial district.

LU-5.3: **Truck Access.** Require truck access be controlled so it is safe and efficient and minimizes exposure to adjacent residential neighborhoods.

LU-5.4: **Industrial Operations.** Where industrial uses are located adjacent to residential neighborhoods, require that their operations be controlled to prevent adverse impacts (e.g., noise, light and glare, and odors) on adjacent property and appropriate measures implemented to buffer these uses (e.g., setbacks, landscaping, and earthen berms).

LU-5.5: **Prevent Adverse Impacts.** Control, through the permit process, the development of industrial uses that use, store, produce, or transport hazardous materials in threshold planning quantities, generate unacceptable levels of noise or air emissions, or result in other impacts that adversely impact American Canyon.

Goal LU-6:

A diversified industrial base that provides employment opportunities for residents and generates fiscal revenues for the City.

LU-6.1: **New Compatible Industries.** Increase the number of firms within the industries now represented in the City and capture new, clean, nonpolluting industries that are stable and compatible with City needs in terms of traffic, air quality, and employment.

LU-6.2: **Industrial Development Standards.** Establish design and FAR standards for industrial buildings which will create and maintain an attractive image for American Canyon's industrial areas without imposing overly restrictive regulations.

LU-6.3: **State grants.** Pursue available State grants that would assist the City and private property owners in enhancing infrastructure in the industrial areas.

LU-6.4: **Accommodate Projected Industrial Growth.** Designate enough land to accommodate projected demand for industrial space by 2040.

Public and Institutional

American Canyon has many public and private institutional uses, that provide government services, education, recreation, and medical services. This goal and its supporting policies are designed to ensure that public and institutional land uses enhance the quality of life of residents and meet the service needs of the community. Policies encourage public and quasi-public uses to be designed and operated in a manner that is compatible with surrounding properties.

Goal LU-7:

Sufficient public and institutional uses that meet the needs of the residents of American Canyon.

LU-7.1: **Adequate Public Facilities.** Provide governmental administrative, recreation, public safety, human service, cultural and educational, infrastructure, utility infrastructure, and other public land uses and facilities to support the existing and future population and development of the City.

LU-7.2: **Electric Transmission Corridors.** Limit the development of uses within electrical transmission corridors to ensure adequate public health and safety.

LU-7.3: **Utility Modernization**. Coordinate new development with policies in the Utilities Element to improve American Canyon's resilience to increasing utility demands and system hardening to climate change and natural disasters.

LU-7.4: **Public Facility design.** Establish standards for the City and coordinate with other public agencies to ensure that public buildings and sites are designed to be compatible in scale, mass, character, and architecture with the existing buildings and pertinent design characteristics prescribed by this General Plan for the district or neighborhood in which they are located.

LU-7.5: **PG&E Facility Landscaping.** Work with Pacific Gas and Electric Company to facilitate landscaping of their site and facilities at the intersection of Highway 29 and American Canyon Road.

Neighborhoods, Boulevards, and Districts

American Canyon features safe and friendly residential neighborhoods; a few notable rural residential areas; an increasing balance of needed multi-family communities; a commercial core centered along Broadway; , a vibrant, growing industrial park to the north; and open space that envelopes the City to the east and west. The goal and policies in this section are intended to support the continued development of unique neighborhoods, boulevards, and districts.

Goal LU-8:

Harmonize new neighborhoods and districts into the existing community fabric.

LU-8.1: **Distinct Neighborhoods, Boulevards, and Districts.** Assure that new development supports the differentiation of the neighborhoods, boulevards, and districts of the City by their functional role, uses, form, scale, and character of development.

LU-8.2: **Objective Design and Development Standards.** Require new development to comply with the City's objective design and development standards to maintain long- term, high-quality development.

LU-8.3: **Placemaking.** Encourage development of an "American Canyon Vernacular" architectural style by encouraging new development to reflect the architectural styles of newer development located nearby.

LU-8.4: **Public Gathering Spaces**. Encourage new retail development to include formal and informal public gathering spaces through a variety of means, such as pedestrian-oriented street design; sidewalk furniture and pedestrian-oriented development; well-designed, multi-use public spaces of different sizes including pocket parks, plazas, and monuments; and community events.

LU-8.5: **Public Art**. Encourage new development to include public artwork and accommodate public art at key gateways, parks, open spaces, trails, and public gathering places.

Airport Compatibility

The Napa County Airport Land Use Compatibility Plan (NALUCP) was adopted by the Napa County Airport Land Use Commission (ALUC) on December 4, 2024. The NALUCP is incorporated into the General Plan as a standalone document identified as Appendix 3 Napa County Airport Land Use Compatibility Plan.

Goal LU-9:

Ensure development within American Canyon is consistent with the Napa County Airport Land Use Plan.

LU-9.1: **Airport Compatibility.** Within the time limits specified by Government Code 65302.3(a), the City shall amend, as applicable, the zoning ordinance and specific plan(s).

LU-9.2: **Nonconforming Uses.** The City shall amend the Zoning Ordinance to incorporate policies that address changes to existing nonconforming uses consistent with the NALUCP.

LU-9.3: **Airport Authority Coordination.** Consistent with Public Utilities Code Section 21676(b), prior to approving Actions indicated in Paragraphs (a) and (b), the City shall refer the Action to the ALUC for determination of consistency with this ALUCP. Land Use Actions always requiring ALUC review include:

(1) Local Agency adoption or approval of any new general plan, specific plan, or facility master plan, or any amendment thereto, that affects lands within an Airport Influence Area. This includes actions that are applicable throughout a land use jurisdiction as well as for development proposals for an individual site.

(2) Local Agency adoption or approval of a zoning ordinance or building regulation, including any proposed change or variance to any such ordinance or regulation, that (a) affects

land within an Airport Influence Area and (b) involves the types of airport impact concerns listed in Policy 2.3.1(a).

(3) Land Use Actions for which a Special Conditions Exception is being sought under Policy 3.2.4.

LU-9.4: **Projects Exempt from the NALUCP.** The NALUCP does not apply to existing land uses as described in California Public Utilities Code 21670(a) and 21674 (a).

LU-9.5: **Projects Subject to City Review** Except for projects that require Napa County Airport Land Use Commission Review or are exempt, all new development within the City that is subject to the NALUCP shall be evaluated consistent with the procedures in NALUCP Section 5.1.

Quality of the Built Environment

American Canyon has a unique identity that the General Plan seeks to enhance by providing a policy framework for the preservation of resource lands and the design of new development. Tasteful development projects, beautiful landscaping, and a lack of visual clutter create an appealing community for residents and visitors. American Canyon has many areas with excellent community design characteristics, and others that need attention. The policies in this section seek to ensure neighborhoods are developed and maintained as high-quality living environments that support American Canyon's community character.

Goal LU-10:

Foster a community image that promotes and enhances American Canyon as a desirable place to live and do business.

LU-10.1: **City Gateway.** Seek to improve the scenic character of SR 29 as an important gateway into the City through undergrounding utilities; increased landscaping and street tree planting; and appropriate architectural character.

LU-10.2: **City Identity.** Promote public art, historic structures, and landmarks to reinforce American Canyon's identity.

LU-10.3: **City Livability.** 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 amenities and services such as transit, parks, trails, and schools.

LU-10.4: **City Livability.** Support an active and comfortable public realm by incorporating street trees, shade opportunities, benches, trash receptacles, public restrooms, and other features that contribute to an attractive and enjoyable space in city parks, trails, and streetscapes.

LU-10.5: **Economic Adaptation.** Support flexibility in land uses designations to respond to changing and evolving economic needs.

LU-10.6: **Landscaping Plans.** Require that new development subject to discretionary review submit and implement a landscaping plan consistent with City standards and requirements.

LU-10.7: **Property Maintenance.** Require properties be properly maintained consistent with the neighborhood preservation ordinance (Municipal Code Chapter 9.04) and discretionary development conditions of approval.

LU-10.8: **Preserve Existing Trees and Vegetation.** Require new development to preserve and incorporate existing mature and specimen trees and other significant vegetation into project design.

LU-10.9: **Zero Water Footprint.** Require new development offset the amount of increased potable water that will be consumed by their project on a one-to-one basis, including installing water efficient fixtures; using recycled water for non-potable uses when available; constructing dual plumbing buildings; installing water wise landscaping and irrigation; and other appropriate measures.

LU-10.10: **Code Enforcement.** Actively enforce City codes to eliminate abandoned, wrecked, or inoperative vehicles in the front yards; overgrown weeds or unsafe or unsanitary living conditions; accumulated trash and debris; and address other property maintenance issues to assure high-quality neighborhoods, commercial districts, and industrial areas.

LU-10.11: **Property Maintenance Programs.** Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants regarding methods for the maintenance and upkeep of their property.

LU-10.12: **Community-based Maintenance Efforts.** Require community- and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites.

LU-10.13: **Climate Change Adaptation.** Support efforts to construct needed infrastructure that helps the City adapt to climate change.

LU-10.14: **Safe Pedestrian and Bicycle Mobility.** Improve bicycle and pedestrian safety throughout the city, consistent with the Mobility Element and implementing programs, such as Local Roadway Safety Plan.

LU-10.15: **Housing Inclusion.** Incorporate a variety of housing types into future development that is available to a range of incomes.

Urban Limit Line

Goal LU-11:

Maintain an Urban Limit Line for the City of American Canyon which describes its future geographic boundary.

LU-11.1: **Lands Outside the Urban Limit Line.** Meet and confer with Napa County to amend the Urban Limit Line during the term of the General Plan.

LU-11.2: **Public Uses Outside the Urban Limit Line.** Acquire lands for public uses and construct and operate public facilities outside of the City Urban Limit Line, if necessary and appropriate, provided that those facilities are designed to serve development within the City Urban Limit Line.

LU-11.3: **Preserve Agriculture and Open Space.** Define the limits of urban development of the City, thus preserving agricultural and open space outside of the City Urban Limit Line as it may

be amended during the term of this General Plan on a long-term basis.

LU-11.4: **Orderly, Sequential Annexation.** Annex urbanized and vacant areas in the City's Sphere of Influence and Urban Limit Line in an orderly, progressive sequence.

LU-11.5: **SOI Amendment.** Meet and confer with Napa County and LAFCO to amend the City's Sphere of Influence to include the "Hess and Laird" Properties and other properties at the direction of the City Council.

Economic Development

The City recognizes that it can facilitate private-sector investment and the creation of jobs by creating a business-friendly climate. The type and supply of the employment land uses in the city also provide important indicators of the ability of the City to meet the needs of the changing economy. Policies in this section seek to protect the industrial and commercial lands that provide jobs to many American Canyon residents. The policies also stress the importance of fair and predictable permit procedures, the removal of unnecessary regulatory barriers, and economic development programs as ways to attract private-sector investment to American Canyon.

Goal LU-12:

Improve the well-being of the entire community by leveraging job creation from medium to large- scale private construction projects to benefit American Canyon residents and the local economy.

LU-12.1: **Living Wages.** Require medium to large-scale private construction projects in American Canyon provide residents with employment opportunities that offer living wages and benefits.

LU-12.2: **Local Pool of Skilled Labor.** Increase the local pool of skilled construction labor in Napa and Solano County areas by supporting apprentice programs for youth and veterans.

LU-12.3: **Expedite New Construction Economic Benefits.** Reduce time for private construction projects to be built, consume less time for City inspection, and enable new private construction

projects to contribute to the city economy sooner by implementing City regulations that require medium to large-scale private construction projects in American Canyon hire skilled construction employees.

LU-12.4: **New Construction to Hire Local Residents.** Require medium to large private construction projects hire a minimum percentage of workers that live within American Canyon and the surrounding communities of Napa and Solano Counties.

Goal LU-13:

Improve economic conditions in American Canyon by capitalizing on the city's industrial land and promoting a mix of land uses which create quality jobs and foster fiscal stability.

LU-13.1: **Maximize Economic Development.** Support new industrial and business park and community-serving commercial development to maximize the city's market and economic development potential.

LU-13.2: **Expand the Economic Base.** Seek to expand the city's economic base and development opportunities through planned annexation program that is linked to the General Plan.

LU-13.3: **Home-Based Businesses.** Continue to facilitate home occupation uses to enable residents to work from home while maintaining the quality and character of existing residential neighborhoods.

LU-13.4: **Workforce Innovation.** Consider specific needs for innovative businesses, including small businesses, incubator uses, live-work spaces, artist studios, and small home-based businesses to foster entrepreneurship, workforce development, and increased workforce participation.

LU-13.5: **Best Practice Codes.** Update zoning, building, and property codes to conform with recent best practices.

LU-13.6: **Climate Adapted Utility Grid.** Support efforts to develop a more resilient power grid by encouraging home microgrids, such as a solar energy system~~s~~ with one or more electric battery storage backups and fossil fuel backup generators that

meet the stringent emission standards set by the Bay Area Air Quality Management District (BAAQMD).

LU-13.7: **Internet of Things.** Facilitate implementation of innovative electronic capabilities (IOT) with improved wireless infrastructure technology throughout the city.

LU-13.8: **Positive Fiscal Impacts.** Promote growth that generates net positive fiscal impacts to the City to ensure that municipal services keep up with growing demand.

LU-13.9: **Fiscal Impact Analysis.** Require a fiscal impact analysis of new development to determine what costs of the new development to the City, if any, may be subject to mitigation.

LU-13.10: **Fiscal Impact Monitoring.** Monitor the fiscal impact of new development activity to determine the optimal development phasing of new development to ensure that the costs of City services are balanced with revenues generated on a recurring basis.

LU-13.11: **Rates, Taxes, and Fees Assessment.** Periodically assess the structure of utility rates, business license taxes, and user fees to ensure that such rates and fees cover the true cost to the City.

LU-13.12: **Streamlined One-stop Application Process.** Expedite the growth of job-generating, quality businesses, and other high priority development by developing a streamlined, one-stop City application procedures.

LU-13.13: **New Use Performance Standards.** Establish a standard performance base for new uses. If a proposed use conforms to established standards, eliminate, or reduce the level of discretionary review.

LU-13.14: **Industrial Performance Standards.** Continue implementation of zoning standards that ensure industrial development is designed and operated to minimize—to the extent feasible—noise, heat, glare, dust, unscreened storage yards, air emissions, hazardous materials generation, and other negative effects.

LU-13.15: **Employment Retention.** Support retention of industrial uses that provide high-paying local jobs within the city when possible.

LU-13.16: **Employee Services.** Encourage development of supporting commercial services such as dining, recreation, and childcare in the city's industrial areas to provide convenient access to services for industrial workers.

LU-13.17: **Occupancy Permit Requirements.** Maintain occupancy permit requirements for new and existing buildings to monitor zoning compliance and business activity within the city.

LU-13.18: **Development Review Process information.** Prepare informational brochures that clearly describe the development review process to the public.

Goal LU-14:

Capitalize on the city's physical resources to generate private commercial recreational opportunities.

LU-14.1: **Commercial Recreation Opportunities.** Explore opportunities to encourage private development related to commercial recreation.

LU-14.2: **Private Partnerships.** Seek opportunities to partner with private for-profit and nonprofit organizations to facilitate new recreational opportunities.

LU-14.3: **Land Use Strategies.** Evaluate potential locations for commercial recreation opportunities that capitalize on the city's physical resources and foster a healthier community.

General Plan Use and Maintenance

The American Canyon 2040 General Plan is designed to be a living document that reflects the City's needs and desires, which will evolve over time. The effectiveness of the General Plan ultimately depends on how the City implements and maintains the General Plan over its lifetime. This section is designed to ensure that the City reviews and updates this General Plan to respond to current community needs and aspirations, and changes in State law.

Goal LU-15:

An effective and implemented General Plan Land Use Map.

LU-15.1: **Land Use Map.** Maintain and implement a Land Use Map describing the types of allowed land uses by geographic location and the density of allowed uses within each specifically identified designation (i.e., other than within the special study area).

LU-15.2: **Zoning Designations.** Amend zoning designations and maps to ensure they remain consistent with the General Plan Land Use Map (Figure LU-1).

LU-15.3: **Land Use Element Compliance.** Implement the Nonconforming Uses, Structures, and Lots zoning standards to existing structures and uses which do not conform with the Land Use Element requirements and standards.

Goal LU-16:

A General Plan consistent with State law that provides a clear framework for ongoing administration and maintenance, with rigorous and efficient implementation.

LU-16.1: **Five-year General Plan Review.** Conduct a technical review of the General Plan every five years and revise and update as necessary to assure compliance with State law and responsiveness to current City needs, including a jobs/housing balance and adequate municipal revenues to maintain adequate level of public services.

LU-16.2: **Implementation Program Monitoring.** Maintain and annually review the General Plan Implementation Programs. As part of this process, the City shall update the prioritization of programs based on applicability, relevance, timing of initiation, and availability of funding.

LU-16.3: **Housing Element Update.** Update and implement a Housing Element every eight years that provides policy and programs to encourage the provision of safe, well-designed, accessible, sanitary, and affordable residential areas where people of all

ages can live, work, and play. This includes an equitable distribution of parks and public facilities to all residential areas consistent with legal requirements.

LU-16.4: **General Plan/Zoning Consistency.** Review the Zoning Ordinance standards and amend as necessary to ensure consistency with the General Plan.

LU-16.5: **Zoning Standards Update.** Periodically review the Zoning Ordinance to ensure that the appropriate zoning districts have appropriate allowed uses and development standards to accommodate the building and site needs associated with new and emerging industries.

LU-16.6: **Programmatic Environmental Review.** Take advantage of streamline development review by conducting programmatic environmental review of General Plan policies and development review.

LU-16.7: **Community Outreach.** Continually focus on improving methods to inform the public about land use policy development and ongoing development decision making.

LU-16.8: **Development Review Processes.** Continually review development review processes to make them more informative and easier to access through technological capacity.

LU-16.9: **Implementation Partnerships.** Maintain and expand upon General Plan implementation of highly technical service delivery through partnerships with other governmental agencies and nonprofit organizations, such as the City of Napa's implementation of affordable housing policy, Fair Housing Napa Valley, Napa Sonoma ADU center and others.

Implementation Programs

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
A	**Objective Residential Design Standards** Prepare objecitve residential design standards that reflect existing community character and design as well as recent development projects that are widely accepted as successful, well-design projects. The objective design standards will enable the City to approved more residential projects "by-right."	LU-2.4 LU-10.5	Community Development	■				
B	**Industrial Marketing Program** Support the Chamber of Commerce with its efforts to market the City to new businesses.	LU-6.2	City Manager		■			
C	**Permit Processing and Streamlining.** Continually seek methods to streamline permit processing that assures proactive review of priority development applications in desired areas. Assign a specific staff member to coordinate the permit process for high priority development applications. Prepare brochures that clearly define the development review process to the public.	LU-11.7	Community Development	■				
D	**Implement the Broadway District Specific Plan** Prepare a fee program or other funding program to pay for needed amenities, such as parks, landscaping, stormwater improvements, bicyle trails, and overhead utility undergrounding.	LU-4.7 LU-4.8 LU-4.9	Finance Department Public Works Parks and Recreation		■			
E	**Fiscal Impact Analysis** Determine a threshold project size for new development, above which a fiscal impact analysis is required. Each fiscal impact analysis shall analyze the potential project-specific fiscal impacts and determine what costs to the City, if any, that may be subject to mitigation.	LU-11.4	City Manager Community Development		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
F	**Fiscal Impact Monitoring** Annually monitor the fiscal impact of new development activity to determine the optimal development phasing of new development, according to its net positive or negative fiscal impact. In addition to monitoring the fiscal impact by type of development, the fiscal impact of development in different locations should be monitored. The purpose of such monitoring efforts is to ensure that the costs of services are balanced with revenues generated on a recurring basis.	LU-11.5	City Manager / Community Development				■	
G	**Five Year General Plan Review** Conduct a technical review of the General Plan every five years and revise and update as necessary to assure compliance with State law and responsiveness to current City needs, including a jobs/housing balance and adequate municipal revenues to maintain adequate level of public services.	LU-15.1	Community Development		■	■		

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3 Housing

State law recognizes the vital role local governments fulfill in the supply and affordability of housing. State Law requires the American Canyon City Council to adopt a comprehensive, long-term General Plan for the physical development of the city. One of the seven mandated elements of the General Plan, the Housing Element is the City's key plan for addressing housing needs in through 2031.

6TH Cycle Housing Element Certified

June 30, 2023

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

June 30, 2023

Brent Cooper, Director
Community Development Department
City of American Canyon
4381 Broadway Street, Suite 201
American Canyon, CA 94503

Dear Brent Cooper:

RE: City of American Canyon's 6th Cycle (2023-2031) Adopted Housing Element

Thank you for submitting the City of American Canyon's (City) housing element that was adopted January 31, 2023 and received for review on May 1, 2023. Pursuant to Government Code section 65585, subdivision (h), the California Department of Housing and Community Development (HCD) is reporting the results of its review.

HCD is pleased to find the adopted housing element in substantial compliance with State Housing Element Law (Gov. Code, § 65580 et seq) as of June 30, 2023. The adopted element addresses the statutory requirements that were described in HCD's February 10, 2023 review.

Additionally, the City must continue timely and effective implementation of all programs including but not limited to the following:

- Program B: Available Sites Inventory
- Program C: Municipal Code Updates
- Program E: Missing Middle/Workforce Housing
- Program F: Accessory Dwelling Units
- Program H: Residential Rehabilitation Loan Program
- Program L: Affordable Housing Funds
- Program V: Inclusionary Housing Program
- Program FF: Affirmatively Furthering Fair Housing
- Program NN: Pipeline Projects

The City must monitor and report on the results of this and other programs through the annual progress report, required pursuant to Government Code section 65400. Please be aware, Government Code section 65585, subdivision (i) grants HCD authority to review any action or failure to act by a local government that it determines is

inconsistent with an adopted housing element or housing element law. This includes failure to implement program actions included in the housing element. HCD may revoke housing element compliance if the local government's actions do not comply with state law.

Several federal, state, and regional funding programs consider housing element compliance as an eligibility or ranking criteria. For example, the CalTrans Senate Bill (SB) 1 Sustainable Communities grant, the Strategic Growth Council and HCD's Affordable Housing and Sustainable Communities program, and HCD's Permanent Local Housing Allocation consider housing element compliance and/or annual reporting requirements pursuant to Government Code section 65400. With a compliant housing element, the City now meets housing element requirements for these and other funding sources.

HCD wishes the City success in implementing its housing element and looks forward to following its progress through the General Plan annual progress reports pursuant to Government Code section 65400. If HCD can provide assistance in implementing the housing element, please contact Sohab Mehmood, of our staff, at sohab.mehmood@hcd.ca.gov.

Sincerely,

Paul McDougall
Senior Program Manager

Organization of the Housing Element

Background Report

Published under separate cover, the 2023 Housing Element Background Report provides data and analysis that informs the 2023 Housing Element Policy Document (herein called the Policy Document). Sections of the Background Report include:

- **Needs Assessment:** an assessment of demographic, and economic trends, as well as a discussion of projected housing needs through 2031.
- **Sites Inventory and Analysis:** identifies residential capacity to meet the identified housing needs for all income levels.
- **Constraints on Housing:** identifies governmental and non-governmental constraints to residential development.
- **Affirmatively Furthering Fair Housing (AFFH):** analyzes fair housing data and issues in the City to proactively further fair housing.
- **Other Requirements:** summarizes public outreach effort, General Plan consistency, and other requirements.
- **Evaluation of the Previous Element:** describes housing production in the 5th Housing Element Cycle (2015-2022) and evaluates the effectiveness of implementation programs.

Policy Document

The Policy Document establishes the City's housing action plan for the 6th Cycle Housing Element (2023-2031). The Policy Document includes nine goal statements. Under each goal statement are policies to help the City achieve that goal. Implementation programs, listed at the end of the Policy Document, describe the specific actions the City will take to achieve its housing goals. The implementation programs also identify the City agencies or departments with primary responsibility for carrying out the program and the time frame to accomplish the program.

The following definitions describe the nature of goals, policies, implementation programs, and quantified objectives as they are used in the Policy Document:

- Goal: The ultimate purpose for an effort that the City wants to achieve.
- Policy: A specific guideline for actions with a directive to achieve a goal.
- Implementation Program: An action, procedure, program, or technique that carries out the policy. Implementation programs specify primary responsibility for carrying out the action and an estimated timeframe for its accomplishment. These timeframes are general guidelines and may be adjusted based on City staffing and budgetary considerations.
- Quantified Objective: The number of housing units the City expects to be constructed, conserved, or rehabilitated; or the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the eight-year Housing Element timeframe (January 31, 2023, to January 31, 2031).

Goals and Policies

Goal H-1: Housing Supply

Provide sufficient residential land with adequate infrastructure to accommodate the City's Regional Housing Needs Allocation (RHNA), and facilitate mobility within the ownership and rental markets.

H-1.1 **Sufficient Lower-Income Capacity.** Designate sufficient vacant land and underutilized sites with maximum densities to facilitate housing development affordable to lower-income households.

H-1.2 **Zoning Capacity.** Maintain adequate capacity to accommodate the City's Regional Housing Needs Assessment (RHNA) allocation for all income categories throughout the planning period.

H-1.3 **Existing Residential Capacity.** Protect residentially designated sites from reclassification to nonresidential designations or downzoning to lower densities.

H-1.4 **Infrastructure Facilitation.** Ensure infrastructure needed to support anticipated residential development is evaluated in the development review process and funded to ensure continuation and integration of all public services.

H-1.5 **Adequate Infrastructure.** Continue to assess development fees, assessment districts, and alternative financing methods to fund adequate infrastructure for residential development.

H-1.6 **Constraints to Housing Production.** Identify and remove governmental constraints to housing production, where feasible.

Goal H-2: Balance of Housing Types

Provide a range of housing types within the community to accommodate a variety of incomes and lifestyles, and enable residents to remain in American Canyon throughout their lives.

H-2.1 **Diversity of Housing Types.** Promote a diversity of housing types, including large-lot development, single family detached and attached residences, mobile homes, manufactured homes, townhomes, multi-family rental and ownership units, accessory dwelling units, and units combined with nonresidential uses.

H-2.2 **Housing Type Flexibility.** Allow flexibility in the type of units developed on vacant, residentially designated properties in master-planned communities and other planned developments.

H-2.3 **Housing Incentives.** Support development of affordable housing by offering development incentives on a case- by-case basis.

H-2.4 **Housing and Supportive Services.** Support housing and supportive services for extremely low-income households and special groups, such as the elderly, persons with disabilities (including developmental disabilities), large families, single-parent households, and those in need of temporary shelter.

H-2.5 **Large Project Housing Mix.** Require larger projects to include a mix of housing types.

H-2.6 **Mixed Use Development.** Encourage development of residential uses in association with compatible nonresidential uses in commercial zones.

H-2.7 **Accessory Dwelling Units.** Consistent with State Law, facilitate streamline approvals of accessory dwelling units in all residential and mixed-use zones.

H-2.8 **Accessory Dwelling Units.** Continue with the partnership with the Napa Sonoma ADU Center or equivalent non-profit organization that provides resources to homeowners to construct and operate accessory dwelling units.

H-2.9 **Missing Middle Housing.** Encourage development of missing middle and workforce housing appropriate for households with incomes between 80 and 140 percent of the median household income.

Goal H-3: Livable Neighborhoods

Create neighborhoods that have a high degree of livability and protect existing neighborhoods from the adverse effects of development.

H-3.1 **Residential Design.** Promote residential design that is functional, people- and pedestrian-oriented, aesthetically pleasing, and contributes to a sense of community through the sensitive arrangement of buildings, open space (public and private), and circulation (vehicular and pedestrian).

H-3.2 **Neighborhood Impacts.** Ensure that new development evaluates and mitigates significant adverse impacts on privacy, noise levels, and traffic.

H-3.3 **Complementary Design.** Establish objective design standards (e.g., scale, street and circulation design, architectural elements) that complement and respect existing residential neighborhoods.

H-3.4 **Older Neighborhood Infrastructure.** Through the Capital Improvement Program, as a social justice program measure maintain infrastructure of older neighborhoods in good condition.

H-3.5 **Adequate Facilities and Services.** As a social justice program measure, establish, evaluate, and maintain an adequate level of community facilities, and municipal services throughout the community.

H-3.6 **Transit Services**. Actively participate with Napa Valley Transportation Authority program development, including Transit Route Updates as they occur to encourage transit improvements to VineGo and American Canyon Transit.

Goal H-4: Housing Maintenance and Rehabilitation

Maintain and improve the condition of the existing housing stock. (Existing Goal 2D)

H-4.1 **Fire Hazards.** Through grant funds for low- and moderate-income households, reduce fire hazards and correct unsafe living conditions.

H-4.2 **Neighborhood Rehabilitation.** Support rehabilitation in older residential neighborhoods and low resource areas.

H-4.3 **Rehabilitation Assistance.** Subject to the availability of funds, continue to offer rehabilitation and home improvement loans to qualified households.

H-4.4 **Living Conditions.** Promote programs that improve the overall quality and conditions of existing housing in American Canyon with an emphasis on housing that is affordable to lower-income households.

H-4.5 **Code Enforcement**. Evaluate opportunities for comprehensive neighborhood improvements, including focused code enforcement and neighborhood clean-up days, and implement such activities as warranted.

H-4.6 **Housing Balance**. Promote a balance of rental and affordable ownership housing.

Goal H-5: Affordable Housing

Address the housing needs of all economic segments of the existing and future community, including the City's fair share of the regional housing need.

H-5.1 **Inclusionary Housing.** Encourage residential developments to incorporate a minimum of 15% affordable units, including units affordable to extremely low-income households.

H-5.2 **Housing Choice Vouchers.** Continue to support County efforts to preserve and expand rental assistance programs for extremely low-income households, including the Housing Choice Voucher Program.

H-5.3 **First Time Homebuyers.** Encourage development of affordable ownership housing for first-time homebuyers.

H-5.4 **Home Ownership Assistance.** Pursue state and federal funding sources to provide fair home purchase options to lower- and moderate-income households.

H-5.5 **Home Ownership Assistance**. Collaborate in regional efforts to pursue funding, such as mortgage revenue bonds and Mortgage Credit Certificates, for homeownership assistance programs.

H-5.6 **Affordable Housing Preference.** Give highest priority in the processing and approval of projects that include housing affordable to extremely low-, very low-, and low-income households.

H-5.7 **Expedited Approvals.** Expedite decisions on housing projects to the extent feasible by minimizing the discretionary aspects of project review through implementation of objective development standards.

H-5.8 **Affordable Housing Incentives.** Provide regulatory and financial incentives to offset costs associated with development of housing that is affordable to lower-income households. Such incentives could include but are not limited to: density bonuses; use of the City's Affordable Housing Fund; below-market price for City-owned land; expedited permit processing; waived, reduced, or deferred fees; and/or negotiation of alternative development standards.

H-5.9 **Affordable Rental Housing Preference.** Prioritize affordable housing consistent with the City's Affordable Housing Preference Policy (Resolution 2007-46 and Resolution 2007-48).

H-5.10 **Affordable Housing Assistance.** Use federal, state, local, and private funding assistance, to the extent that these opportunities exist, to encourage development of affordable housing.

H-5.11 **Affordable Housing Expertise.** Continue to obtain affordable housing expertise by partnering with the Housing Authority for the City of Napa (HACN) or other agency with expertise in affordable housing programs and administration.

H-5.12 **Non-profit Housing Developer Coordination.** Strive to fully use the resources and abilities of nonprofit housing corporations to provide and construct affordable housing.

H-5.13 **Inclusionary Housing Ordinance.** Implement the inclusionary housing ordinance to increase production of new residential units affordable to lower-income households.

H-5.14 **Affordable Housing Nexus Fee.** Continue to implement and update as necessary the Affordable Housing Nexus fee to generate local funding for affordable housing.

H-5.15 **Employee Housing.** Explore possible programs, partnerships, incentives, and/or requirements for increasing employee housing close to major employers in American Canyon.

H-5.16 **Surplus Public Land**. Ensure compliance with the State Surplus Land Act is implemented in accordance with the Resolution 2017-21.

Goal H-6: Preservation of Affordability

To preserve the City's existing affordable housing stock and ensure the long- term affordability of subsequent affordable units.

H-6.1 **At-Risk Housing.** Endeavor to preserve income-restricted affordable housing in the City that is at-risk of converting to market-rate.

H-6.2 **Subsidized Housing Preservation.** Preserve the affordability of subsidized rental housing to extremely low-, very low-, and low-income households.

H-6.3 **Affordable Unit Replacement.** Require applicants to replace housing as a condition of development approval when discretionary development applications convert or remove housing units occupied by, and are affordable to, very low- or low-income households.

H-6.4 **Rental Housing Conversion.** Limit the conversion of apartments to ownership units through the Rental Housing Conversion Ordinance (Municipal Code Chapter 18.32).

H-6.5 **Mobile Home Park Protection.** Protect mobile home park residents from involuntary displacement and unreasonable rent increases.

H-6.6 **Affordable Housing Resale and Rental Controls.** Impose resale or rent controls for not fewer than 55 years on all units that receive City financial assistance or affordable housing density bonuses.

H-6.7 **Affordable Housing Constraints.** Identify and address nongovernmental constraints on development of affordable housing.

Goal H-7: Housing for Special Needs

To promote housing opportunities for those with special housing needs, including seniors, extremely low-income households, persons with a disability, large households, farmworkers, non-English speakers, single parent and female-headed family households, and persons experiencing homelessness.

H-7.1 **Special Needs Housing.** Address the physical, financial, and supportive service housing needs of households with special housing needs.

H-7.2 **Units for Large Households.** Encourage the construction of rental units containing adequate numbers of bedrooms to accommodate large households with children.

H-7.3 **Senior Housing.** Encourage development, rehabilitation, and preservation of senior housing, particularly in areas that are accessible to public transit, commercial services, and health and community facilities.

H-7.4 **Reasonable Accommodation.** Provide reasonable accommodation for persons with disabilities.

H-7.5 **Accessible Units.** Encourage development of housing units accessible to seniors and people with disabilities, including developmental disabilities.

H-7.6 **Farmworker Housing.** Support adequate, safe, and secure housing for farmworkers in the region.

H-7.7 **Residential Care Home Conditions.** Support the efforts of State and local agencies to achieve and maintain acceptable living conditions in residential care homes.

H-7.8 **Constraints to Special Needs Housing.** Remove governmental constraints on the production of special needs housing.

H-7.9 **Persons Experiencing Homelessness.** Support the efforts of local agencies in preventing homelessness and providing housing for the homeless.

H-7.10 **Emergency and Transitional Housing.** Facilitate development of emergency and transitional shelters.

Goal H-8: Affirmatively Furthering Fair Housing

To maximize opportunity and housing choice throughout the city and proactively work to overcome patterns of economic segregation and discrimination based on age, sex, race, sexual orientation, religion, familial status, ethnic background, or disability.

H-8.1 **Equal Housing Opportunities**. Encourage and support the enforcement of laws and regulations prohibiting discrimination in the sale, rental, or financing of housing based on race, color, ancestry, religion, national origin, sex, sexual orientation, gender identity, age, disability/medical conditions, familial status, marital status, source of income, or any other arbitrary factor.

H-8.2 **Reasonable Accommodation**. Continue to accommodate persons with disabilities who seek reasonable waiver or modification of land use controls and/or development standards pursuant to procedures and criteria set forth in the Zoning Code consistent with the City's adopted policies and any new policies as they may occur.

H-8.3 **Fair Housing Enforcement**. Assist in the enforcement of fair housing laws by providing support to organizations that can receive and investigate fair housing allegations, provide outreach and education regarding fair housing rights, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.

H-8.4 **Special Needs Housing.** Encourage development of housing affordable to lower-income households and housing for special needs groups throughout the community.

H-8.5 **Information Outreach**. Provide information to the public on available housing, housing affordable to lower-income households, and special needs housing through the City's public information channels.

H-8.6 **Public Investments.** Ensure public investments are equitably distributed throughout the community.

H-8.7 **AFFH Consideration.** Ensure that all housing-related decisions are consistent with the City's commitment to affirmatively further fair housing.

H-8.8 **Housing Complaints.** Report complaints of unfair housing actions to the appropriate agencies.

H-8.9 **Fair Housing Service Providers**. Support regional service providers in providing fair housing outreach and enforcement.

H-8.10 **Active Leadership.** Provide an active leadership role in fulfilling the programs of the Housing Element.

H-8.11 **Universal Design.** Encourage design which supports aging in place (such as universal design) in new development.

H-8.12 **Yocha Dehe Wintun Nation Treatment Protocol.** In the event any Native American human remains, grave goods, ceremonial items, and items of cultural patrimony are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity, the "Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation" shall be implemented as included as Appendix A to the Housing Element Background Report.

Goal H-9: Energy Conservation and Sustainable Development

To encourage sustainable residential development and energy conservation in new and existing housing.

H-9.1 **Energy Conservation.** Promote the use of energy conservation features in existing homes and the design of new residential development.

H-9.2 **Sustainable Development.** Encourage sustainable development and ensure, at a minimum, that the design of development is 15% more efficient than State laws regarding energy conservation and seek amendments to the zoning code that further reductions in automobile use and associated decreases in Vehicle Miles Travelled (VMT).

H-9.3 **Tree Planting.** Promote tree planting in residential areas to provide cooling during the summer months.

H-9.4 **Energy Saving Innovations.** Encourage innovative site designs that incorporate passive and active solar designs and natural cooling techniques.

H-9.5 **Weatherization and Energy-Efficiency Retrofitting.** Support weatherization and retrofit projects for existing housing units that fall below current state performance standards for energy efficiency.

Implementation Programs

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
A	**No-Net-Loss Evaluation Procedure** Ensure sufficient residential capacity is maintained to accommodate the RHNA by continuing to implement an ongoing (project-by-project) evaluation procedure pursuant to Government Code Section 56863. The outcomes of monitoring shall be described in the City's annual housing reports submitted to HCD as required pursuant to GC Section 65400.	Maintain a supply of developable land adequate to accommodate the RHNA.	H-1.1 H-1.2 H-1.3 H-8.7 H-8.10	Community Development Department	General Fund	Annually

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
B	**Available Sites Inventory** The City will prepare and maintain publicly available sites inventory that allows developers to understand suitable sites by household income level. The City will monitor the status of current development projects listed as credits toward RHNA capacity and will remove and replace units assumed on sites if development within the planning period becomes infeasible. The City will consider the need to affirmatively further fair housing in the inventory sites by designating sites for lower- and moderate-income households in the western portion of the city. The City will monitor progress toward program objectives and implement additional measures as necessary if the metrics are not being met.	Identify housing sites suitable to accommodate 622 housing units: • Very low income: 169 units • Low-income: 109 units • Moderate-income: 95 units • Above moderate-income: 249 units Maintain a publicly available inventory of parcels on the City website that meet the requirements of Government Code Section 65583.2(c). Provide sites appropriate for affordable housing in low density and higher income areas to proactively work to overcome concentrations of lower- and moderate-income earning populations.	H-1.1 H-1.3 H-8.7 H-8.10	Community Development Department	General Fund	Publicly available inventory on City website: 2023 Update sites inventory: annual
C	**Municipal Code Updates** The City will amend the Municipal Code to: • Allow low barrier navigation centers for compliance with Government Code Sections 65660 and 65668 (AB 101). • Allow small residential care facilities in the RRH zone in compliance with California Government Code Section 65583.	Provide zoning for a variety of housing types. Identify and remove constraints to housing production. Evaluate and update existing zoning to ensure compliance with State-mandated streamlining requirements (ADUs, area planning, and objective design standards) to address disproportionate	H-1.6 H-3.3 H-7.5 H-7.6 H-7.8 H-7.9 H-7.10 H-8.1 H-8.2 H-8.4 H-8.7	Community Development Department	General Fund State and regional grant funding	Update Municipal Code within three years of Housing Element adoption (by January 2026). Emergency Shelter resident parking requirements deleted on April 18, 2023 (Ordinance 2023-03)

Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
• Define and create a process to permit large residential care facilities in all residential zones, subject to objective standards similar to other residential uses in the same district. • Update Chapter 19.27 (Density Bonus) for compliance with California Government Code Sections 65915 through 65918. • Define and allow manufactured housing subject only to the restrictions of single-family uses. • Update FAR standards in the CN and CC zoning districts to allow a minimum of 1.0 for projects with three to seven units or 1.25 for projects with eight to 10 units. • Update standards related to transitional and supportive housing for compliance with AB 2162. • Remove the conditional use permit requirement for large farm employee housing in the CC district. • Revise Chapter 19.41 (Design Permits) to limit subjectivity in review and approval of housing developments and provide objective design standards for developments protected by the Housing Accountability Act under Government Code Section 65589.5.	housing needs and disparities in access to opportunity related to land use and zoning issues.	H-8.10			

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	• Modify emergency shelter standards to remove the requirement for occupant parking.					
D	**General Plan Update** The City will update the General Plan for consistency with the 2023-2031 Housing Element Update and for State law compliance. As part of this update, the City will remove growth limits established within the General Plan Land Use Element.	Compliance with State law. Identify and remove constraints to housing production.	H-1.5 H-1.6 H-2.3 H-2.6 H-2.7 H-2.8 H-8.7 H-8.10	Community Development Department	General Fund State and regional grant funding	Growth limits were removed on April 2023 (Resolution 2023-05).
E	**Missing Middle/Workforce Housing** The City will review and amend the zoning ordinance and applicable development standards to encourage and promote missing middle-density housing types (e.g., triplexes, courtyard buildings, townhomes, live/work) to create a diversity of housing types and densities to reduce displacement pressures on residents overpaying for housing. Specifically, the City will evaluate and revise, as necessary, lot sizes, setbacks, height, and parking requirements to encourage development of missing middle housing, particularly in moderate and high resource areas and low-density residential zones.	Revise zoning standards to encourage missing middle housing by 2026. Provide informational materials about missing middle housing development and related zoning code revisions in multiple languages on the City website. Enhance housing mobility and housing choice, encourage development of a variety of missing middle housing types in infill projects. Through revised zoning standards, support development of four missing middle housing developments between 3 and 20 units and 15 moderate-income	H-2.1 H-2.2 H-2.9 H-2.8 H-2.9 H-6.7 H-8.7 H-8.10	Community Development Department City Council	General Fund	Review and revise zoning ordinance and development standards, as necessary, by 2026. Support development of at least four missing middle-density housing developments by 2031. Support development of at least 15 moderate-income units in moderate and high resource areas by 2031.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
		units in moderate and high-resource areas.				
F	**Accessory Dwelling Units** The City shall continue to incentivize development of accessory dwelling units (ADUs) and adopt, as appropriate, additional programs and incentives for encouraging ADUs, particularly in moderate and high resource, low density areas. For compliance with State law and HCD's findings documented in its February 7, 2023, letter, the City shall update American Canyon Municipal Code (ACMC) Section 19.39.090 to remove subjective design criteria and Sections 19.11.040 and 19.42.020 to allow ADUs in the CN and CC zones by-right. The City shall create informational guides for ADU development, including information on incentives, and make them available on the City website in multiple languages.	Update the Accessory Dwelling Unit Ordinance by 2025 Encourage development of 26 ADUs in the planning period across all income categories Encourage development of the following number of ADUs affordable to low-income households in low-density or high resource areas: • 5 ADUs by 2025 • 10 ADUs by 2028 • 15 ADUs by 2031 Provide informational materials about ADUs and ADU development in multiple languages on the City website.	H-2.7 H-2.8 H-4.6 H-6.7 H-8.7 H-8.10	Community Development Department	General Fund	ADU Ordinance was updated on April 18, 2023 (Ordinance 2023-03). Create informational guides and have available on the City's website by 2025. Support development of 26 ADUs in the city by 2031; including 3 ADUs affordable to low-income households.
G	**Neighborhood Preservation Program** The City shall continue to enforce Neighborhood Preservation (Chapter 9.04 of the Municipal Code), which is designed to ensure that individual properties within neighborhoods are maintained at levels that	Continue to maintain high-quality neighborhoods and minimize impacts to public health, safety, and welfare through active code enforcement.	H-4.1 H-4.2 H-4.3 H-4.4 H-4.5	Community Development Department	General Fund	Active program Ongoing

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	minimize potential nuisances and public health, safety, and welfare public impacts.					
H	**Residential Rehabilitation Loan Program** Working in collaboration with the City of Napa Housing Authority, the City shall apply as feasible for CDBG funding to support the Residential Rehabilitation Loan Program, which provides no or low deferred interest loans to low-income homeowners to finance home repairs. The City shall publicize information about the program on the City website and shall make information available in multiple languages.	Apply for additional funding annually and as notices of funding available are released. Support the City of Napa Housing Authority to provide funding to repair or replace deficiencies to residential structural, mechanical, plumbing, and electrical systems, roofing, water damage, energy conservation, correction of health and safety issues and accessibility/mobility modifications. Pursue rehabilitation financing assistance for at least 5 households annually during the 2023- 2031 planning period to address disproportionate housing needs and disparities in access to opportunity related to housing cost factors. Provide informational materials in multiple languages on the City website. Concentrate program outreach in areas where rehabilitation needs are greatest (e.g., east of Highway 29, neighborhoods in the southern part of the city).	H-4.1 H-4.2 H-4.3 H-6.7 H-7.9 H-8.6 H-8.7 H-8.10	City of Napa Housing Authority Community Development Department	General Fund CDBG Grant	Annually apply for CDBG funding. Translated materials on City website: within six weeks of English-version release. Provide support to ensure that at least 40 households in the city participate in the Residential Rehabilitation Loan Program by 2031.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
I	**Code Enforcement** The City shall continue to use code enforcement efforts to improve the existing housing stock. The City shall inform owners of residential housing units that received code enforcement actions caused by substandard housing conditions with Residential Rehabilitation Loan Program information and shall provide direct technical assistance to lower-income households dealing with code compliance issues. Technical assistance may include, but is not limited to, one-on-one assistance from staff with technical expertise, assistance with the rehabilitation loan program application, or informational workshop events.	Provide direct technical assistance on the Residential Rehabilitation Loan Program to at least 60 households with substandard housing issues that led to code compliance, including: • 15 extremely low-income households • 15 very low-income households, and • 30 low-income households	H-4.1 H-4.2 H-4.5 H-6.7 H-7.9 H-8.6 H-8.7 H-8.10	Community Development Department	General Fund	Provide technical assistance on applying for the Residential Rehabilitation Loan Program to at least 60 households with substandard housing identified through code compliance program by 2031.
J		In 2023, engage housing developers to discuss parking standards and any constraints posed by existing standards. Evaluate parking requirements by 2024, and revise, as necessary, by 2025. Removing unnecessary requirements and constraints posed by parking restrictions will incentivize development of 50	H-1.6 H-5.8 H-6.7 H-7.9 H-8.7 H-8.10 H-9.2	Community Development Department	General Fund	Evaluate parking requirements by 2024, and revise, as necessary, by 2025.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
		units in the planning period.				
K	**City-owned Land for Affordable Housing** The City shall sell City-owned land, as available and feasible for residential development, at a reduced cost to developers to build affordable housing. The City shall notify non-profit affordable housing developers of opportunity sites as they become available and shall provide information on the sites and incentives for affordable housing development on the City website and in informational brochures available at City Hall. The City shall distribute Requests for Proposals for housing development as sites become available. The City shall, in accordance with AB 1486 (2019) and AB 1255 (2019), annually identify and inventory sites owned by the City that have been sold, leased, or otherwise disposed in the prior year. This inventory shall be publicly available and be included in the Housing Element annual report presented to the City Council and submitted to HCD.	Encourage development of affordable housing on City-owned land. Regularly maintain an inventory of publicly owned surplus or excess land on the City website. Annually release information regarding publicly owned sites that have been sold, leased, or disposed. Notify non-profit affordable housing developers via email as City-owned land becomes available for sale and as the public-facing inventory is revised. Reduce disproportionate housing needs and disparities by evaluating sources of additional public sites for affordable housing.	H-5.8 H-5.16 H-6.7 H-7.9 H-8.5 H-8.7 H-8.10	City Council Community Development Department	General Fund	Annually identify and inventory sites owned by the City that are available for affordable housing development, and sites that have been sold, leased, or otherwise disposed of in the prior year.
L	**Affordable Housing Fund** The City shall provide Affordable Housing Fund financial assistance, as available, to assist	Provide financial assistance for development of at least 65 moderate and	H-5.3 H-5.10 H-5.14	Community Development Department	Affordable Housing Fund	Evaluate opportunities and meeting with developers: biannually.

Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
construction of affordable housing and/or subsidize affordable housing development impact fees. The City shall review and prioritize potential affordable housing projects based on the following criteria: 1. Convenient access to transit (or provision of transit by the project to meet the needs of its prospective residents). 2. Convenient access to neighborhood services and facilities, as needed by the prospective residents. 3. Convenient access to neighborhood recreation facilities, or onsite provision of adequate facilities. 4. Minimal environmental constraints or cost-effective mitigation of constraints. 5. Cost-effective provision of services and utilities to the site and onsite. 6. Adequate site area to provide sufficient parking, open space, setbacks, and building separations. 7. Location within a moderate and high resource area of the city. The City shall hold informational meetings bi-annually, based on funding availability, to inform affordable	lower-income housing units: • 10 extremely low-income units • 15 very low-income units • 15 low-income units • 25 moderate-income units Hold bi-annual coordination meetings with local affordable housing providers. Prioritize affordable projects in moderate- and high-resource areas with convenient access to transportation, services, and recreation opportunities. Identify additional sources of public funds for affordable housing.	H-6.7 H-7.9 H-8.5 H-8.7 H-8.10	Planning Commission City Council		Provide financial assistance for development of at least 65 moderate and lower-income housing units by 2031.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	housing developers of available funding.					
M	**Incentives for Affordable Housing** The City shall facilitate development of affordable housing through the following: 1. Regulatory incentives, such as expediting permit processing, deferred, reduced, or waived fees, or reduced parking requirements; and 2. Providing a density bonus and concessions/incentives for developments that include affordable housing, consistent with State density bonus law. The City shall publicize the above incentives to developers and/or other interested parties by providing informational fliers at the Community Development Department counter and on the City website. The City shall provide information in multiple languages on the City website. The City shall monitor progress toward program objectives annually in the Annual Progress Report and shall implement additional measures as necessary if the metrics are not being met.	During the planning period, support development of at least 115 lower- and moderate-income units: • 81 extremely low-income units • 88 very low-income units • 109 low-income units • 95 moderate-income units Provide accessible information on incentives for affordable housing development on City website. Meet with at least one established and bona fide developer annually to provide information on density bonus programs and other available incentives.	H-1.6 H-5.8 H-5.9 H-5.10 H-7.8 H-7.9 H-8.10	Community Development Department	Affordable Housing Fund General Fund CDBG Grant Federal Tax Credit Financing Section 8 Vouchers	Information on incentives in multiple languages: published on City website by 2024. Support development of at least 115 lower- and moderate-income units by 2031. Meet with developers annually. Monitor progress annually and implement changes as needed.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party: Supporting Department(s)	Potential Funding Source	Timeline
N	**Identification and Application for Funding** The City shall identify and apply for housing-related funding to assist in the development, rehabilitation, preservation, or acquisition of housing affordable to lower- and moderate-income households. In the pursuit of funding, the City shall create partnerships with affordable housing developers and non-profit organizations in the pursuit of competitive project-based grant opportunities.	Partner with affordable housing developers or non-profit agencies in the pursuit of four project-based funding opportunities in the planning period. Create an inventory of funding opportunities available to the City and local developers within six month of the adoption deadline. Provide information regarding identified funding opportunities on the City website in 2023 with annual updates thereafter. Contact affordable housing developers and non-profit housing agencies to explore potential funding opportunities and public-private partnerships.	H-1.6 H-5.8 H-5.10 H-5.12 H-6.7 H-7.9 H-8.10	Community Development Department	CDBG grants Federal Tax Credit Financing HOME CalHOME HomeKey PLHA AHSC ERAP HHC	Funding applications: four in the planning period, including two by 2026 Inventory of funding opportunities: within six months of the housing element deadline Information to website: 2023 with annual updates Engage developers/non-profits: annually
O	**Funding to Address Nongovernmental Constraints** The City may use CDBG funds to provide necessary on- and off-site improvements for affordable housing developments to reduce development costs. Further, as funding permits, the City may provide financial assistance to offset the cost of land acquisition for development of affordable housing.	During the planning period, submit competitive CDBG grant applications funds to support development of: • 10 very low-income units • 10 low-income units • 20 moderate-income units Improve public funds invested in development of affordable housing that contributes to disproportionate housing needs and	H-1.4 H-1.5 H-1.6 H-2.3 H-5.13 H-5.14 H-7.9 H-8.10	Community Development Department City of Napa Housing Authority	Affordable Housing Fund General Fund	Facilitate CDBG funds for improvements to support development of 40 lower- and moderate-income housing units by 2031

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
		disparities in access to opportunity.				
P	**Density Bonus Program** The City shall continue to offer density bonuses consistent with State law for qualifying affordable housing and senior housing developments. The City shall continue to distribute and revise, as necessary, the City's informational brochure describing the density bonus provisions, and shall provide the information in multiple languages on the City website. As discussed in Program C, the City shall update Chapter 19.27 (Density Bonus) for compliance with California Government Code Sections 65915 through 65918.	Ensure density bonus information is easily available to the public and housing developers. During the planning period, implement density bonus regulations for development of: • 15 extremely low-income units • 45 very low-income units • 65 low-income units Provide informational materials on the City website and at the planning counter Work to overcome lack of language access by providing informational materials in multiple languages on the City website.	H-1.6 H-2.2 H-2.3 H-2.5 H-2.8 H-5.8 H-6.7 H-7.9 H-8.5 H-8.7 H-8.10	Community Development Department	General Fund	Annually Translated materials: by 2024 Update Municipal Code within three years of Housing Element adoption (by January 2026)
Q	**Planned Development Process** To promote development of affordable housing units, the City shall comply with State Law that permits affordable housing applicants to propose alternative development standards, such as alternative parking standards, street improvement standards, maximum density, lot coverage, and height limits.	Consistent with State Law, evaluate proposed alternative development standards to support development of: • 6 very low-income units • 10 low-income units • 40 units accessible to seniors or persons with a disability Provide informational materials in on the City website by 2024.	H-1.6 H-2.3 H-3.1 H-5.8 H-6.7 H-7.9 H-8.5 H-8.7 H-8.10 H-9.2	Community Development Department	General Fund	15 units by 2026. 30 units by 2028. 56 units within the planning period. Reporting: Annually. Information on the City website: by 2024.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	The City shall publicize State Law information on the City website.					
R	**Assist in Accessing Grant Funding** The City shall offer assistance in accessing local, State, and Federal funding for affordable housing by applying for such funding, when feasible, in partnership with affordable-housing developer(s), or by providing technical assistance or documentation necessary to support an application for funding.	Partner with, or provide technical assistance to, affordable housing developers in the pursuit of funding to assist in development of: • 20 very-low income units • 20 low-income units • 60 units accessible to seniors or persons with a disability Address the shortage of public funds invested in development of affordable housing that contributes to disproportionate housing needs and disparities in access to opportunity	H-5-8 H-5.10 H-5.11 H-7.9 H-6.7 H-7.9 H-8.5 H-8.7 H-8.10	Community Development Department City of Napa Housing Authority	Affordable Housing Fund General Fund Federal Tax Credit Financing	Annually On-going
S	**Partner with the Housing Authority** The City shall continue to partner with the City of Napa Housing Authority or similar entity to take advantage of administrative resources and receive a reasonable share of federal, State, and private funding for housing.	Meet with the Housing Authority to explore potential partnership opportunities at least once a year. Obtain additional funding to address the shortage of public funds invested in development of affordable housing that contributes to disproportionate housing needs and	H-5.10 H-7.9 H-6.7 H-7.9 H-8.5 H-8.7 H-8.10	Community Development Department City of Napa Housing Authority	General Fund	Currently active program Meet with Housing Authority: annually

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
		disparities in access to opportunity.				
T	**Homebuyer Assistance Program** The City shall continue to seek grant funding to assist first time and low-income homebuyers in purchasing housing. Program actions include down-payment assistance or the establishment of a mortgage credit certificate program. The City shall provide information on incentives available to homeowners in multiple languages on the City website.	Identify and apply for two funding opportunities. Depending on funding availability, provide direct assistance to eight first-time homebuyers. Increase opportunities for housing mobility by providing direct assistance to first-time and lower-income homebuyers. Work to overcome lack of language access by providing informational materials in multiple languages on the City website.	H-5.3 H-5.4 H-5.5 H-5.10 H-5.8 H-5.14 H-5.11 H-5.12 H-5.13 H-6.7 H-7.9 H-8.5 H-8.7 H-8.10	Community Development Department City of Napa Housing Authority	CDBG, HOME, and other grant funding as available	Establish homebuyer assistance program by 2026. Identify and apply for potential funding at least twice by 2031. Depending on funding availability provide direct assistance to eight first-time homebuyers by 2031. Provide materials in multiple languages on City website within six weeks of program initiation.
U	**Incentives for Lot Consolidation** The City shall offer incentives, such as reduced or deferred fees, expedited processing, or modified development standards to owners of small and underutilized properties to consolidate and/or re-use small lots to create larger parcels with greater affordable housing development potential. The City will post information on its website about available incentives for lot consolidation.	Through a lot consolidation program, incentivize development of: • 10 units affordable to lower incomes • 10 units accessible to seniors or persons with a disability Engage developers to identify and discuss potential sites annually and as new lots are identified.	H-1.2 H-1.6 H-2.1 H-2.3 H-5.8 H-6.7 H-7.9 H-8.4 H-8.5 H-8.7 H-8.10	Community Development Department	General Fund	Establish incentive policy/program: by 2025 Engage developers: annually and as new lots are identified.
V	**Inclusionary Housing Program** The City shall continue to require all residential	Encourage development of: • 20 very low-income units	H-1.6 H-2.1 H-2.3	Community Development Department	General Fund	Annually

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party: Supporting Department(s)	Potential Funding Source	Timeline
	projects of three or more above moderate-income units to include affordable units consistent with the Inclusionary Housing Requirements (Municipal Code Chapter 19.28). The City will encourage developers to consider providing inclusionary units that are accessible to seniors or persons with a disability. The City will evaluate the inclusionary housing program and identify changes or revisions necessary to increase lower-income housing supply and remove constraints to production. As part of this effort, the City will explore alternative options for developers other than in-lieu fees for meeting requirements for providing affordable units.	• 20 low-income units • 20 moderate-income units • 20 units accessible to seniors and persons with a disability At least once annually during the planning period, review and propose updates to the City's existing inclusionary zoning ordinance to address disproportionate housing needs and disparities in access to opportunity related to housing cost factors. Engage with market-rate developers and organizations that represent low-income households to discuss constraints and potential revisions to the Inclusionary Housing Program annually.	H-5.1 H-5.13 H-6.7 H-7.1 H-7.5 H-7.8 H-7.9 H-8.4 H-8.7 H-8.11	City Council		
W	**Preserve At-Risk Housing** Although no assisted affordable units are currently at-risk of conversion to market rate, the City shall monitor at-risk status of all assisted units. If units are identified as at-risk of conversion, the City shall: • contact property owners two years from affordability expiration to discuss	Preserve all affordable units during the planning period. Monitor at-risk status of assisted affordable housing units annually.	H-6.1 H-6.2 H-6.4 H-6.6 H-6.7 H-7.3 H-7.9 H-8.5 H-8.7 H-8.10	Community Development Department City of Napa Housing Authority	General Fund	Monitor At-Risk Status: annually and with changes in ownership Engage property owners: two years from affordability expiration

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	options to preserve the units as affordable housing. • seek participation from agencies interested in purchasing and/or managing units at risk of conversion. • contact tenants and provide education regarding tenant rights and conversion procedures pursuant to California law.					
X	**Mobilehome Park Rent Stabilization Program** The City shall continue to protect the interests of residents living in existing mobile home parks by enforcing the Mobilehome Park Rent Stabilization Program (Chapter 15.04 of the Municipal Code, adopted 1995) which includes measures for rent stabilization, strict conversion standards, and relocation assistance and compensation to residents if parks are converted to another use.	Enforce the Mobilehome Park Rent Stabilization Program. Retain all affordable mobilehome park units	H-2.1 H-6.1 H-6.5 H-7.9 H-8.10	Community Development Department	General Fund	Annual enforcement.
Y	**Rental Assistance Programs** The City shall continue to partner with the City of Napa Housing Authority in the administration of the Housing Choice Voucher program and other tenant based rental assistance programs regionally. The City shall partner with the Housing Authority to	Address the high cost of rent for lower income households by partnering with the Housing Authority in the administration of at least 140 housing choice vouchers regionally, including 34 at the Valley View Senior Apartments in American Canyon.	H-2.7 H-2.8 H-5.1 H-5.2 H-5.8 H-5.9 H-5.10 H-5.11 H-5.12	Community Development Department	General Fund	Engage with the Housing Authority: Annually. Apply for funding: as available. Information on City website: by 2024.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	pursue additional rental assistance funding and publicize existing programs information on the City website.	Engage with the Housing Authority annually to discuss opportunities to pursue additional funds for rental assistance programs. Provide informational materials detailing existing rental assistance programs and available resources on the City website by 2024.	H-5.14 H-5.15 H-6.1 H-6.4 H-6.5 H-6.6 H-6.7 H-7.3 H-7.6 H-7.8 H-7.9 H-8.5 H-8.7 H-8.10			
Z	**Senior Homeowner Assistance** The City shall conduct targeted outreach to senior homeowners to inform them of the Residential Rehabilitation Loan Program, PACE Program, and other resources available to assist with home rehabilitation.	Inform seniors about City programs that assist with rehabilitation costs by providing information on the City website by 2024. Outreach directly with 100 senior homeowners during the planning period, including 50 in the first three years of the planning period. Provide technical assistance to assist 10 senior households with funding applications.	H-7.1 H-7.3 H-7.4 H-7.5 H-7.9 H-8.2 H-9.5	Community Development Department	General Fund	Release information: by 2024. Outreach to 50 homeowners by 2026 and 100 homeowners by 2031.
AA	**Housing for Persons with Disabilities** The City shall facilitate construction of subsidized rental housing affordable to extremely low-, very low- and low-income persons that	Encourage development of 40 affordable units accessible to persons with a disability, including 25 by 2028 Provide information on financial and	H-1.6 H-2.1 H-2.3 H-2.4 H-3.5	Community Development Department	Affordable Housing Fund General Fund	Engage with developers: annually Encourage development of 40 affordable units accessible to persons with a

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	meet the physical and supportive service needs of persons with disabilities, including developmental disabilities, such as: handicapped accessibility; on-site supportive services and/or daily living assistance; and transportation. The City shall continue to publicize financial and regulatory incentive opportunities to developers interested in the construction of subsidized rental housing that meets the needs of persons with disabilities by providing informational fliers at the Community Development Department and in all general development application packets.	regulatory incentives to prospective developers directly and on the City website.	H-4.4 H-4.5 H-4.6 H-5.1 H-5.2 H-5.9 H-5.11 H-7.1 H-7.3 H-7.4 H-7.5 H-7.7 H-7.8 H-7.9 H-8.4 H-8.11			disability, including 25 by 2028.
BB	**Outreach to Developmentally Disabled** The City shall continue to work with the North Bay Regional Center to implement an outreach program informing residents of the housing and services available for persons with developmental disabilities. The City shall continue to make information available on the City website.	Provide direct outreach to 20 households with persons with a developmental disability. Provide information on available resources and the North Bay Regional Center on the City website.	H-7.1 H-7.4 H-7.5 H-7.9 H-8.1 H-8.2 H-8.4 H-8.5 H-8.6 H-8.7 H-8/10 H-8.11	Community Development Department	General Fund	Annually
CC	**Facilitate Construction of Large Units** The City shall encourage construction of housing	Encourage development of 40 large housing units, including 20 available	H-1.6 H-2.1 H-2.3	Community Development Department	General Fund	Encourage development of 40 large housing units, including 20

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party: Supporting Department(s)	Potential Funding Source	Timeline
	that includes three- and four-bedroom units affordable to extremely low-, very low-, and low-income households. The City shall continue to publicize financial and regulatory incentive opportunities to developers interested in constructing housing that includes larger affordable units by providing informational fliers at the Community Development Department and in all general development application packets. The City shall update these materials as necessary throughout the planning period.	to lower income households Review and revise the informational materials provided on the City website and at the planning division counter by 2024.	H-4.6 H-7.2 H-7.9 H-8.4 H-8.6 H-8.7 H-8.10			available to lower income households, by 2031 Update materials: by 2024
DD	**Farmworker Housing** The City shall continue to support regional efforts to address farmworker housing issues. The City shall also offer incentives, such as fee waivers and reduced development standards, for farmworker housing.	Provide incentives to encourage development of 25 units intended as farmworker housing. Meet bi-annually with regional partners and neighboring jurisdictions to coordinate regional efforts.	H-1.6 H-2.1 H-2.3 H-4.6 H-5.15 H-7.1 H-7.6 H-7.8 H-7.9 H-8.4 H-8.6 H-8.7 H-8.10	Community Development Department	Affordable Housing Fund General Fund	Regional coordination: biannually Encourage development of 25 units intended as farmworker housing by 2031
EE	**Distribute Homeless Shelter Information** The City shall provide information regarding the Napa Valley Shelter	Provide information on resources to those in need of shelter, with a goal to directly connect with 50 households in the	H-1.6 H-2.1 H-2.3	Community Development Department	General Fund	Connect with 30 households by 2028; 50 households by 2031.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	System to City personnel and others (e.g., newspapers, churches) likely to be in contact with those needing shelter and shall direct personnel to refer such persons as appropriate.	planning period, including 30 by 2028. Provide information and training, as necessary, to City staff in direct contact with residents experiencing homelessness.	H-2.4 H-3.5 H-4.4 H-7.1 H-7.8 H-7.9 H-8.4 H-8.5 H-8.6 H-8.7 H-8.10			
FF	**Affirmatively Furthering Fair Housing** The City shall address disparities in housing needs and access to opportunity for all persons regardless race, color, religion, sex, national origin, familial status, disability gender, gender identify, gender expression, sexual orientation, marital status, ancestry, veteran or military status, source of income, and genetic information as protected categories by the California Fair Employment and Housing Act (Part 2.8 [commencing with Section 12900] of Division 3 of Title 2), Section 65008, and any other state and federal fair housing and planning law. The City identified barriers to fair housing through the Affirmatively Furthering Fair Housing Assessment and meaningful actions to begin to proactively address factors	a) Identify private programs for shared living that connect those with a home and are willing to share living accommodations with those that are seeking housing, particularly persons with disabilities, seniors, students, and single person households, and provide information and links to the programs on the City website by 2024. b) Invest and encourage outside investment in infrastructure improvements throughout the city, particularly to increase connectivity and fill gaps. Investigate investment opportunities annually and with each update to the Capital Improvement Program. c) Participate in Napa Valley Transportation	H-1.5 H-1.6 H-2.1 H-2.3 H-2.4 H-3.5 H-3.6 H-4.4 H-7.1 H-7.8 H-7.9 H-7.10 H-8.1 H-8.6 H-8.7 H-8.8 H-8.9 H-8.10	Community Development Department Public Works Department City Manager Communications Staff	General Fund Affordable Housing Fund CDBG, HOME, and other Federal and State grant programs.	a: by 2024 b: annually and though the CIP process d: annually e: by 2026

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party: Supporting Department(s)	Potential Funding Source	Timeline
	contributing to fair housing barriers. Actions the City will take to address the identified barriers and foster an inclusive community include: **Lack of language access:** Programs F, H, M, P, T, and GG **Lack of local fair housing outreach and enforcement:** Programs GG and HH **Disproportionate housing needs and disparities:** ***Housing Cost:*** Programs H, V, FF (objective a) ***Funding:*** Programs K, L, M, O, R, S ***Land Use and Zoning:*** C, FF (objective b) ***Alternative Modes of Transportation:*** FF (objectives c-e) The City included additional AFFH objectives with this program. The City shall monitor progress toward these objectives annually in the Annual Progress Report and shall implement additional measures, as necessary.	Authority Transit Route Updates as they occur to encourage transit improvements to VineGo and American Canyon Transit in neighborhoods with below average walkability scores (Figure C21) and areas that are not within 0.5 miles of a transit stop. d) Expand the bicycle and pedestrian infrastructure network throughout the city to improve bikeability and walkability, especially in areas with below-average walkability scores, as shown on Figure C21. e) By 2026, update the City's accessibility program with emphasis on improving access to public buildings, facilities and housing, and infrastructure improvements including sidewalks and pedestrian crossings to increase accessibility for all residents of the city, especially for persons with disabilities. Within this effort, engage with disability rights groups to conduct a neighborhood gap analysis.				
GG	**Distribute Fair Housing Information**	Provide information to City staff immediately.	H-1.6 H-3.5	City of Napa Housing Authority	General Fund	Update materials and website: by 2024.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	The City shall provide information about Housing Authority services to all City personnel and shall continue to distribute fair housing information to public agencies and establishments in American Canyon, in City buildings and other public locations (e.g., City hall, fire station, library, post office, community centers), in City mailings to residents, and on the City website. The City shall provide these materials in multiple languages.	Update informational materials and website content related to Housing Authority services by 2024 and annually thereafter. Provide these materials in multiple languages. Increase fair housing outreach through staff training, updated resource materials, and multi-language outreach (in particular, Spanish and Tagalog). Ensure materials are available at mobilehome parks.	H-4.4 H-7.1 H-7.8 H-7.9 H-8.1 H-8.3 H-8.7 H-8.8 H-8.9 H-8.10	Community Development Department Other city personnel		Translated materials: by 2024.
HH	**Fair Housing Enforcement and Outreach** The City shall collaborate with Fair Housing Napa Valley (FHNV), the Housing Authority, or similar entity to provide fair housing enforcement and outreach targeted residents who may experience housing discrimination, rental property owners, real estate industry representatives, and lenders.	• Participate in FHNV meetings, at least once annually, to coordinate regional responses to housing discrimination issues. • At least once annually, work with FHNV to obtain feedback through a multimedia campaign, including public surveys, focused discussions, and in-person to obtain public input and feedback on fair housing issues. With FHNV, modify approach to outreach or provide information to the	H-3.5 H-4.4 H-7.1 H-7.8 H-7.9 H-8.1 H-8.7 H-8.8 H-8.9 H-8.10	Community Development Department Fair Housing Napa Valley	General Fund	Hold workshops at least annually Evaluate outreach methods annually Establish partnerships with community groups on an ongoing basis

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
		community as needed. • Work with the FHNV to conduct random testing at least once every five years. Specifically, with the release of the 2020 Census, determine the appropriate biases be tested in the city. • At least once a year during the 2023 – 2031 planning period, ensure the City's contract with FHNV continues to mutually resolve rent disputes and provide education to tenants and landlords on their rights. • Conduct at least one fair housing workshop annually with targeted populations, including residents of mobilehome parks, people who speak English as a second language, seniors, and people with disabilities. • Partner with neighborhood groups and other community organizations to conduct outreach				

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
		and education activities. • Conduct an annual workshop and partner with local organizations including the Housing Authority and Fair Housing Napa Valley to present free homeownership education seminars in lower-income neighborhoods.				
II	**Maintain Adequate Staffing** The City shall maintain City staffing or contracted services at levels that are adequate to ensure continued prompt review of residential development applications. The City shall strive to affirmatively recruit a diverse and multilingual staff, as positions become available.	Maintain adequate staffing levels. Recruit a diverse and multilingual staff by considering diversity in hiring decisions and by promoting job postings in a variety of languages and on a variety of platforms.	H-1.6 H-6.7 H-7.9 H-8.1 H-8.5 H-8.7 H-8.10	Community Development Department Human Resources	General Fund	Translated job postings: by 2024.
JJ	**Encourage Sustainable Building** The City shall continue to encourage new residential development and rehabilitation projects incorporate sustainable building design and siting, construction, and operation. The City reduces energy consumption through the use of recycled water for new large residential, commercial, and industrial, projects; requires adherence to	Encourage sustainable building design in all residential development. Update the Building Code as necessary for compliance with periodic updates to State building code and CalGreen requirements. Provide information on resources and incentives on the City website.	H-1.6 H-6.7 H-8.7 H-8.10 H-9.1 H-9.2 H-9.4	Community Development Department	General Fund	Ongoing, with code updates, as necessary.

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
	the City's Zero Water Footprint Policy that requires new development to fund potable water conservation in the water distribution system to offset potable water demand from the project, or additional off-site water sources; and participates in the regional trash recycling programs. The City shall continue to enforce the Electric Vehicle Charging Ordinance to streamline permit processing.					
KK	**Energy Conservation Fact Sheet** The City shall make an informational fact sheet available that will describe energy conservation measures that can be instituted in existing homes for little cost and will save energy and utility expenses.	Provide and update, as necessary, information fact sheets on energy conservation measures on the City website and at the planning counter.	H-1.2 H-6.7 H-8.5 H-8.7 H-8.10 H-9.1 H-9.2 H-9.3 H-9.4 H-9.5	Community Development Department	General Fund	2024 Updated: Annually
LL	**Adjust Utility Allowances for Green Affordable Housing Units** As an incentive for development of affordable housing projects, the City shall continue to work to reduce utility allowances for affordable green housing units.	Incentivize green affordable housing projects. Review and update utility allowances annually.	H-1.2 H-6.7 H-8.7 H-8.10 H-9.1 H-9.2 H-9.3 H-9.4 H-9.5	Community Development Department City of Napa Housing Authority	General Fund Affordable Housing Fund.	Annually

	Programs	Objectives	Implements Which Policy(ies)	Responsible Party Supporting Department(s)	Potential Funding Source	Timeline
MM	**Adopt Streamlined Application Approval Procedures** The City shall adopt written procedures for the SB 35 (Chapter 366, Statutes of 2017) Streamlined Ministerial Approval Process.	Create a process to facilitate review of applications submitted pursuant to SB 35.	H-5.7	Community Development Department	General Fund	Within one year of Housing Element adoption
NN	**Pipeline Projects** The City shall facilitate development and monitor approvals of the pending and approved projects in the 6th Cycle Sites Inventory. (See Chapter 6, Resources.) The City will coordinate with applicants to complete Planning Commission and/or City Council review for remaining entitlements, supporting funding applications, and expediting project review and issuance of construction permits. The City shall rezone or identify additional sites if pending or approved projects are not approved or do not develop at the densities anticipated in the inventory.	Facilitate the development of all 1,539 units anticipated to be developed in the 12 pending and approved projects in sites inventory.	H-1.1 H-1.2 H-1.3 H-1.6	Community Development Department	General Fund	As needed

Quantified Objectives

State law requires that the Housing Element contain quantified objectives for the maintenance, preservation, improvement, and development of housing (Government Code Section 65583b). The quantified objectives, shown in H-Table 1, establish the maximum number of housing units by income category that can be constructed, rehabilitated, and conserved over the eight-year planning period given available resources in the community. State law recognizes that the total housing needs identified by a community may exceed available resources and the community's ability to satisfy this need.

Quantified Objectives for New Construction, Rehabilitation, and Preservation

H-Table 1: Quantified Objectives, 2015-2023

Income Groups	New Construction	Rehabilitation	Conservation and Preservation
Extremely Low	81	25	20
Very Low	171	40	30
Low	200	40	35
Moderate	145	0	20
Above Moderate	106	0	0
Total	**657**	**75**	**105**

Quantified Objectives for Residents with Special Housing Needs

Seniors and persons with a disability:

- Encourage development of 170 units
- Engage with 130 households

Persons experiencing homelessness:

- Engage with 50 households

Farmworkers/workforce housing:

- Encourage development of 25 units



American Canyon Housing Element Background Report

6TH Cycle Housing Element Certified

June 30, 2023

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Chapter 1
Introduction

Housing Element Purpose and Content

Pursuant to Government Code Section 65302, the General Plan must include the following elements: Land Use, Housing, Circulation, Noise, Safety, Conservation, Open Space, and under certain circumstances, Environmental Justice. As mandated by California Government Code Section 65581, the Housing Element is the only element required to be updated on a routine basis (every eight years). The Housing Element is a comprehensive strategy for providing safe, decent, and affordable housing for all residents. The Housing Element must include:

- Identification and analysis of existing and projected housing needs, resources, and constraints;
- A statement of goals, policies, quantified objectives, and scheduled programs for preservation, improvement, and development of housing;
- Identification of adequate sites for housing; and
- Adequate provision for existing and projected needs of all economic segments of the community.

The Housing Element helps the City determine how to address existing and future housing needs and plan for future growth by establishing actions and priorities for housing programs. This Housing Element represents the City of American Canyon's 6th Cycle Housing Element (covering the planning period 2023 through 2031).

Organization of the Housing Element

This 2023 Housing Element Background Report provides data and analysis that informs the 2023 Housing Element Policy Document (herein called the Policy Document), which is published under separate cover. Chapters of the Background Report include:

- Chapter 1: Introduction
- Chapter 2: Evaluation of Previous Housing Element
- Chapter 3: Housing Needs Assessment
- Chapter 4: Assessment of Fair Housing
- Chapter 5: Constraints
- Chapter 6: Resources
- Chapter 7: Community Outreach

Relationship to Other General Plan Elements

The City of American Canyon adopted its current General Plan in 1994 with amendments to several elements over the years. In early 2020, the City kicked off the comprehensive General Plan update. The first phase, a "Technical Update," is anticipated to be completed in 2023. The update will include changes to all elements to address internal consistency, including consistency issues with this Housing Element Update, described more fully in Chapter 5, Constraints, and the Policy Document.

The City of American Canyon's 2040 General Plan is comprised of the following elements: Environmental Justice, Land Use, Mobility (Circulation), Utilities, Environment, Parks & Recreation (Conservation and Open Space), Safety, Noise, and Economic Development. All elements bear equal weight, and no element has legal precedence over another. California Government Code Section 65583(c) requires the Housing Element to maintain internal consistency with other General Plan Elements. For example, residential density limits established by the Land Use Element are reflected in the Housing Element Sites Inventory and form the basis for analyzing residential capacities within the City. Environmental constraints identified in the Environment and Safety elements, such as areas of the City in which potential residential development could be impacted by landslides, are recognized in the Housing Element as limitations for additional housing.

Data Sources and Methods

Data from a variety of sources is used to complete the Housing Element. The most commonly cited source is the U.S. Census; the Census provides consistent demographic characteristics that are widely accepted. American Community Survey is a feature offered by the U.S. Census and includes five-year estimates on population and demographic characteristics. Other data sources include the following:

- California Department of Housing and Community Development (HCD)
- California Housing Finance Agency
- California Tax Credit Allocation Committee
- Comprehensive Housing Affordability Strategy (CHAS)
- California Department of Finance (DOF)
- Home Mortgage Disclosure Act (HMDA) lending data
- Napa Point-in-Time Count data on homelessness
- State Employment Development Department (EDD) data on wage and labor statistics
- United States Department of Housing and Urban Development (HUD)

Chapter 2
Evaluation of Previous Housing Element

The Evaluation of the Previous Housing Element illustrates accomplishments achieved during implementation of the City's 5th Cycle Housing Element. Policies in the 5th Cycle Housing Element addressed the following:

- Providing sufficient residential land with adequate infrastructure to accommodate the City's fair share of projected growth, and to facilitate mobility within the ownership and rental markets.
- Providing a range of housing types within the community to accommodate a variety of incomes and lifestyles, and to enable residents to remain in American Canyon throughout their lives.
- Creating neighborhoods that have a high degree of livability and protecting existing neighborhoods from the adverse effects of development.
- Maintaining and improving the condition of the existing housing stock.
- Addressing the housing needs of all economic segments of the existing and future community, including the City's fair share of the regional housing need.
- Preserving the City's existing affordable housing stock and ensuring the long-term affordability of subsequent affordable units.
- Promoting housing opportunities for special needs groups and for all people regardless of race, color, religion, gender, sexual orientation, disability, marital status, ancestry, or national origin.
- Encouraging sustainable residential development and energy conservation in new and existing housing.
- Maximizing attainment of housing goals and ensuring Housing Element programs are implemented in a timely manner.

The City reviewed and evaluated progress in implementing the 5th Cycle Housing Element. Table 2-1 and Figure 2-1 show the City's progress toward meeting the 5th Cycle RHNA. As of January 2022, the City permitted 577 units, including 182 very low-, 109 low- and 143 moderate-income units. Further, 385 units were constructed during the 5th Cycle, including the Canyon Ridge Apartments (149 units), Valley View Senior Apartments (70 units), and the Village Vintage Ranch (162 units) in 2021. By 2021, the City permitted 124 very low-income and 66 low-income units, more than enough to accommodate the RHNA.

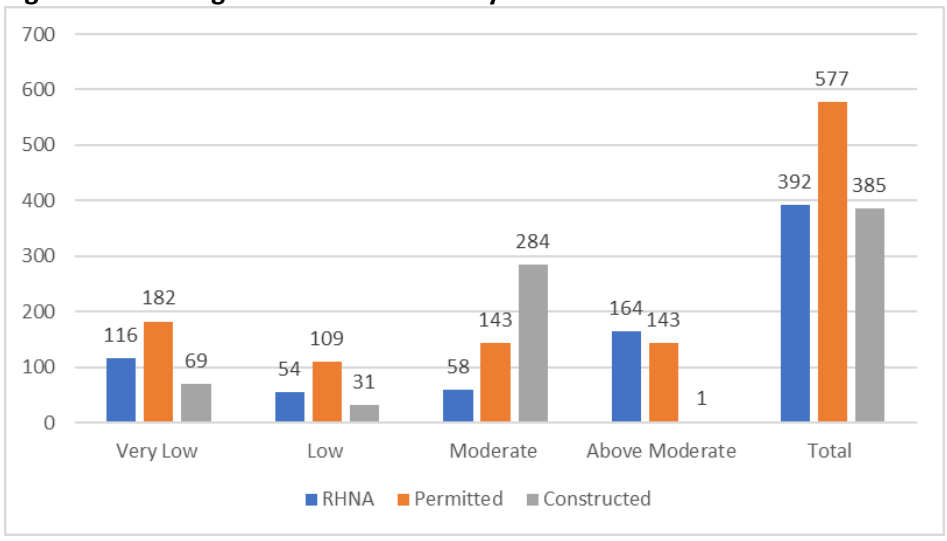
Table 2-1 Progress Toward the 5th Cycle RHNA

	Very Low	Low	Moderate	Above Moderate	Total
RHNA	116	54	58	164	392
Units Permitted 2015-2021	182	109	143	143	577[1]
Units Constructed (certificate of occupancy) 2015-2021	69	31	284	1	385

[1] *Permitted in 2021: 124 very low-income units, 66 low-income units, and two moderate-income units.*

Implementation Programs, below, outlines the 5th Cycle Housing Element programs and evaluates the results and effectiveness of each (through 2021). Most importantly, it reveals program successes and provides a recommendation for each program moving forward. As shown in the table, many programs are required or designed to directly address an identified constraint or special housing need. These programs will be continued in the 6th Cycle Housing Element update. Additionally, in the 6th Cycle, HCD requires jurisdictions to provide specific objectives with quantified metrics within Housing Element programs. The recommendation column identifies programs that will be revised to include specific objectives, metrics, and a process to monitor progress throughout the 6th Cycle planning period.

Figure 2-1 Progress Toward the 5th Cycle RHNA



Effectiveness in Addressing Special Needs

Special needs communities are demographic or occupational groups that call for specific program responses to address unique housing needs. State law specifically requires analysis of the special housing needs of people who are elderly or disabled (including developmental disabilities), female-headed households, large families, farmworkers, and people experiencing homelessness. These special-needs groups often spend a disproportionate amount of their income to secure safe and decent housing and are sometimes subject to discrimination based on their specific needs or circumstances.

The City of American Canyon's 5th Cycle Housing Element addressed the housing needs of special needs populations through the following programs and accomplishments:

- **Program I.2.12: Density Bonus Program**. Updated the City's density bonus to encourage the development of senior housing.
- **Program I.2.21: Mobilehome Park Rent Stabilization Program**. Mobile home parks are an important source of housing for seniors, and the City's Mobilehome Park Rent Stabilization Program helps stabilize housing for the senior population.
- **Program I.2.22: Rental Assistance Program**. This partnership with the Napa Housing Authority for the administration of housing choice vouchers provides vouchers to individual households including extremely low-income households, persons with disabilities, and veterans. The Housing Authority secured 34 vouchers for homeless veterans, and project-based vouchers.
- **Program I.2.6: Residential Rehabilitation Loan Program and Program I.2.23: Rehabilitation Loan Program Outreach to Elderly Homeowners**. Rehabilitation assistance is crucial to allowing seniors to remain in their homes and age in place. The City conducts outreach specifically to elderly homeowners to ensure they have access to rehabilitation resources.
- **Program I.2.24: Facilitate Construction of Housing for Persons with Disabilities**. The Valley View Senior Homes project (completed 2019) provides for accessible senior housing, and on-site supportive services.
- **Program I.2.25: Outreach to Developmentally Disabled**. The City coordinated with the North Bay Regional Center to connect persons with developmental disabilities with available resources.
- **Program I.2.26: Zoning for Small Group Homes**. The City amended the zoning code to facilitate small group homes.
- **Program I.2.27: Zoning for Employee Housing and Program I.2.30: Farmworker Housing**. The City amended the zoning code to facilitate

employee housing, an important source of housing for farm employees. The City supports regional efforts to address farmworker housing issues and offers development incentives for farmworker housing.

- **Program I.2.28: Zoning for Single Room Occupancy**. The City amended the zoning code to allow single-room occupancy facilities, which can be a source of housing for extremely low-income households and people experiencing homelessness.
- **Program I.2.31: Distribute Homeless Shelter Information**. Under this program, the City planned to provide information to City employees and other resource centers to help connect people in need with available shelter services, but the City of Napa Housing Authority provides this service throughout the County.

Implementation Programs

Evaluation of American Canyon 2015 Housing Element

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
A	**Program I.2.1: No-Net-Loss Evaluation Procedure** To ensure sufficient residential capacity is maintained to accommodate the RHNA need, the City will develop and implement a formal ongoing (project-by-project) evaluation procedure pursuant to Government Code Section 56863. Should an approval of development result in a reduction of capacity below the residential capacity needed to accommodate the remaining need for lower-income households, the City will identify and re-zone sufficient sites to accommodate the shortfall. In particular, if one of the five commercially-zoned sites identified as allowing for exclusively residential uses (i.e., sites 20, 22, 23, 25, or 34) is developed with uses other than residential or the site is developed with fewer residential units than counted in the sites inventory, the City will identify additional sites within the city that will allow for exclusively residential uses. The outcomes of this evaluation and monitoring shall be contained within the City annual housing reports submitted to HCD as required pursuant to GC Section 65400.	Policies 2.1.1, 2.1.2	Project review is ongoing with annual report to HCD	In 2021, Site 11 was rezoned from Estate Density to Medium Density. This rezoning action increased housing unit potential from 10 units to 85 units for an overall increase of 75 units. In 2018, the HFP Church was approved on 1.53-acres of a five-acre site (Site 22). In 2019, the City rezoned the property to Downtown Core, which increased the housing density on the remaining 3.65 acres from 20 du/ac to 35du/acre. This rezone increased the dwelling unit potential on the site to 127 dwelling units which is an increase of 62 dwelling units. Adding the 75 additional units from Oat Hill, the overall residential capacity is increased by 137 units. In 2020, the Home2Suites Hotel project was approved on 1.98 acres (Site 25). This approval reduced the number of developable housing units by 25. This 25-unit decrease is offset by Site 11 and 22 for a net gain of 112 dwelling units. In 2019, Site 18 was rezoned to Home Improvement. This rezoning reduced the number of developable housing units by 25. This rezoning is offset by Site 11 and 22 for a net gain of 87 units. In 2019, the Broadway Materials site (Site 26) was rezoned to Home Improvement. This rezoning reduced the number of developable housing units by 25. This rezoning is offset by Site 11 and 22 for a net gain of 62 units. The Napa Cove affordable housing project was approved on two parcels – one that was included in the housing inventory (Site 27) and one that was not identified in the inventory for a net increase of 56 dwelling units and an overall increase of 118 dwelling units. Sites in the Broadway District, Oat Hill, and Watson Ranch were rezoned to accommodate additional housing opportunities. These will be identified in the 6th Cycle Housing Element.	Required; modify as appropriate.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
B	**Program I.2.2: Maintain Inventory of Developable Sites** To ensure adequate sites are available throughout the planning period to meet the City's RHNA, the City shall continue to annually update an inventory that details the amount, type, and size of vacant and underutilized parcels to assist developers in identifying land suitable for residential development. The inventory shall also describe in detail the number of extremely low-, very low-, low-, and moderate-income units constructed annually. The City shall post the inventory on the City website and make it available at the Planning Department counter.	Policy 2.1.1	Update annually	An inventory of housing sites and the number of permits issued in 2020 is available on the City's website and front counter for the Planning Division. The City approved the Broadway District Specific Plan (BDSP) in July 2018, which identifies a capacity of 1,200 new units in the Broadway District. Furthermore, the City approved the Oat Hill multifamily project that includes 291 apartment units on two parcels. One parcel is a new addition to the current inventory. The second parcel is included in the current inventory but the approval includes a General Plan Amendment and Zone Change to increase the density from one unit per acre to 8.5 units per acre.	Required; continue in the 6th Cycle
C	**Program I.2.3: Priority Sewer and Water Service for Affordable Housing** The City shall adopt policies and procedures to provide priority sewer and water service for developments that include lower income housing units, consistent with State law (Government Code Section 65589.7).	Policy 2.1.3	December of 2015	The City modified its Sewer and Water Service to put affordable housing as the first priority in July of 2019. The update was codified in American Canyon Municipal Code (ACMC) Section 13.10.020.	Completed; delete.
D	**Program I.2.4: Incentives for Second Units** The City shall explore and adopt, as appropriate, programs and incentives for encouraging second units. Possible approaches may include, but are not limited to, preparing an informational manual that describes the permitting procedures for second units, a pre-approved design template for second units, reduced fees for second units, and technical or financial assistance for homeowners who agree to rent their second units at affordable rates.	Policy 2.2.4	Explore and adopt programs and/or incentives by 2018	The City adopted new guidelines and standards for Second Units, or Accessory Dwelling Units (ADUs) in 2017 to align with new provisions in Government Code Section 65852.2. The new standards were codified in ACMC Section 19.39. New incentives for ADU's remove water and wastewater capacity fees, reduce parking and fire sprinkler requirements, and proportionally reduce remaining impact fees. In 2018, staff created two handouts that explain the building permit and zoning requirements for ADUs. The City joined the Napa-Sonoma ADU coalition to develop ADU outreach materials and fee estimating software in March 2019. The City revised the ADU ordinance to comply with the new state laws in August 2020.	Objectives completed; consider keeping to create new objectives to further incentivize ADU development, particularly in high resource areas.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
E	**Program I.2.5: Neighborhood Preservation Program** The City shall continue to enforce Neighborhood Preservation (Chapter 9.04 of the Municipal Code), which is designed to ensure that individual properties within neighborhoods are maintained at levels that protect property rights of both individual property owners and general neighborhoods, and to minimize potential nuisances and impacts to the public health, safety, and welfare.	Policy 2.4.1	Ongoing	The City's Code Enforcement officer continues to implement this program.	Ongoing. This is not required by HCD, but if the Neighborhood Preservation Program provides education or funding to homeowners for improvements, the program should be kept and modified to reflect this.
F	**Program I.2.6: Residential Rehabilitation Loan Program** Working in collaboration with the City of Napa Housing Authority, the City shall apply annually for CDBG funding to support the Residential Rehabilitation Loan Program, which provides no interest loans to low-income homeowners to finance home repairs. Funding is available to repair or replace deficiencies to residential structural, mechanical, plumbing, and electrical systems, roofing, water damage, energy conservation, correction of health and safety issues and accessibility/mobility modifications. The City shall also subsidize permit fees for units rehabilitated through the Residential Rehabilitation Program.	Policies 2.5.1, 2.5.2, 2.5.3	Apply for funding annually	The U.S. Department of Housing and Urban Development awarded the City a $1 million Community Development Block Grant (CDBG) in 2017, of which $350,000 was for owner-occupied rehabilitation. In 2019, the City applied for a new $1 million CDBG grant, which included an additional $300,000 for owner-occupied rehabilitation assistance programs, but was not awarded.	The City must address rehabilitation if substandard housing is a constraint in the community. Continue in the 6th Cycle, though objectives and strategies may be revised.
G	**Program I.2.7: Code Enforcement** The City shall continue to use its code enforcement efforts to improve the existing housing stock. The City shall provide owners of residential housing units identified as needing code enforcement actions with information on the Residential Rehabilitation Loan Program.	Policies 2.5.1, 2.5.2	Ongoing	The City's Code Enforcement officer continues to implement this program	Required; continue in the 6th Cycle.
H	**Program I.2.8: City-owned Land for Affordable Housing** The City shall sell City-owned land, as available and feasible for residential development, at a reduced cost to developers to build affordable housing. The City shall notify developers of opportunity sites and incentives through the City website, informational brochures available at City Hall, and the distribution of Requests For Proposals as sites become available.	Policy 2.6.3	Review opportunities annually	No city-owned land was available during this period.	The city has an obligation to consider city-owned land for housing; continue in the 6th Cycle.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
I	**Program I.2.9: Employee Housing Program** The City shall explore and adopt, as appropriate, possible programs, incentives, and/or requirements for increasing employee housing close to major employers in American Canyon. Possible approaches may include, but are not limited to, identifying funding for a first time homebuyer program tied to place of work, identifying surplus land for the development of workforce housing, developing employer incentives based on the percentage of their employees living close to work, and/or requiring major employers to plan for employee housing. In developing the program, the City shall reach out to major employers to gain an understanding of the needs of their employee base.	Policy 2.6.10	Begin exploring options by 2017 and adopt, as appropriate by 2019	In 2016, the City adopted an Affordable Housing Nexus fee on nonresidential development. The basis for the fee is that new non-residential development creates the need for additional housing in the City of American Canyon.	Completed; delete.
J	**Program I.2.10: Affordable Housing Fund** The City shall provide financial assistance from the Affordable Housing Fund, as available, for the construction of affordable housing and/or to subsidize development impact fees for affordable housing. The City shall review and prioritize potential projects based on the following criteria: 1 Convenient access to transit (or provision of transit by the project to meet the needs of its prospective residents). 2 Convenient access to neighborhood services and facilities, as needed by the prospective residents. 3 Convenient access to neighborhood recreation facilities, or onsite provision of adequate facilities. 4 Minimal environmental constraints or cost-effective mitigation of constraints. 5 Cost-effective provision of services and utilities to the site and onsite. 6 Adequate site area to provide sufficient parking, open space, setbacks, and building separations. The City shall hold informational meetings bi-annually, based on funding availability, to inform affordable housing developers of available funding.	Policy 2.6.5	Review opportunities annually	The City donated land, reduced and deferred impact fees, approved development concessions, and allocated approved $1.5 million in funding plus a $930,000 loan to support the Valley View Affordable Senior Apartment Project by 2017.	While not required, this is a valuable tool. If funding allows, this program should be continued in the 6th Cycle. Specific objectives (with metrics and monitoring) should be added.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
K	**Program I.2.11: Incentives for Affordable Housing**The City shall facilitate the development of affordable housing in conjunction with market rate rental housing through the following: 1 Use of housing set-aside funds for mixed income housing projects that include units affordable to extremely low-, very low-, and low-income households; 2 Regulatory incentives, such as expediting permit processing, deferred fees, and/or reduced parking requirements based on the bedroom mix of the project; and 3 Providing up to a 35 percent density bonus and three concessions/incentives for developments that include affordable housing, consistent with State density bonus law. The City shall publicize the above incentives for market rate housing to developers and/or other interested parties by providing informational fliers at the Community Development Department counter and in the general development application packet.	Policies 2.6.3, 2.6.5	Ongoing	The City required the Village at Vintage Ranch project to increase the affordability term from 10 to 20 years for eight very low and eight low-income units in exchange for extending the term of the project's Design Permit approval. In return for a zoning district upgrade, the City obtained 5% very low income units in perpetuity from the Canyon Ridge apartments in 2014. The Valley View project received a 55% density bonus for providing 70 low and very low income units in 2013. The City updated its Density Bonus program to comply with Assembly Bill (AB) 2753 (2018) in February of 2019.	This program should be continued in the 6th Cycle. Specific metrics and monitoring should be added.
L	**Program I.2.12: Density Bonus Program** The City shall continue to offer density bonuses consistent with State law for qualifying affordable housing and senior housing development. The City shall prepare and distribute an informational brochure describing the density bonus provisions.	Policy 2.6.3	Prepare brochure by 2016	The density bonus brochure was posted to the City's website in 2016. See http://bit.ly/2kZ1ScQ website link. The City updated their Density Bonus Ordinance in February of 2019. The City approved two projects, the Lemos Pointe Apartments and the Napa Cove Apartments, which both utilized the Density Bonus program and requested concessions to design standards. The Lemos Pointe project consisted of 186 affordable units and the Napa Cove project consisted of 66 affordable units.	This program should be continued in the 6th Cycle. New objectives should be added and the City should commit to updating the brochure at regular intervals.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
M	**Program I.2.13: Planned Development Process** To promote the development of affordable housing units, the City shall use its planned development process to negotiate alternative development standards, such as alternative parking standards, street improvement standards, maximum density, lot coverage, and height limits.	Policy 2.6.3	Ongoing	The Village at Vintage Ranch will provide 16 low- and very low-income units.	If the Planned Development process has been valuable to the City, this should be continued in the 6th Cycle. Program objective should be revised for clarity and metrics and monitoring should be established.
N	**Program I.2.14: Assist in Accessing Grant Funding** The City shall offer assistance in accessing local, State, and Federal funding for affordable housing by applying for such funding, when feasible, on behalf of the affordable-housing developer, or by providing technical assistance or documentation necessary to support an application for funding.	Policies 2.6.5, 2.6.6, 2.6.7	Review funding opportunities annually	The City applied for and was successful in obtaining a $1 million CDBG grant for the Valley View Senior Affordable Housing Project in 2015. The City received a HUD HOME Investments Partnership grant in 2017. The $1,000,000 grant allocated $650,000 for first-time homebuyer programs and $350,000 for owner-occupancy rehabilitation programs. The City applied for a CalHome Disaster Assistance funds in December 2019 and was awarded $2.2 million for down payment assistance. The funds are to assist low- and moderate-income survivors of the 2017-2018 wildfires that were federally declared disasters. The City applied for $1 million in HOME funds in January 2020 and $1 million in CalHome General Funds for owner-occupancy rehabilitation and ADU programs in February 2020. The City applied for the SB 2 Planning Grant from HCD in December 2019 and received $160,000 in funding to update its building permit software and Housing Element. The City applied for the HCD Local Early Action Planning (LEAP) grant in March 2020 and was awarded $160,000 for pro-housing efforts. In 2020, the City assisted the developer successfully receive Federal TCAC financing for a 186-unit affordable apartment project. In 2021, the City assisted the developer successfully receive Federal TCAC financing for a 66-unit affordable apartment project.	Successful program. If funding allows, continue in the 6th Cycle. Metrics and monitoring should be added.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
O	**Program I.2.15: Incentives for Lot Consolidation** The City shall offer incentives, such as reduced or deferred fees, expedited processing, or modified development standards to owners of small and underutilized properties for the consolidation and/or re-use of small lots to create larger parcels with greater affordable housing development potential. The City will post information on its website about available incentives for lot consolidation.	Policy 2.6.3	Identify appropriate incentives and post information on website by 2017	Staff completed a reversion to acreage for the Valley View affordable senior housing project in 2015. Staff completed two lot mergers in 2016.	Continue in the 6th Cycle, particularly if there are number of lots with potential. Specific metrics should be established.
P	**Program I.2.16: Partner with the Housing Authority** The City shall continue to partner with the City of Napa Housing Authority or similar entity to take advantage of administrative resources and receive a reasonable share of Federal, State, and private funding for housing.	Policy 2.6.6	Ongoing	The City Council approved a two-year contract with the City of Napa Housing Authority in 2019, and a one-year contract extension in 2021. A new two-year contract is scheduled to be reviewed by the City Council in mid-2022.	Required. Continue in the 6th Cycle.
Q	**Program I.2.17: Inclusionary Housing Program** The City shall continue to require all residential ownership projects of five or more above moderate-income units to include affordable units consistent with the Inclusionary Housing Requirements (Municipal Code Chapter 19.28). The City shall amend the Inclusionary Housing Requirements Chapter of the Municipal Code to remove inclusionary requirements for rental housing.	Policy 2.6.8	Amend Ordinance in 2015	As required by Program 1.2.17 as a result of the Palmer decision, the City suspended inclusionary housing requirements and adopted a Nexus Fee in 2016. AB1505 reinstated inclusionary housing requirements in California. Consistent with AB1505, the City amended the Inclusionary Housing Ordinance in October 2019 to reinstate inclusionary housing. Consistent with State Law, the new ordinance provides a menu option for developers to meet their inclusionary requirements, including paying in-lieu fees if inclusionary is demonstrated to be cost-prohibitive.	Continue in the 6th Cycle. Revise the program to remove the municipal code amendment objective, which has been completed. Specific metrics should be established to set a unit goal.
R	**Program I.2.18: Conduct Nexus Study for Affordable Housing Fees** The City shall conduct a nexus study to determine an appropriate and feasible affordable housing impact fee and shall consider adopting fees, as appropriate, for rental housing developments and for non-residential developments (i.e., commercial linkage fee).	Policy 2.6.9	Consider adopting fee in 2015	The Nexus Study and Commercial linkage fee was adopted in 2016.	Continue program with inflation adjustments

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
S	**Program I.2.19: Preserve At-Risk Housing** The City shall contact property owners of units at-risk of converting to market rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. The City shall seek participation from agencies interested in purchasing and/or managing units at-risk. The City shall require property owners to give a nine-month notice of their intent to opt out of low-income use restrictions. The City shall work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law.	Policy 2.7.1	Ongoing	The City of Napa Housing Authority (HACN) worked with the Lodge apartments to encourage preservation of 11 affordable units that were scheduled to expire in 2016. HACN worked with the property owner to provide financial incentives to tenants of affordable units that were scheduled to expire. Unfortunately, staff efforts were unable to convince the owner to maintain expired inclusionary units. In 2018, low-income tenants in nine of the 11 affordable units were vacated. As of 2022, two low-income tenants remain.	Required if there are units identified as at-risk of conversion to market rate. Continue in the 6th Cycle. Objectives and strategies may be revised. Metrics can be added to establish a goal, based on the number of at-risk units in the city.
T	**Program I.2.20: Monitor Section 8 Status** In partnership with the Housing Authority, the City shall monitor apartments for Section 8 status and prepare a plan for the preservation of these units as affordable rental housing. The plan will state the City's proposed actions for assisting the current property owner in preserving these affordable units, or assisting in the acquisition by a non-profit entity dedicated to permanently preserving the affordability of these rental units.	Policy 2.7.1	2007-2014	The City of Napa Housing Authority annually monitors the Housing Choice Voucher (Section 8) program for the City of American Canyon. In 2021, the Housing Authority administered 142 housing vouchers, 34 of which were for the Valley View Senior Apartments.	Continue in the 6th Cycle. Specific metrics and monitoring should be added to provide a household/unit goal for the program.
U	**Program I.2.21: Mobilehome Park Rent Stabilization Program** The City shall continue to protect the interests of residents living in existing mobile home parks by enforcing the Mobilehome Park Rent Stabilization Program (Chapter 15.04 of the Municipal Code, adopted 1995), which includes measures for rent stabilization, strict conversion standards, and relocation assistance and compensation to residents if parks are converted to another use.	Policies 2.7.4	Ongoing	Ongoing	Not specifically required but this program addresses a constraint (high cost of rent) and works toward extremely low income goals; continue in the 6th Cycle.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
V	**Program I.2.22: Rental Assistance Program** The City shall continue support for the Rental Assistance Program at the State and local level by maintaining membership in the Napa Housing Authority.	Policy 2.7.1	Seek funding for rental assistance when available.	Multiple projects were assisted during the 5th Cycle. The Napa Housing Authority secured 34 HUD-Veterans Affairs Supportive Housing (HUD-VASH) vouchers for homeless veterans in 2016. The Napa Housing Authority was awarded 10 Housing Choice vouchers in 2018 and the City of American Canyon received those vouchers in 2019. The City applied for the CDBG CARES Act grant) in August of 2020 and was awarded $98,000 for rental assistance. The Napa Housing Authority was successful in obtaining eight Project-Based Vouchers for the Napa Cove Apartment project in 2022.	Not specifically required but this program addresses a constraint (high cost of rent) and has been successful; continue in the 6th Cycle. Add metrics and monitoring.
W	**Program I.2.23: Rehabilitation Loan Program Outreach to Elderly Homeowners** The City shall conduct targeted outreach to elderly homeowners to inform them of the Residential Rehabilitation Loan Program (Program I.2.6) and PACE Program.	Policy 2.8.1	Prepare outreach materials by 2016	The City Housing Authority provides on-going marketing of outreach materials to seniors regarding the City's Rehabilitation Loan Program. The outreach consists of flyers, workshops, and newspaper advertisements. The City Housing Authority also conducts outreach meetings at the Senior Center and the Family Center in American Canyon. Due to the Governor's Shelter-In-Place order to prevent the spread of COVID-19, physical outreach meetings were suspended in 2020 and 2021.	Works to address constraints for those with special housing needs; continue in the 6th Cycle. Metrics should be added for the number of households the City hopes to assist.
X	**Program I.2.24: Facilitate Construction of Housing for Persons with Disabilities** The City shall facilitate the construction of subsidized rental housing affordable to extremely low-, very low- and low-income persons that meet the physical and supportive service needs of persons with disabilities, including developmental disabilities, such as: handicapped accessibility; on-site supportive services and/or daily living assistance; and transportation. The City shall continue to publicize financial and regulatory incentive opportunities to developers interested in the construction of subsidized rental housing that meets the needs of persons with disabilities by providing informational fliers at the Community Development Department and in all general development application packets.	Policies 2.8.1, 2.8.5	Ongoing	The Valley View Senior Homes affordable housing project provides handicap accessibility and on-site supportive services. The project was completed in 2019.	Works to address constraints for those with special housing needs; continue in the 6th Cycle. Metrics should be added for the number of households the City hopes to assist.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
Y	**Program I.2.25: Outreach to Developmentally Disabled** The City shall work with the North Bay Regional Center to implement an outreach program informing residents of the housing and services available for persons with developmental disabilities. The City shall make information available on the City website.	Policies 2.8.1, 2.8.5	Initiate coordination by 2016	In 2016, the City coordinated with North Bay Regional Center and has a link to their services on the City's website.	Works to address constraints for those with special housing needs; continue in the 6th Cycle. New objectives and metrics should be added for the number of households the City hopes to assist.
Z	**Program I.2.26: Zoning for Small Group Homes** In order to comply with State law, the City shall amend the Zoning Code to add group homes for six or fewer residents (i.e., residential care homes) as a permitted use in the Residential Estate (RE), Medium Residential (RM), and High Residential (RH) Zoning Districts, in addition to the zones where they are already allowed. Subject to the provision of the American Canyon Municipal Code, group home/residential facilities will be held to the same standards and permit processing as single-family homes.	Policy 2.8.8	2016	The City amended the zoning code in 2017 to classify small group homes, or residential care homes, as permitted uses for all residential zones with the same standards and permit processing as single-family homes.	Revise. While the city allows small group homes in all residential zones, subject only to the requirements of typical residential uses, HCD also considers conditions of approval to be a constraint to large group homes and requires jurisdictions to allow residential care facilities with seven or more beds in the same manner. The program should be revised to commit the City to allow large group homes in every residential district with the same standards as residential uses and a timeline should be provided.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
AA	**Program I.2.27: Zoning for Employee Housing** In order to comply with State law (i.e., Health and Safety Code Sections 17021.5 and 17021.6), the City shall amend the Zoning Code to allow employee housing for six or fewer occupants (including farm employee housing) in all zones allowing single family residential, and shall amend the RE zone to permit employee housing of up to 12 units or 36 beds.	Policy 2.8.6	2016	The City amended the zoning code in 2017 to add employee housing as a use classification with the class as a permitted use in all residential zones.	Complete; remove.
BB	**Program I.2.28: Zoning for Single Room Occupancy** The City shall amend the Zoning Code to allow single room occupancy (SRO) in the Residential High (RH) zone district, subject to development standards that will allow and encourage the construction of new SROs.	Policy 2.8.1	2016	The City amended the zoning code in 2017 to add a use classification for Single Room Occupancy (SRO) facilities. The use is permitted in high-density residential zones.	Complete; remove.
CC	**Program I.2.29: Facilitate Construction of Large Units** The City shall facilitate the construction of housing that includes three- and four-bedroom units affordable to extremely low-, very low-, and low-income households. The City shall publicize financial and regulatory incentive opportunities to developers interested in the construction of housing that includes larger affordable units by providing informational fliers at the Community Development Department and in all general development application packets.	Policy 2.8.2	Prepare fliers by 2017	The City prepared fliers in 2017 and they are available on the City's Housing website as well as the planning division counter.	Works to address constraints for those with special housing needs; continue in the 6th Cycle. Metrics should be added for the number of households the City hopes to assist.
DD	**Program I.2.30: Farmworker Housing** The City shall continue to support regional efforts to address farmworker housing issues. The City shall also offer incentives, such as fee waivers and reduced development standards, for farmworker housing.	Policy 2.8.6	Reach out to developers by 2017 and bi-annually thereafter	The City added web links to farmworker housing resources on the City's housing website.	Works to address constraints for those with special housing needs; continue in the 6th Cycle. Metrics should be added identifying the number of households the City hopes to assist.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
EE	**Program I.2.31: Distribute Homeless Shelter Information** The City shall provide information regarding the Napa Valley Shelter System to City personnel and others (e.g., newspapers, churches) likely to be in contact with those needing shelter. Direct personnel to refer such persons as appropriate.	Policy 2.8.9	Ongoing	The City of Napa Housing Authority provides this service on an ongoing basis.	Ongoing; continue in the 6th Cycle. Consider providing this information (and links to other resources) on the City website. Metrics should be added identifying the number of households the City hopes to assist.
FF	**Program I.2.32: Distribute Fair Housing Information** The City shall provide information about Fair Housing of Napa Valley services to City personnel likely to receive fair housing complaints, and shall direct employees to refer such persons as appropriate. The City shall continue to distribute fair housing information to public agencies and establishments in American Canyon, in City buildings and other public locations (e.g., City hall, fire station, library, post office, community centers), in City mailings to residents, and on the City website.	Policies 2.9.1, 2.9.2	Ongoing	The City of Napa Housing Authority provides this service on an ongoing basis. Fair housing posters are displayed at City Hall.	This program works to meet State objectives for AFFH; continue in the 6th Cycle. Consider providing this information (and links to other resources) on the City website. Metrics should be added identifying the number of households the City hopes to assist.
GG	**Program I.2.33: Fair Housing Event** The City shall annually sponsor a fair housing event in collaboration with Fair Housing of Napa Valley or any similar entity targeted to community organizations serving residents who may experience housing discrimination, rental property owners, real estate industry representatives, and lenders.	Policy 2.9.2	Annually	The City of Napa Housing Authority provides this service on an ongoing basis.	This program works to meet State objectives for AFFH; continue in the 6th Cycle.
HH	**Program I.2.34: Encourage Sustainable Building** The City shall continue to encourage new residential development and rehabilitation projects to incorporate sustainable building design and siting, construction, and operation. The City promotes the reduction of energy consumption through the use of recycled water for new large residential, commercial, and industrial landscaping projects; requires adherence to the City's zero water footprint policy that requires new	Policies 2.10.1, 2.10.3, 2.10.4	Ongoing	The City adopted a new Electric Vehicle Charging Station Ordinance that streamlines permit processing for residential projects in 2019. The City adopted the Broadway District Specific Plan in 2019, which requires new development in the 300-acre district to provide 15 percent more energy reduction than the California Building Code requires.	Ongoing; continue in the 6th Cycle. Consider providing information on resources and incentives on the City website.

	Programs	Objective	Timeframe	Status of Program Implementation	Recommendation
	development to reduce water consumption to a level sustainable with the city's long term water supplies, or provide off-site water conservation measures to reduce overall citywide water consumption; and participates in the regional trash recycling programs.				
II	**Program I.2.35: Energy Conservation Fact Sheet** The City shall make available an informational fact sheet for distribution that will describe the energy conservation measures that can be instituted in existing homes for little cost and will save energy and utility expenses.	Policies 2.10.5, 2.10.7	Distribute fact sheet by 2016	The Energy Conservation Fact sheet was prepared and is available on the City's website.	This works to meet state objectives regarding energy conservation opportunities; continue in the 6th Cycle. The program may be revised to establish new strategies.
JJ	**Program I.2.36: Adjust Utility Allowances for Green Affordable Housing Units** As an incentive for the development of green affordable housing projects, the City shall reduce utility allowances for affordable green housing units, allowing developers to charge more rent.	Policy 2.10.1	2016	The City adopted new utility allowances for affordable housing units and allowed for the adjustments of utility allowances for green affordable housing units in 2017. The City updates the utility allowances on an annual basis.	Continue in the 6th Cycle. Revise to commit the City to continue updating the materials at a defined interval.
KK	**Program I.2.37: Annual Housing Element Report** The City shall review and report annually on the implementation of Housing Element programs and the City's effectiveness in meeting the program objectives for the prior calendar year. The City shall present the annual report to the City Council at a public hearing before submitting the annual report to the California Department of Housing and Community Development (HCD) and the Office of Planning and Research (OPR).	Policies 2.11.1, 2.11.2	Annually	The Planning Commission and City Council review the City's Annual Report before it is submitted to HCD. The annual Housing Element report was reviewed at a public hearing by the Planning Commission in February 2022 and the City Council in March 2022. All submittal dates were accomplished within required timeframes.	Required. Continue in the 6th Cycle.
LL	**Program I.2.38: Maintain Adequate Staffing** The City shall maintain City staffing or contracted services at levels that are adequate to ensure the continued prompt consideration of residential development applications.	Policy 2.11.1	Annual review of staffing levels	Projects were reviewed within the State Permit Streamlining Act. The City reviews staffing levels in conjunction with the annual fiscal year budget.	Continue in the 6th Cycle. Consider revising the program to add an objective committing the City to recruiting a diverse workforce.

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Chapter 3
Housing Needs Assessment

Key Findings

- American Canyon's population is expected to grow at a faster rate than other cities in Napa County over the next 20 years.
- American Canyon is the most racially/ethnically diverse city in Napa County.
- Residents' mean one-way commute time is nearly 40 minutes, and the city is a net exporter of workers.
- Household sizes and the proportion of households with children is larger than the rest of the county, and household sizes are trending higher.
- Renter households are overcrowded at higher rates than residents who own their homes, and more acutely at the low-income range. Renters, especially lower-income households, also tend to be more likely to be cost burdened, paying more than 30 percent of their income on housing expenses.
- The majority of homes in the city are single-family detached homes. Mobile homes are the second-largest category of housing type. About thirty percent of housing units were built before 1980 and can be assumed to need rehabilitation.
- Many seniors own their own homes, and frequently own mobile homes.

Introduction

The Housing Needs Assessment analyzes the demographic, socioeconomic, and housing characteristics of the City of American Canyon with the intent to identify specific housing needs for current and future residents. Key assessment components include population and employment trends, household characteristics, and an analysis of housing conditions. This Needs Assessment establishes a baseline for 6th Cycle Housing Element policy recommendations.

Housing needs data in American Canyon are compared to Napa County. Although certain demographic characteristics may differ between American Canyon and Napa County, many housing trends and needs in American Canyon are common throughout the wider County area. Understanding local housing

needs will help the city determine how much and what type of housing to plan for.

This chapter includes the following sections:

- Population and Employment Trends
- Existing Households
- Housing Characteristics
- Special Housing Needs

Population and Employment Trends

This section relies primarily on population, housing, and employment data published by the U.S. Census, the California Department of Finance (DOF), and the Association of Bay Area Governments (ABAG), specifically from the ABAG Pre-Reviewed Data Package, as indicated in the table sources.

Background

The City of American Canyon is located in southern Napa County, adjacent to Solano County and the city of Vallejo. The city is located approximately 45 miles west of Sacramento along Interstate I-80 and is approximately 5.5 square miles. American Canyon incorporated in 1992. Since incorporation, residential development has grown along with business and commercial development along Highway 29, and the Green Island Industrial Park south of Napa Airport. In 1990, the Census Bureau reported the American Canyon Census Designated Place (CDP) population as 7,706. The city experienced rapid growth between 1995 and 2005, from 8,689 to 14,197 residents, a 45.3 percent increase. However, population growth slowed between 2005 and 2010, during the recession as housing development was impacted. Between 2015 and 2022, population increased just 5.7 percent, from 20,481 to 21,658. The Department of Finance (DOF) 2022 population estimate is 21,658. Table 3-1 shows population growth trends for American Canyon from 1995 to 2022.

Table 3-1 American Canyon Population Growth Trends (1990-2020)

Year	Population	Numerical Change	Change
1995	8,689	NA	N/A
2000	9,774	1,085	12.5%
2005	14,197	4,423	45.3%
2010	19,454	5,257	37.0%
2015	20,481	1,027	5.3%
2020	20,837	356	1.7%
2021	21,566	729	3.5%
2022	21,658	92	0.4%

Source: Department of Finance (DOF), E-5 Series.

Population Trends

Other municipalities within Napa County include Yountville, St. Helena, Napa, and Calistoga. Table 3-2 illustrates the city's population change in comparison to neighboring jurisdictions. Between 2010 and 2020 the population countywide increased by 1.1 percent. During this 10-year period, American Canyon was the fastest growing city in the county, increasing by 7.1 percent from 19,454 to 20,837. The most populous city in Napa County remains the city of Napa with a population of 79,246 in 2020.

Table 3-2 Neighboring Jurisdictions Population Trends (1990–2020)

Jurisdiction Name	1990	2000	2010	2020	Change (2010-2020)	
					Number	Percent
City of Calistoga	4,468	5,190	5,155	5,228	73	1.4%
City of Napa	64,865	72,585	76,915	79,246	2,331	3.0%
City of St. Helena	4,990	5,950	5,814	5,430	-384	-6.6%
City of Yountville	3,259	2,916	2,933	2,685	-248	-8.5%
Napa County	110,165	124,279	136,484	138,019	1,535	1.1%
City of American Canyon	7,706	9,774	19,454	20,837	1,383	7.1%

Source: ABAG Pre-Approved Data Package; U.S. Census, 1990, 2000, 2010, and 2020.

Table 3-3 shows the population projections prepared by the Association of Bay Area Governments (ABAG) for American Canyon and other jurisdictions in Napa County. Between 2020 and 2040, American Canyon is expected to grow more than five percent each decade, increasing to a population of 23,830 in 2030 and 25,280 in 2040. Compared to the other jurisdictions in the county, American Canyon is projected to have the second-largest percent change in population growth from 2020 to 2040, growing by a total of 15.8 percent. This is slightly higher than the projected countywide population growth of 14.5 percent during the 20-year period.

Table 3-3 Napa County Jurisdictions Population Projections (2010–2040)

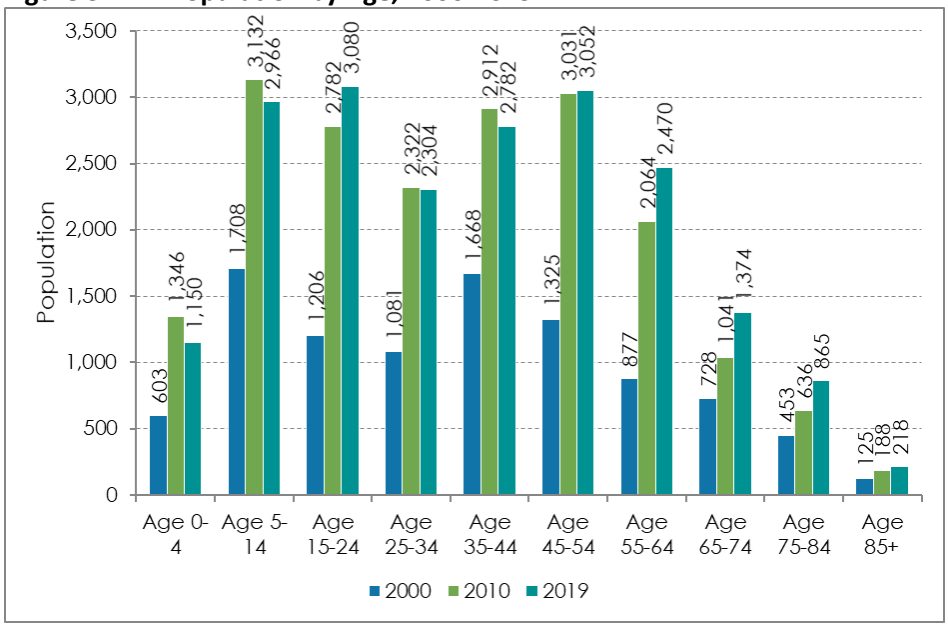
Jurisdiction Name	2010	2020	2030	2040	Percent Change 2010-2020	Percent Change 2020-2030	Percent Change 2030-2040	Percent Change 2020-2040
Napa County Total	136,484	138,019	151,445	158,050	1.12%	9.73%	4.36%	14.51%
American Canyon	19,454	21,837	23,830	25,280	12.25%	9.13%	6.08%	15.77%
Calistoga	5,155	5,228	5,485	5,600	1.42%	4.92%	2.10%	7.12%
Napa	76,915	79,246	82,205	86,715	3.03%	3.73%	5.49%	9.43%
St. Helena	5,814	5,430	6,655	6,800	-6.60%	22.56%	2.18%	25.23%
Yountville	2,933	3,436	3,385	3,535	17.15%	1.48%	-4.43%	2.88%

Source: U.S. Census 2010, 2020 and Plan Bay Area 2040 Projections.

Age of Population

American Canyon's demographics have shifted over the past decade. The number of children and younger adults, groups age 0-14 and age 25-44, decreased between 2010 and 2019. The middle-aged and senior age groups increased in size, including those age 45-85 and age 85+. The age groups with the largest increase were age 55-64 with an increase from 2,064 to 2,470 and age 65-74 from 1,041 to 1,374. Figure 3-1 shows the distribution of population by age group from 2000 to 2019.

Figure 3-1 Population by Age, 2000-2019



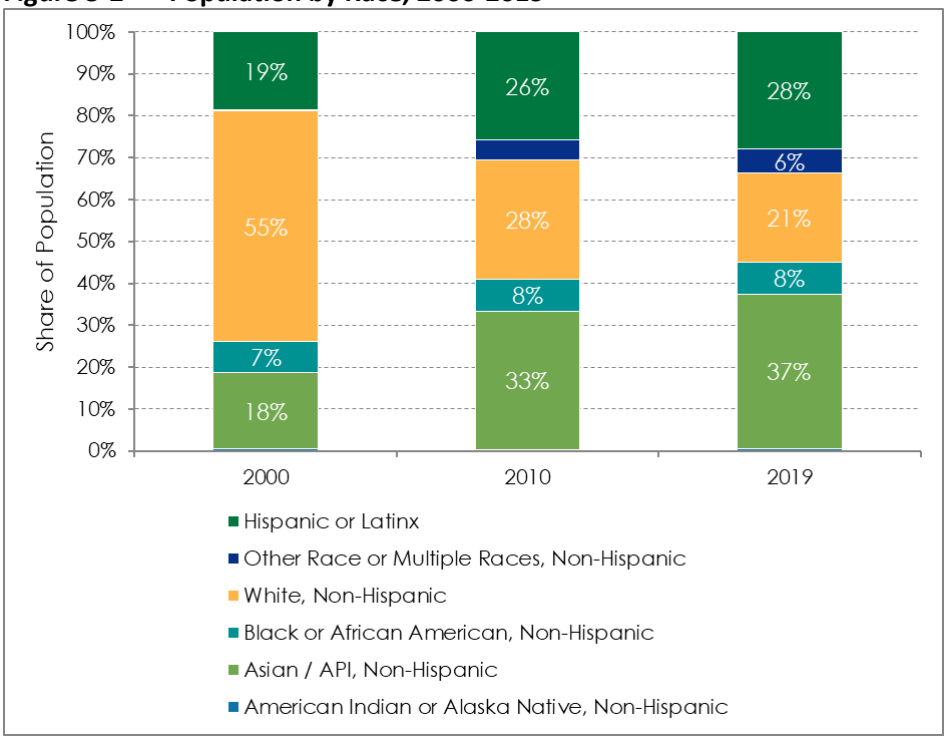
Source: U.S. Census Bureau, Census 2000 SF1, Table P12; U.S. Census Bureau, Census 2010 SF1, Table P12; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B01001

Demographics

American Canyon has become more diverse over the last two decades. The composition of American Canyon's population has historically differed from the countywide and statewide populations, with a smaller proportion of individuals of Hispanic/Latino origin and a larger proportion of individuals of Asian/Pacific Islander origin in comparison. Over the last two decades, the Hispanic/Latino population and Asian/Pacific Islander population have both increased.

Figure 3-2 compares the racial and ethnic composition of the population of American Canyon from 2000 to 2019. In 2000, the majority of the population in American Canyon was white; however, since 2000 the proportion of white residents decreased. By 2010, the largest racial/ethnic group was Asian/Pacific Islander, making up 33 percent of the population. In 2020, the Asian/Pacific Islander population represented the largest racial/ethnic group (36.8 percent), followed by the Hispanic/Latino population (28.0 percent), and the white population (21.4 percent).

Figure 3-2 Population by Race, 2000-2019



U.S. Census Bureau, Census 2000, Table P004; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B03002

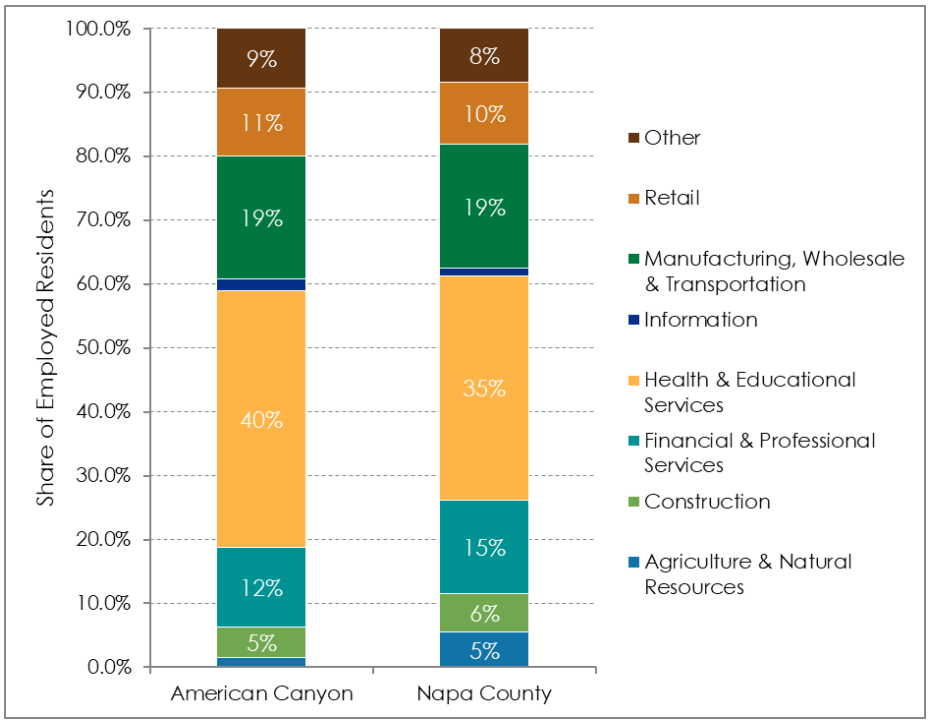
Employment Trends

American Canyon is a net exporter of workers, with 9,639 employed residents and 4,447 jobs according to the 2015-2019 ACS. The ratio of jobs to resident workers is 0.46. As shown in Figure 3-3, the largest percentage of employed

residents held jobs in the Health & Educational Services Industry (40.1 percent). Significant percentages of workers were also employed in Manufacturing, Wholesale, & Transportation (19.2 percent); Financial & Professional Services (12.4 percent); and Retail Industries (10.6 percent). The County of Napa has a similar composition of employment by industry but has a larger percentage of the employed population working in Financial & Professional Services and Agriculture & Natural Resources.

Recent estimates released by the California Employment Development Department (EDD) show American Canyon's unemployment rate was 3.2 percent as of March 2022. This rate is the same as the County of Napa whose unemployment rate was 3.2 percent.

Figure 3-3 Employment by Industry



U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table C24030

Of the employed workforce, 79.6 percent commuted to work driving alone. The mean travel time was 37.3 minutes one way. Due to the relatively small geographic size of the city, this indicates many of the city's residents commute to jobs outside of the city. These drive times are higher than the countywide average of 25.6 minutes.

The largest employment areas within American Canyon are the Industrial area in the northwest portion of the city and the Central Commercial District along Highway 29. Major employers, shown in Table 3-4, include Walmart, and manufacturing, storage, and wine production businesses. As stated above, the average drive times in relation to geographic size of the community seems to indicate that most residents do not work within the city limits.

Table 3-4 Major Employers in American Canyon

Employer	Number of Employees	Percentage of Total City Employment
Walmart Supercenter	325	3.32%
G.L. Mezzetta, Inc.	300	3.06%
Napa Valley Unified School District (AC)	298	3.04%
Ikea Distribution Services, Inc.	183	1.87%
A Bright Future, Inc.	180	1.84%
Coca-Cola Amcan Beverages	160	1.63%
Safeway Inc. #1883	126	1.29%
Wine Direct Inc.	115	117%
Western Wine Services, Inc.	100	1.02%
City of American Canyon	89	0.91%

Source: City of American Canyon, Comprehensive Annual Financial Report, 2018

The Broadway District Specific Plan, approved in July 2019, provides a vision for mixed-use residential neighborhoods and diverse commercial uses along Broadway (Highway 29). This area includes the downtown core, business park, home improvement, mixed-use, and residential neighborhoods. With buildout of the Broadway District Specific Plan, higher-density development will accommodate mixed-use and high-density housing as well as commercial uses in the geographical center of the city. To the east of Highway 29, development of the Watson Ranch Specific Plan adopted in October 2018, includes mixed-use developments, market rate and affordable housing with walkable neighborhoods and a commercial center.

According to the California Employment Development Department (EDD) 2018-2028 industry employment projections for Napa County, employment, which includes self-employment, unpaid family workers, private household workers, farm employment, and nonfarm employment, is expected to reach 94,100 by 2028, an increase of 9.5 percent over the 10-year projection period. Table 3-5 shows annual average employment projections by industry sector. Total nonfarm employment is projected to grow by 7,600 jobs by 2028. Projected nonfarm job growth is concentrated in two industry sectors:

- The leisure and hospitality sector is projected to add 3,300 jobs.
- The manufacturing sector is projected to add 2,300 jobs.

Table 3-5 Napa County Projected Growth by Industry Sector (2018-2028)

Industry	2018 Annual Average Employment	2028 Projected Annual Average Employment	Numerical Change	Percent Growth
Mining, Logging, and Construction	4,700	4,800	100	2.1%
Manufacturing	13,200	15,500	2,300	17.4%
Trade, Transportation, and Utilities	10,200	10,700	500	4.9%
Information	400	300	-100	-25%
Financial Activities	2,200	2,200	0	0%
Professional and Business Services	7,200	7,700	500	6.9%
Educational Services (Private), Health Care, and Social Assistance	10,100	10,900	800	7.9%
Leisure and Hospitality	13,500	16,800	3,300	24.4%
Other Services (excludes Private Household Workers)	2,100	2,400	300	14.3%
Government	10,500	10,500	0	0%

Source: California Employment Development Department (EDD), 2018-2028 Employment Projections, 2019.

Most new jobs expected over the next 10 years will be in manufacturing, leisure, hospitality, and other industries that typically employ low- and moderate-income individuals. However, because American Canyon's employment base is relatively small, a single or small number of large employers moving to or expanding in the city could significantly affect the local employment mix with higher or lower paying jobs.

Employee Wages

Table 3-6 shows wage data in Napa County in 2020. The median hourly wage was $17.57 an hour with an annual mean wage of $47,760. This data does not include median wages specifically for American Canyon; however, it does provide useful wage information for similar industries in the city. In 2020, food preparation and serving-related jobs had the lowest annual wages followed by personal care and service work and farming, fishing, and forestry jobs. Management, legal, and healthcare jobs had the highest wages.

Table 3-6 Napa County Wages by Occupation (2020)

Occupation Type	Mean Hourly Wage
All Occupations	$29.63
Management Occupations	$65.54
Business and Financial Operations Occupations	$38.58
Computer and Mathematical Science Occupations	$46.05
Architecture and Engineering Occupations	$42.32
Life, Physical, and Social Science Occupations	$39.23
Community and Social Services Occupations	$30.27
Legal Occupations	$63.70
Education, Training, and Library Occupations	$33.90
Arts, Design, Entertainment, Sports, and Media Occupations	$30.46
Healthcare Practitioner and Technical Occupations	$48.28
Healthcare Support Occupations	$22.59
Protective Service Occupations	$28.65
Food Preparation and Serving Related Occupations	$17.29
Building and Grounds Cleaning and Maintenance Occupations	$18.71
Personal Care and Service Occupations	$17.73
Sales and Related Occupations	$25.34
Office and Administrative Support Occupations	$24.16
Farming, Fishing, and Forestry Occupations	$19.49
Construction and Extraction Occupations	$31.35
Installation, Maintenance, and Repair Occupations	$27.86
Production Occupations	$26.06
Transportation and Material Moving Occupations	$20.39

Source: Bureau of Labor Statistics, Napa County Occupational Employment and Wage Statistics, 2020.

Household Characteristics and Trends

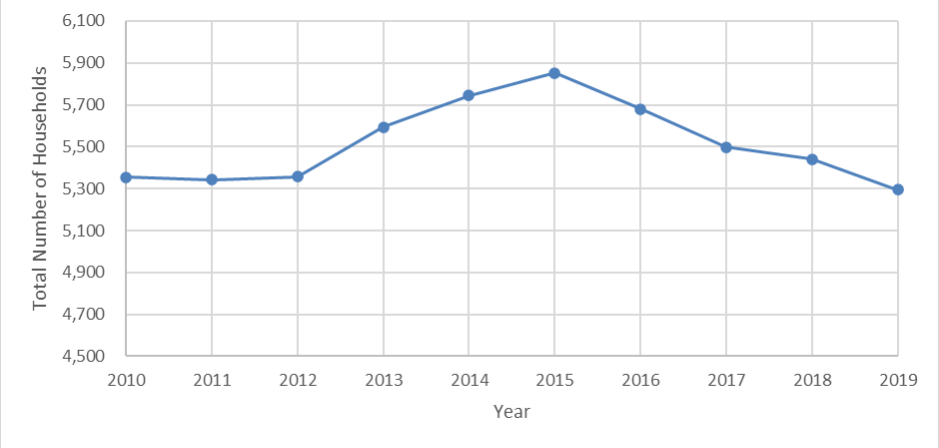
The city's household characteristics can be further evaluated by examining the number of households, household size, composition, age, the proportion of family households (two or more related persons), the proportion of families with children, the number of single-parent households, and the age of householders. A change in any of the above characteristics can signify trends in current and future housing demand. These are important indicators in comparing demographic and population growth to housing demand.

Household Trends

Households are defined by the US Census as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or birth, and unrelated individuals living together. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households per the U.S. Census.

The number of households in American Canyon has slightly decreased in recent years. In 2019, the total number of households in American Canyon was 5,296. Figure 3-4 illustrates the numerical change in household growth from 2010 to 2019.

Figure 3-4 Household Growth Trends in American Canyon (2010–2019)



Source: US Census. 2010-2019 Census ACS 5- Year Estimates

Household sizes are increasing in American Canyon. In 2020, two-person and four-person households made up the largest percentage of households in the city. Countywide the proportion of single-person and two-person households was greater than in American Canyon, while the city had a higher percentage of households with three to seven members. This distribution of households by size is consistent with other data showing that the city houses more families with children and a larger average family size. The lower proportion of older

adults in the city compared to the county is also a factor, as older adults tend to comprise mostly single-person or two-person households.

In 2000, most households were comprised of one and four persons. The percentage of households with five or more persons increased between 2000 and 2010 by about 14 percent, from 11 percent to 25 percent of all households. In 2020 the percentage of households with five or more persons stayed the same at 25 percent. The proportion of households with five or more persons was much higher than the county (12.1 percent). Additionally, the number of single- and two-person households in American Canyon decreased slightly between 2010 and 2020. (Table 3-7)

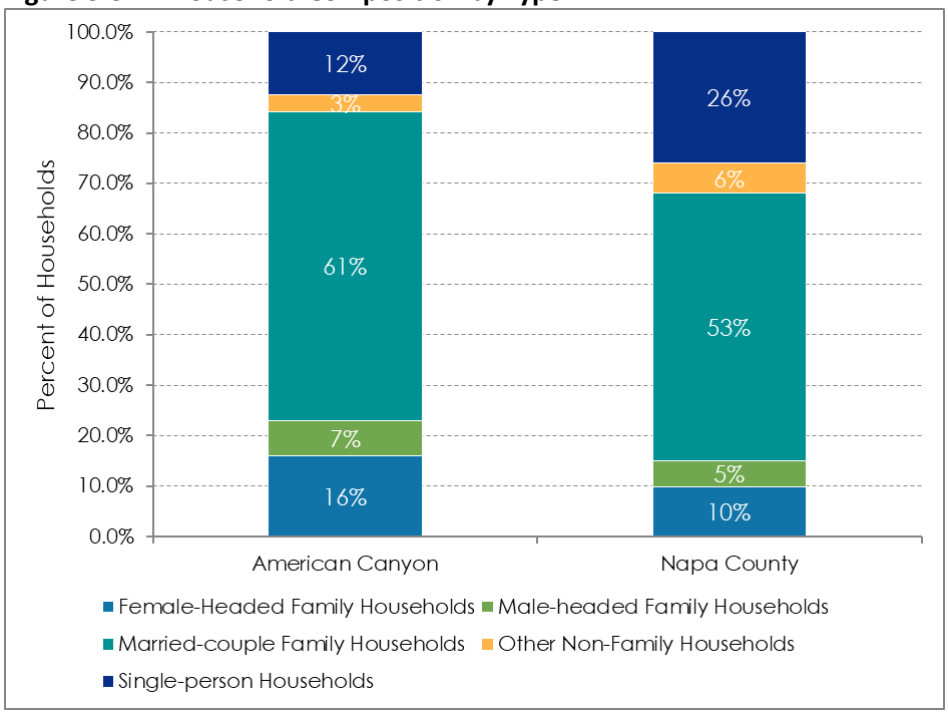
Table 3-7 Number of Persons Per Household (2000-2020)

	American Canyon			Napa County
	2000	2010	2020	2020
1 Person	20%	14%	12%	26%
2 Persons	34%	24%	23%	34%
3 Persons	19%	17%	17%	14%
4 Persons	16%	20%	23%	14%
5 Persons	6%	13%	14%	8%
6 Persons	3%	6%	6%	3%
7+ Persons	2%	6%	5%	1%

Source: U.S. Census, 2000, 2010, and 2020, Table B25009.

According to 2015-2019 ACS estimates, the average household size in American Canyon is 3.81 persons, much higher than the countywide average of 2.78. The average household size in owner-occupied units was 3.41 and the average household size of a renter-occupied unit was 3.49. The 2007-2011 ACS also reported that over three-fourths (84.2 percent) of all households in the city were family households, compared to 68 percent countywide (Figure 3-5). Half (50.2 percent) of all households were families with children—much higher than the countywide rate of 31.6 percent.

Figure 3-5 Household Composition by Type



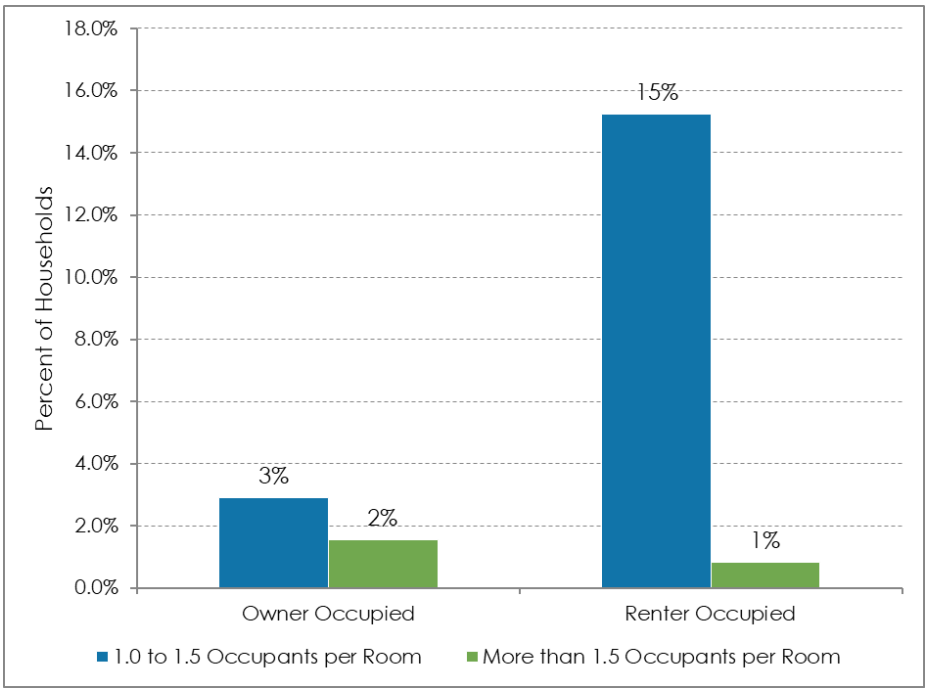
U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B11001

Overcrowding

The U.S. Census defines overcrowding as a residential unit with 1.01 persons to 1.5 persons per room excluding bathrooms and kitchens. Units with more than 1.5 persons per room are considered severely overcrowded and can lead to increased health and safety concerns. Increases in the number of persons within a residential unit can place additional stress on existing housing stock and infrastructure.

Overcrowding typically results when either: 1) the cost of available housing with enough bedrooms for larger families exceeds a family's ability to afford such housing, or 2) unrelated individuals (such as students or low-wage adult workers) share a dwelling unit due to high housing costs. Renters are generally more impacted by overcrowding due to the inability to find affordable rental units large enough to accommodate their household without causing overcrowding, as shown in Figure 3-6. In American Canyon, approximately 2.9 percent of owner households were overcrowded and 15.3 percent of renter households were overcrowded.

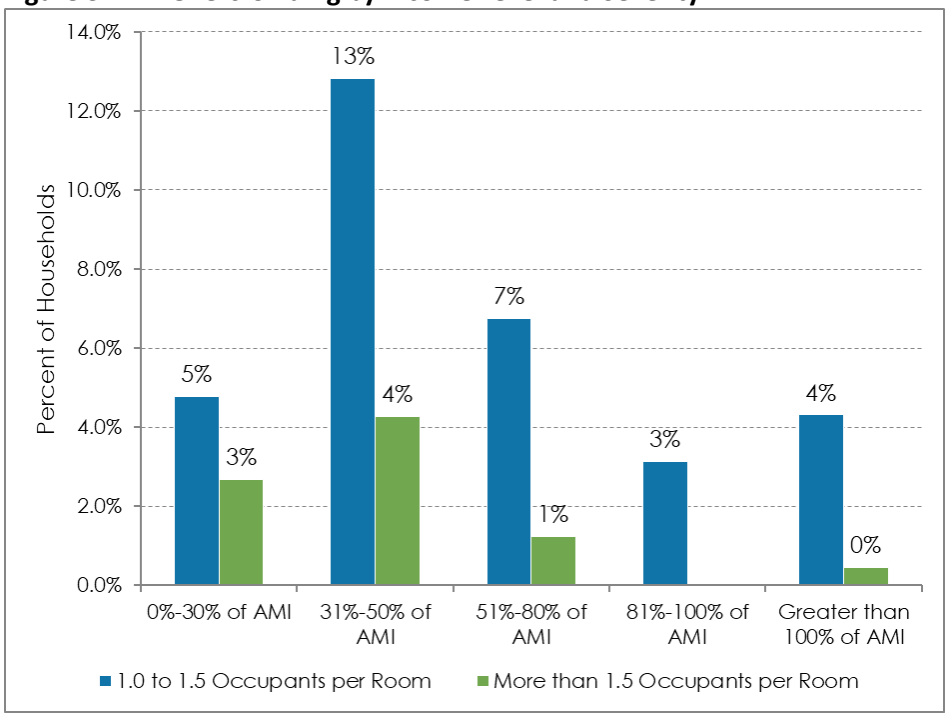
Figure 3-6 Overcrowding by Tenure and Severity



Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Overcrowding often disproportionately affects low-income households. As shown in Figure 3-7, very low-income households (those earning 31 to 50 percent AMI) have the highest proportion of overcrowding in American Canyon compared to other income levels.

Figure 3-7 Overcrowding by Income Level and Severity



Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Overpayment

For many households, housing cost is the largest monthly expense. Those who overpay for housing, also known as cost burdened, may have difficulty affording other basic necessities. However, to truly evaluate housing affordability, individual circumstances and factors must be taken into account. These factors include long-term debt, mortgage interest rates, the number of dependent family members in a household, and other large, ongoing expenses (such as medical bills). Since it is impossible to consider each household's individual circumstances, the 30 percent rule-of-thumb provides a general measure of housing affordability for the average household.

Households that spend more than 30 percent of their income on housing are generally considered to be overpaying, while households that spend 50 percent or more of their gross income on housing are considered to be severely overpaying. Although families with large incomes can be affected by overpayment, the impacts are generally greater with low-income households.

As shown in Table 3-8, the percentage of residents overpaying generally decreases as income increases. Renters also typically have a higher percentage of overpayment than owners. In 2018, 62.0 percent of lower-income renter households were overpaying for housing, compared to 42.5 percent of moderate-income households and 11.9 percent of above-moderate income households overpaying for housing.

Table 3-8 Percent of Households Overpaying for Housing, American Canyon and Napa County, 2014-2018

Income	American Canyon		Napa County	
	Paying >30%	Paying >50%	Paying >30%	Paying >50%
Owner Households				
Household Income <=30% HAMFI	92.7%	83.6%	80.8%	68.7%
Household Income >30% to <=50% HAMFI	38.5%	21.5%	65.4%	37.0%
Household Income >50% to <=80% HAMFI	45.0%	19.2%	43.0%	20.5%
Household Income >80% to <=100% HAMFI	38.1%	12.7%	43.6%	14.0%
Household Income >100% HAMFI	12.8%	1.5%	15.2%	2.3%
Total Owner Households	26.5%	11.8%	28.7%	12.2%
Renter Households				
Household Income <=30% HAMFI	87.8%	86.3%	81.2%	65.0%
Household Income >30% to <=50% HAMFI	74.3%	51.4%	84.4%	45.9%
Household Income >50% to <=80% HAMFI	68.8%	14.6%	68.2%	20.2%
Household Income >80% to <=100% HAMFI	80.0%	0.0%	44.2%	5.0%
Household Income >100% HAMFI	5.9%	0.0%	11.3%	0.5%
Total Renter Households	47.9%	28.0%	48.8%	22.3%
Total Households				
Household Income <=30% HAMFI	90.6%	84.9%	80.9%	66.5%
Household Income >30% to <=50% HAMFI	50.0%	32.0%	76.1%	42.0%
Household Income >50% to <=80% HAMFI	51.2%	17.9%	55.0%	20.4%
Household Income >80% to <=100% HAMFI	42.5%	11.0%	43.8%	10.2%
Household Income >100% HAMFI	11.9%	1.2%	14.2%	1.9%
Total Households	31.2%	15.4%	36.0%	15.9%

Source: CHAS data, 2014-2018.

Renters generally have a higher incidence of overpaying and other housing problems. Figure 3-8 shows that renters in American Canyon had a higher proportion of cost burden compared to owners.

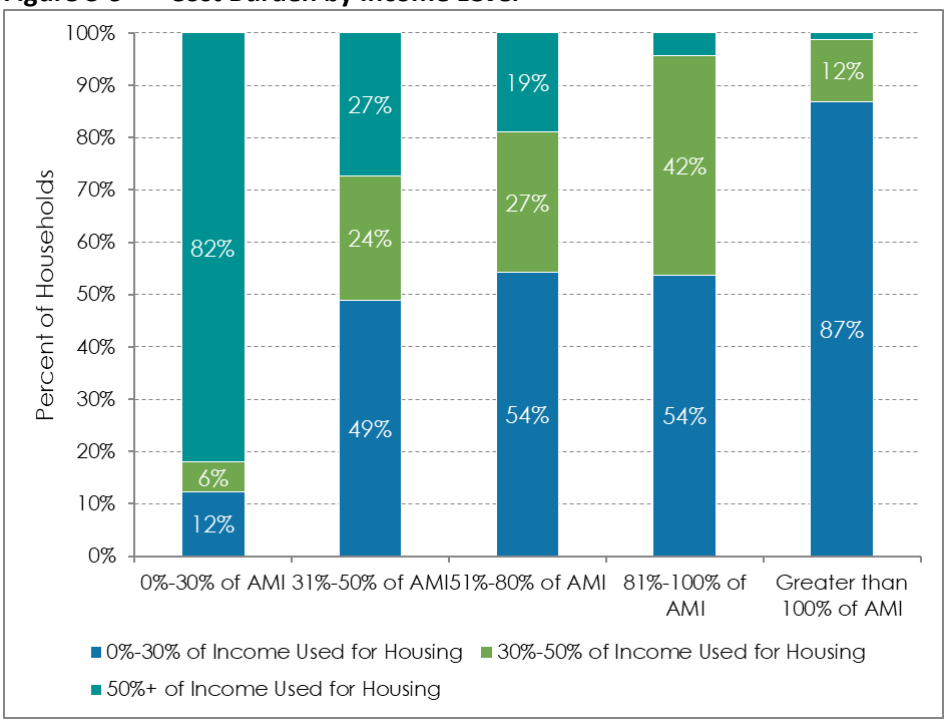
Figure 3-8 Cost Burden by Tenure



U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25070, B25091

Lower-income households experience a higher incidence of cost burden as well, as shown by Figure 3-9. Approximately 88 percent of extremely low-income households were cost burdened compared to 13 percent of above-moderate-income households.

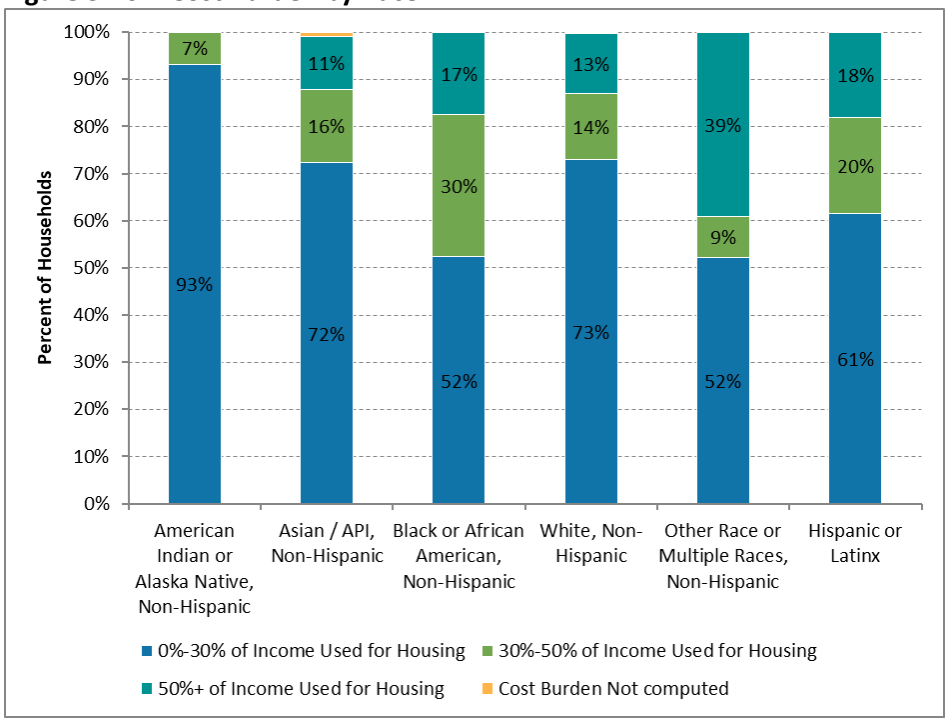
Figure 3-9 Cost Burden by Income Level



U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Currently, people of color are more likely to overpay for housing than white residents. Figure 3-10 shows black/African American (47 percent), Hispanic/Latino (38 percent), and other race/multiple races (48 percent) have the highest percentage of households paying more than 30 percent of their income for housing. American Indian/Alaska Native (7 percent), white non-Hispanic (27 percent), and Asian American/Pacific Islander (27 percent) populations had the lowest proportions of households overpaying for housing.

Figure 3-10 Cost Burden by Race



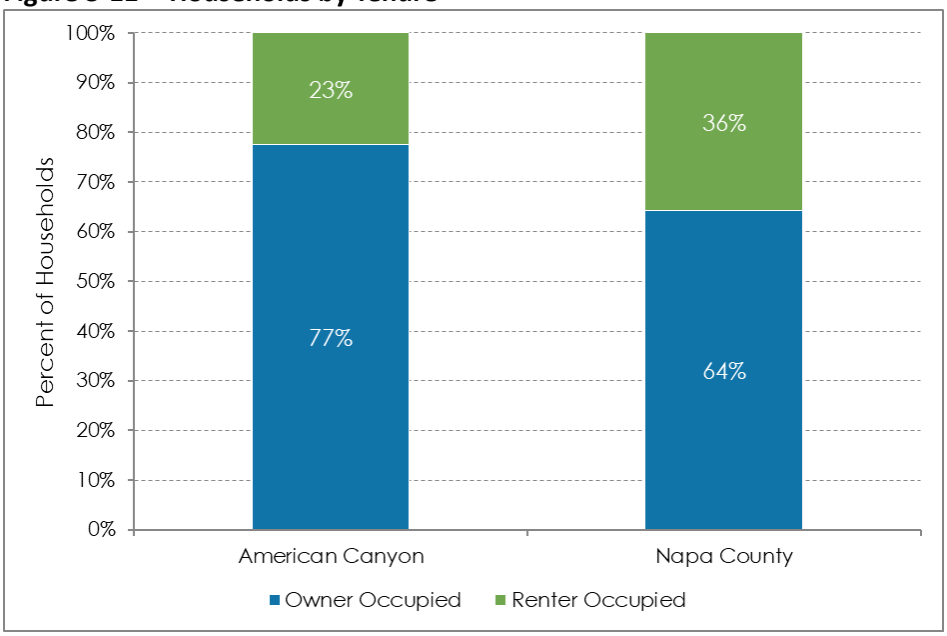
Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Some households choose to pay over 30 percent of their income on housing for various reasons, such as location, amenities, or other features. Other households choose to pay higher percentages of their income on housing because they may receive tax advantages or are willing to be temporarily cost-burdened with the knowledge that their income will likely increase, shortening the percentage of payments against their monthly income on a long-term basis. In contrast, some households must pay a large percentage of their income for housing because lower-cost options are not available.

Household Tenure

Housing tenure refers to a household's status as a renter or owner of their home. The decision to rent or own can be affected by factors such as housing cost, housing financing, housing supply, and other constraints. Figure 3-11 shows households by tenure in American Canyon compared to Napa County in 2019. American Canyon has a higher proportion of owner households than Napa County as a whole, with a homeownership rate of 77 percent compared to 64 percent countywide.

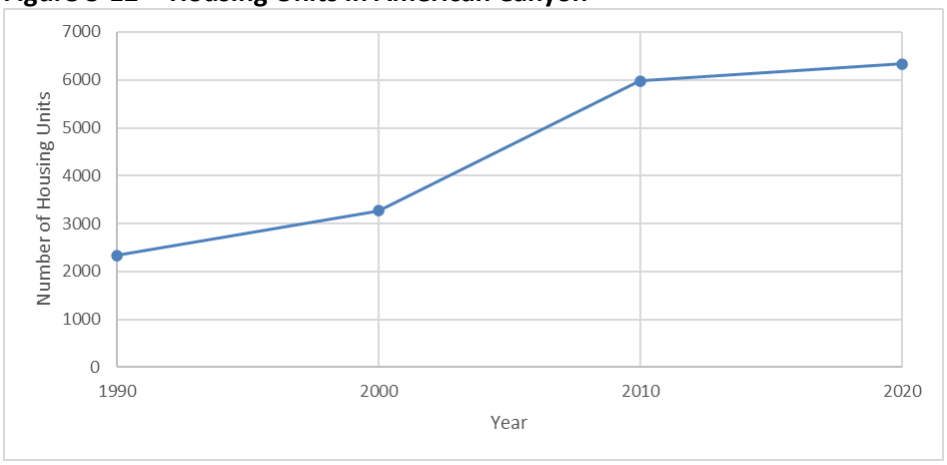
Figure 3-11 Households by Tenure



U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25003

Figure 3-12 shows housing unit growth from 1990 to 2020. The city experienced rapid housing growth until 2010 when growth slowed substantially.

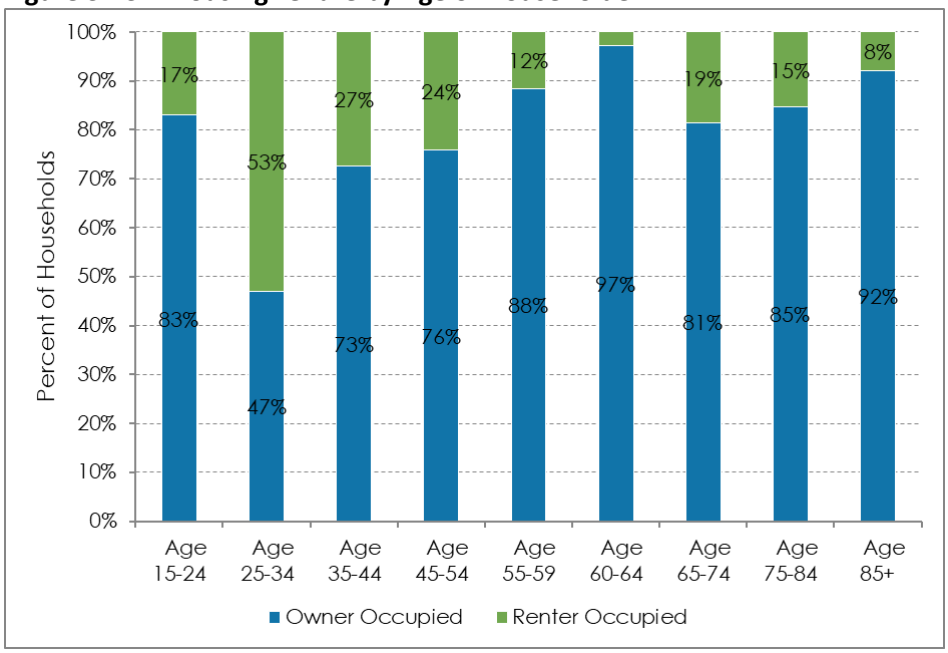
Figure 3-12 Housing Units in American Canyon



Source: U.S. Census, 1990, 2000, 2010, 2020.

Figure 3-13 illustrates tenure by age of householder. The largest group of owners in the city was 45 to 54 years of age, followed by 35 to 44 years of age. The largest group of renters in the city was individuals by 45 to 54, followed by 35 to 44 years of age, and then 25 to 34 years of age. The analysis reveals that younger adults tend to rent whereas older adults tend to own their homes.

Figure 3-13 Housing Tenure by Age of Householder



U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25007

Income Characteristics and Needs

The U.S. Department of Housing and Urban Development (HUD) calculates the Area Median Income (AMI) for a four-person household for each area of the country for the purpose of determining eligibility for Housing Choice Vouchers and other federal programs. The Napa County 2021 HUD-calculated median income was $101,500. The California Department of Housing and Community Development (HCD) calculates income levels slightly differently than HUD to determine eligibility for certain state housing programs. The Napa County 2021 HCD-calculated Median Family Income (MFI) was $109,200. For purposes of the Housing Element, the state income definitions are used throughout, except for the data that have been compiled by HUD, which is specifically noted.

The State of California uses five income categories based on the median income:

- Extremely Low-Income: 30 percent or less of the median family income
- Very Low-Income: 31 percent to 50 percent of the median family income
- Low-Income: 51 percent to 80 percent of the median family income
- Moderate-Income: 81 percent to 120 percent of the median family income
- Above Moderate-Income: Greater than 120 percent of the median family income

Household Income

Table 3-9 provides 2021 household income thresholds for a four-person household based on the HCD median income for Napa County.

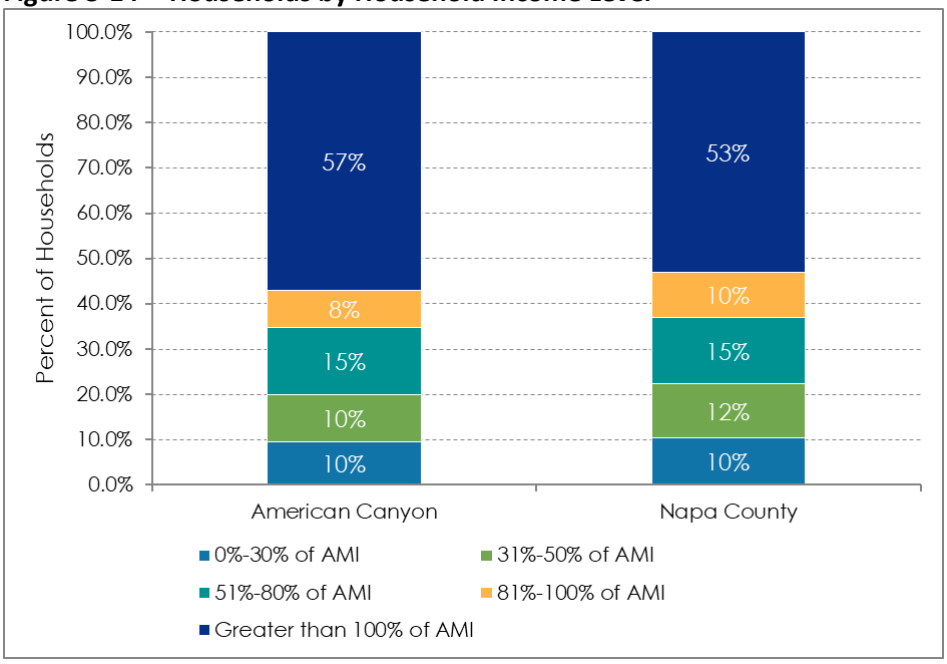
Table 3-9 Income Definitions (2021)

Income Group	Income Definition	2021 HCD Income Limits
Extremely Low-Income	0% to 30 % AMI	$34,100
Very Low-Income	30% to 50% of AMI	$56,850
Low-Income	50% to 80% of AMI	$90,050
Moderate Income	80% to 120% of AMI	$109,200
Above Moderate Income	>120% AMI	$131,050

Source: HUD and HCD State Income Limits for 2021, 2021

Approximately 34.6 percent of households in American Canyon are lower income (earn less than 80 percent of AMI) and 63.3 percent of households are moderate and above moderate income. Of the lower income households, 27.4 percent are extremely low income (earn less than 30 percent of AMI). This distribution of income levels is similar to Napa County. Figure 3-14 shows the proportion of households by household income level in American Canyon and Napa County.

Figure 3-14 Households by Household Income Level



U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Table 3-10 illustrates the HCD 2020 income limits by household size (i.e., people per household) for Napa County. An income below $60,100 for a single person was considered low income. An income of $113,300 for an eight-person household was also considered low income.

Table 3-10 Napa County Income Limits Per Household Size

Household Size	Extremely Low-Income Households	Very Low-Income Households	Low-Income Households
1 Person	$22,750	$37,950	$60,100
2 Persons	$26,000	$43,350	$68,650
3 Persons	$29,250	$48,750	$77,250
4 Persons	$32,500	$54,150	$85,800
5 Persons	$35,100	$58,500	$92,700
6 Persons	$37,700	$62,850	$99,550
7 Persons	$40,300	$67,150	$106,400
8 Persons	$44,120	$71,500	$113,300

Source: HCD State Income Limits for 2020, 2020.

The American Community Survey provides another estimate of household income. Table 3-11 shows household income in American Canyon and countywide. According to 2015-2019 ACS data, the household median income in American Canyon is fifteen percent higher than the County, $101,792 compared to $88,596. Almost one-third of the households in American Canyon earn more than $150,000 per year. In Napa County, about one-quarter of the households earn $150,000 or more per year.

Table 3-11 Household Income (2019)

Income	American Canyon		Napa County	
	Number	Percent	Number	Percent
Less than $5,000	61	1.2%	851	1.7%
$5,000 - $9,999	65	1.2%	789	1.6%
$10,000 - $14,999	230	4.3%	1,428	2.9%
$15,000 - $19,999	138	2.6%	1,162	2.4%
$20,000 - $24,999	82	1.5%	1,277	2.6%
$25,000 - $34,999	213	4.0%	2,903	6.0%
$35,000 - $49,999	468	8.8%	4,934	10.1%
$50,000 - $74,999	748	14.1%	7,278	14.9%
$75,000 - $99,999	557	10.5%	6,397	13.1%
$100,000 - $149,999	1,032	19.5%	9,073	18.6%
$150,000 or more	1,702	32.1%	12,613	25.9%
Median Household Income	101,792	–	88,596	–

Source: ACS 5-year estimates, in 2012 inflation adjusted dollars, 2015-2019.

Poverty as defined by the Census Bureau is also a useful measure of income distribution. In 2019, 1,573 residents, or 7.8 percent of the population, were below the poverty level, the same percentage as Napa County. About 44 percent of those under the poverty level were Whites/Non-Hispanic and 16.2 percent were Black or African American alone. American Canyon and Napa County had a lower proportion of people living below the poverty level compared to the entire state. Statewide 2015-2019 ACS data revealed that approximately 13.4 percent of the total state population was below the poverty level.

Housing Costs and Rental Rates

FAIR MARKET RENT

Fair Market Rent (FMR) is defined by HUD as the amount needed to pay the gross rent (shelter rent plus utilities) of privately-owned, decent, safe, and sanitary rental housing of a modest (non-luxury) nature with suitable amenities in a geographic area. The rents are drawn from the distribution of rents of all units that are occupied by recent movers. Adjustments are made to exclude public housing units, newly built units, and substandard units. Fair market rents for Napa County in 2022 are shown in Table 3-12.

Table 3-12 Napa County Fair Market Rents (2022)

Area	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Napa County	$1,438	$1,645	$2,164	$2,924	$2,935

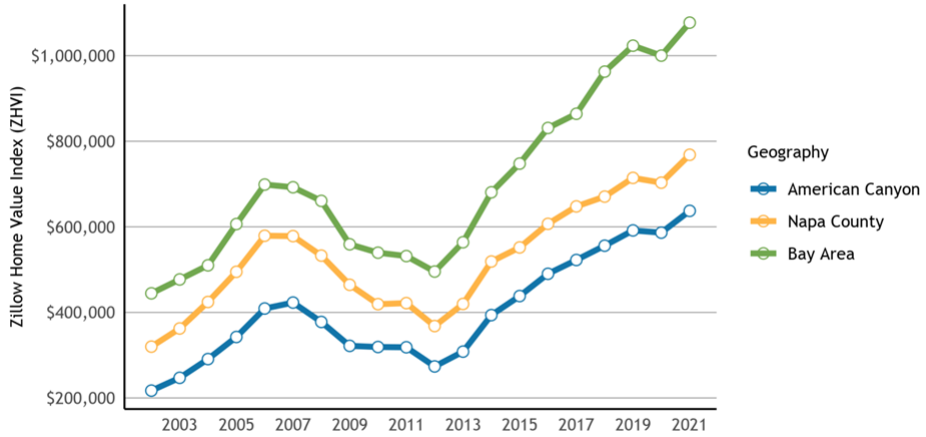
Source: HUD FY 2022 Fair Market Rent Documentation System, 2022.

HOME PRICES

CoreLogic, a home sales analysis and reporting company, reported that the median home price for single-family residences and condominiums in American Canyon increased by 26.3 percent between 2021 and 2022, from $475,000 to $600,000. Median home prices in Napa County as a whole are on the rise as well, increasing 22.8 percent from 2021 to 2022, from $615,000 to $755,000. The median home sales price in American Canyon of $600,000 in 2022 was 26 percent less than the County's median home sales price.

According to Zillow, the typical home value in American Canyon was $753,000 in December of 2021, up 18.4 percent from 2020 ($636,000). Typical home value is seasonally adjusted and only includes the middle price tier of homes. The largest proportion of homes in American Canyon were valued between $500,000-$750,000. By comparison, the typical home value was $768,410 in Napa County and $1,077,230 in the Bay Area overall. Like American Canyon, the largest share of homes in Napa County were valued between $500,000 and $750,000. However, compared to American Canyon Napa County has a larger share of homes valued between $500,00 and $750,000, $1,000,000 and $1,500,000, $1,000,000 and $2,000,000, and greater than $2,500,000. American Canyon has a larger share of homes valued at less than $250,000 and between $250,000 than Napa County. Figure 3-15 shows Zillow Home Value Index (ZHVI) for American Canyon and Napa County. ZHVI is a seasonally adjusted measure of the typical home value and market changes across a given region and housing type, reflecting typical value for homes in the 35th to 65th percentile range. This measure includes all owner-occupied housing units, including single-family homes and condominiums.

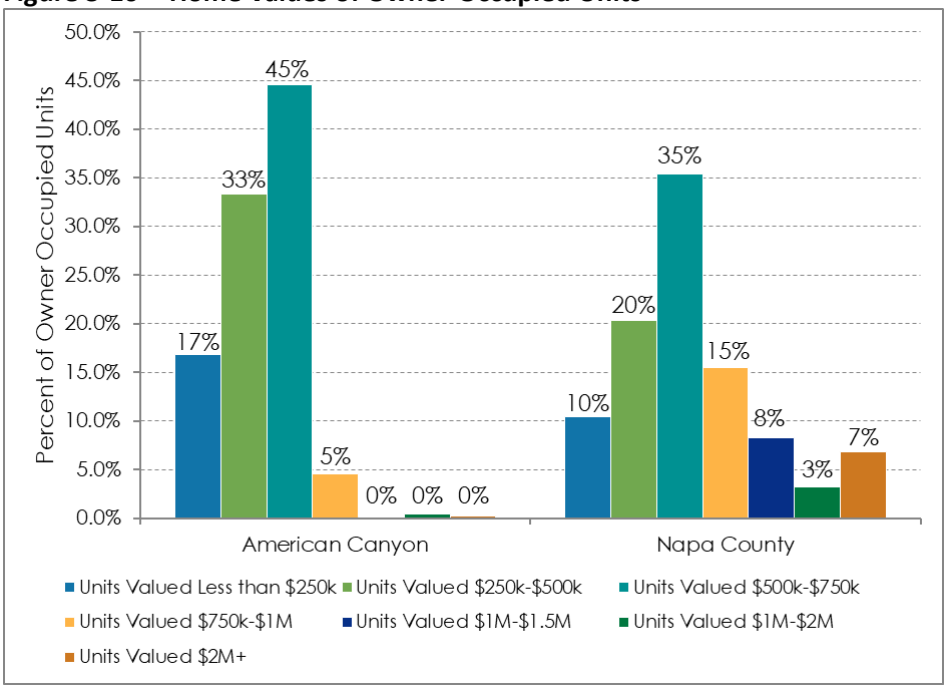
Figure 3-15 Zillow Home Value Index



U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25075

Figure 3-16 compares home values of owner-occupied units in American Canyon and Napa County. The largest share of homes were valued between $500,000 and $750,000 in American Canyon and Napa County.

Figure 3-16 Home Values of Owner-Occupied Units

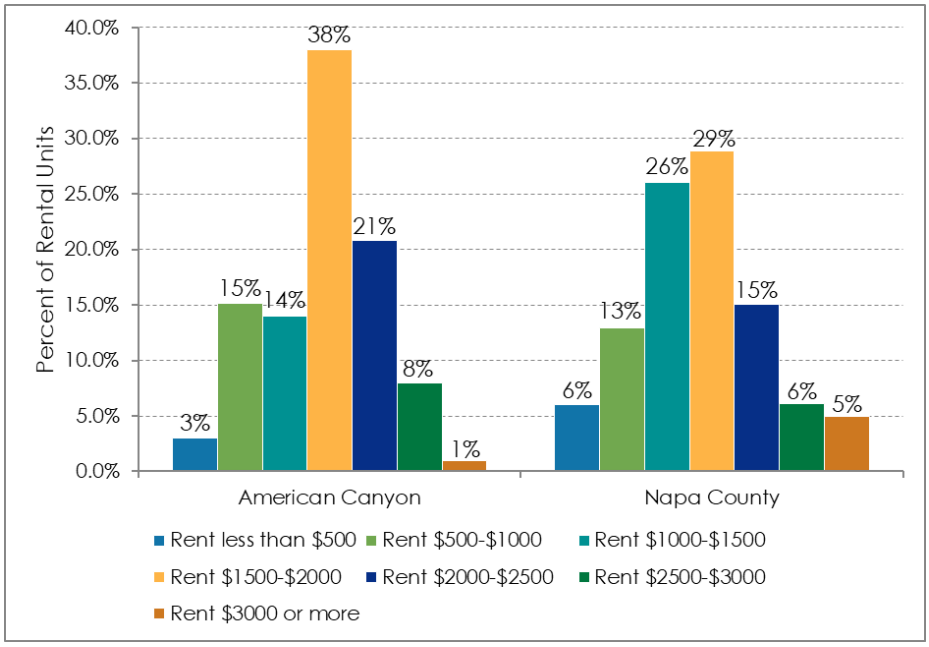


Zillow, Zillow Home Value Index (ZHVI)

RENTAL PRICES

In American Canyon, the largest proportion of rental units were $1,500 to $2,000 per month, totaling 38 percent of all rental units, followed by units renting for $2,000 to $2,500 per month (20.8 percent). Figure 3-17 shows the proportion of rental units by rent costs in American Canyon and Napa County.

Figure 3-17 Contract Rents for Renter-Occupied Units



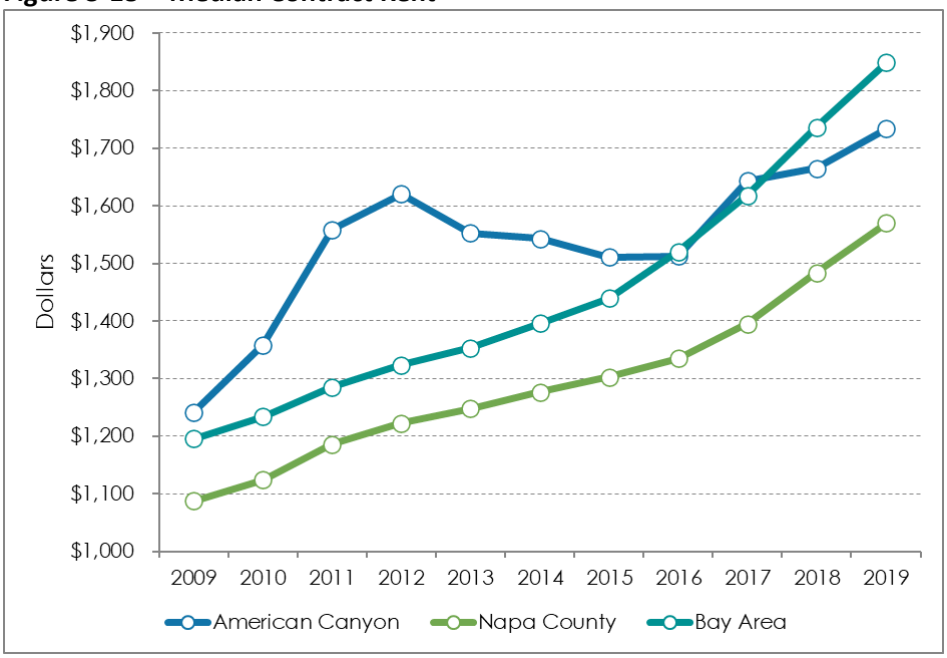
U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25056

The City permits manufactured homes (on a permanent foundation) consistent with state law in single-family districts. There are several mobile home parks located in American Canyon, all located in the southeastern portion of the city, south of American Canyon Road and east of Highway 29. Most of the manufactured subdivisions and mobile home parks have been in existence since the time of incorporation with no current applications for additional mobile home parks. This type of housing is an important source of affordable housing in the city.

PRICES OVER TIME

Median rent in American Canyon has increased 39.6 percent between 2009 and 2019, from $1,540 to $1,730 per month. Figure 3-18 shows how median rent has changed over time. In comparison, median rent in Napa County and the Bay Area as a whole have increased at a faster rate within the past few years compared to American Canyon.

Figure 3-18 Median Contract Rent



U.S. Census Bureau, American Community Survey 5-Year Data releases, starting with 2005-2009 through 2015-2019, B25058, B25056 (for unincorporated areas). County and regional counts are weighted averages of jurisdiction median using B25003 rental unit counts from the relevant year.

ABILITY TO PAY

Table 3-13 shows the amount a household can afford for housing at each income category and household size without overpaying. The table shows maximum affordable monthly rents and maximum affordable purchase prices for homes. The affordable prices were calculated using 2021 household income limits published by the California Department of Housing and Community Development (HCD), conventional financing terms, and the assumption that households spend 30 percent of gross income on housing costs. Households earning the 2021 median income for a family of four in Napa County ($109,200) could afford to spend up to $2,340 per month on housing without overpaying, per this definition.

For renters this is a straightforward calculation, but homeownership costs are less transparent. A household can typically qualify to purchase a home that is two-and-a-half to three times the annual income of that household, depending on the down payment, the level of other long-term debt obligations (such as a car loan), and interest rates. In practice, the interaction of these factors allows some households to qualify for homes priced at more than three times their annual income, while other households may be limited to purchasing homes no more than two times their annual incomes. These factors, interest rates, insurance, and taxes, are held constant in Table 3-13 below to determine maximum affordable rent and purchase price for households of each income category.

Table 3-13 Ability to Pay (American Canyon, 2021)

Extremely Low-Income Households at 30% of 2021 Median Family Income (MFI)							
Number of Persons		1	2	3	4	5	6
Income Level		$23,900	$27,300	$30,700	$34,100	$36,850	$39,600
Max. Monthly Housing Cost		$598	$683	$768	$853	$921	$990
Utilities, Taxes, and Insurance	Utilities Rent	$197	$208	$245	$299	$339	$377
	Utilities Own	$258	$276	$323	$390	$433	$480
	Taxes & Insurance	$120	$137	$154	$171	$184	$198
Max. Monthly Rent		$401	$475	$523	$554	$582	$613
Max. Purchase Price		$45,000	$56,500	$63,500	$68,500	$72,500	$77,500
Very Low-Income Households at 50% of 2021 MFI							
Number of Persons		1	2	3	4	5	6
Income Level		$39,800	$45,500	$51,200	$56,850	$61,400	$65,950
Max. Monthly Housing Cost		$995	$1,138	$1,280	$1,421	$1,535	$1,649
Utilities, Taxes, and Insurance	Utilities Rent	$197	$208	$245	$299	$339	$377
	Utilities Own	$258	$276	$323	$390	$433	$480
	Taxes & Insurance	$199	$228	$256	$284	$307	$330
Max. Monthly Rent		$798	$930	$1,035	$1,122	$1,196	$1,272
Max. Purchase Price		$105,500	$125,500	$141,500	$154,750	$166,000	$177,500
Low-Income Households at 70% of MFI For Sale and 60% of MFI for Rental							
Number of Persons		1	2	3	4	5	6
Income Level		$63,050	$72,050	$81,050	$90,050	$97,300	$104,500
Max. Monthly Housing Cost		$1,576	$1,801	$2,026	$2,251	$2,433	$2,613
Utilities, Taxes, and Insurance	Utilities Rent	$197	$208	$245	$299	$339	$377
	Utilities Own	$258	$276	$323	$390	$433	$480
	Taxes & Insurance	$315	$360	$405	$450	$487	$523
Max. Monthly Rent		$1,379	$1,593	$1,781	$1,952	$2,094	$2,236
Max. Purchase Price		$194,000	$226,500	$255,000	$281,000	$302,500	$324,000

Median-Income Households at 100% of 2021 MFI							
Number of Persons		1	2	3	4	5	6
Income Level		$76,450	$87,350	$98,300	$109,200	$117,950	$126,650
Max. Monthly Housing Cost		$1,911	$2,184	$2,458	$2,730	$2,949	$3,166
Utilities, Taxes, and Insurance	Utilities Rent	$197	$208	$245	$299	$339	$377
	Utilities Own	$258	$276	$323	$390	$433	$480
	Taxes & Insurance	$382	$437	$492	$546	$590	$633
Max. Monthly Rent		$1,653	$1,908	$2,135	$2,340	$2,516	$2,686
Max. Purchase Price		$235,000	$274,000	$309,000	$340,000	$367,000	$392,000
Moderate-Income Households at 120% of 2021 MFI							
Number of Persons		1	2	3	4	5	6
Income Level		$91,750	$104,850	$117,950	$131,050	$141,550	$152,000
Max. Monthly Housing Cost		$2,294	$2,621	$2,949	$3,276	$3,539	$3,800
Utilities, Taxes, and Insurance	Utilities Rent	$197	$208	$245	$299	$339	$377
	Utilities Own	$258	$276	$323	$390	$433	$480
	Taxes & Insurance	$459	$524	$590	$655	$708	$760
Max. Monthly Rent		$2,097	$2,413	$2,704	$2,977	$3,200	$3,423
Max. Purchase Price		$303,000	$351,000	$395,000	$437,000	$470,000	$504,000

(*) Assumptions: 2021 HCD income limits; 30.0% gross household income as affordable housing cost; 20.0% of monthly affordable cost for taxes and insurance; 3.5% down payment; a private mortgage premium calculated pursuant to HUD's FHA methodology; and the highest national average mortgage interest rate (prior calendar year) for a 30-year Federal Housing Administration (FHA) mortgage loan. Utilities based on City of American Canyon 2021 Utility Allowance. Source: California Department of Housing and Community Development, 2021; City of American Canyon, 2021.

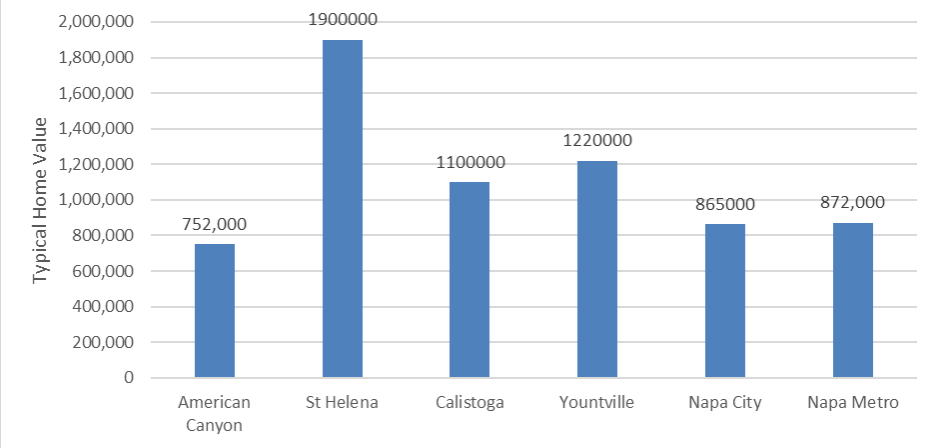
According to CoreLogic, the median home sale price in American Canyon is currently (2022) $600,000. This price is well above an amount affordable to lower- or moderate-income households in American Canyon.

For rental housing, the analysis suggests that lower-income households would have difficulty affording the median rental price of $1,730. However, moderate-income households would be able to afford this median rental price without overpaying. Moderate-income households can afford monthly rents that approximate or exceed average market-rate rents. Therefore, these households would have less difficulty finding an affordable rental unit in American Canyon.

AFFORDABILITY TRENDS

Although homes may be difficult to afford for households of all income levels, homes in American Canyon are more affordable compared to homes countywide. Figure 3-19 shows typical home values throughout Napa County. American Canyon has the lowest typical home value compared to other jurisdictions in the county and is lower than the countywide average home value of $872,000. Saint Helena has the highest typical home value at $1,900,000.

Figure 3-19 Typical Home Value in Napa County 2021

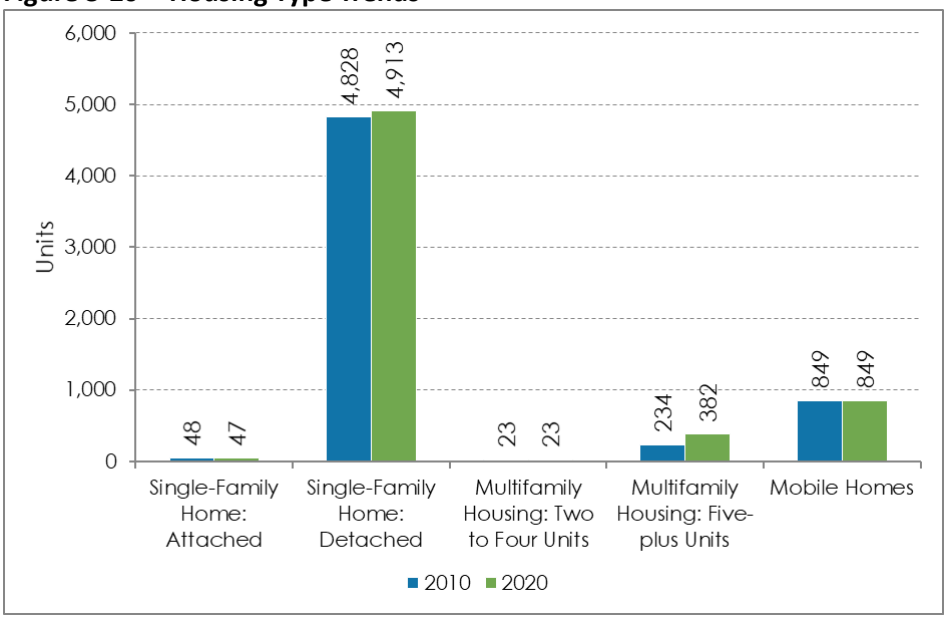


Source: Zillow, 2022

Housing Stock Characteristics

Government Code Section 65583 (a)(2) requires an analysis and documentation of household characteristics that include housing stock conditions. Figure 3-20 shows housing units by type in American Canyon from 2010 to 2020. Since 2010, most of the new units constructed in the city were multifamily housing units with five or more units, followed by single-family detached homes.

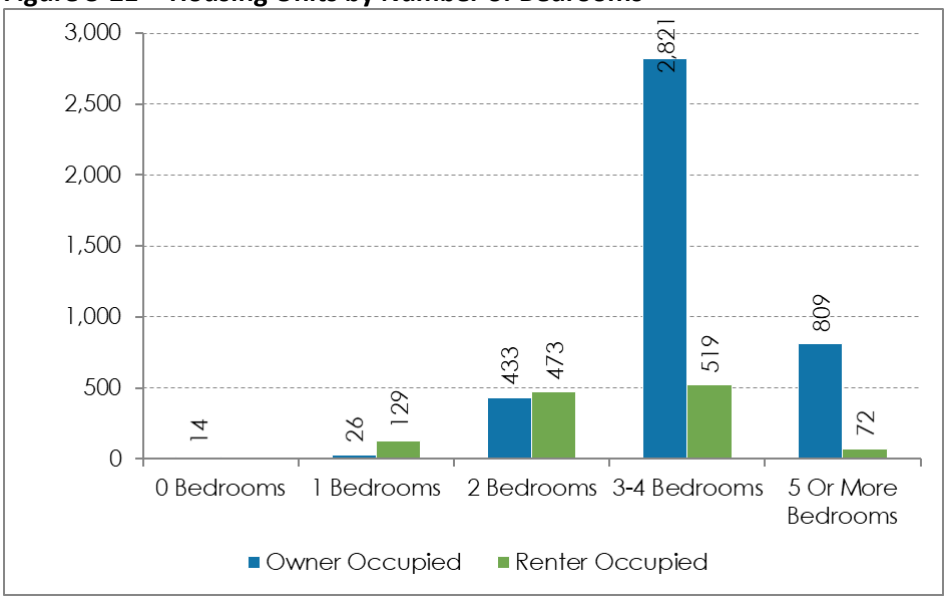
Figure 3-20 Housing Type Trends



California Department of Finance, E-5 series

Figure 3-21 shows 2015-2019 ACS data regarding tenure in relation to the number of bedrooms per occupied housing unit. The majority of housing units in American Canyon have three or four bedrooms, followed by two bedrooms. Rental households make up about 30 percent of total occupied units. Rental units tend to be smaller than units available for sale.

Figure 3-21 Housing Units by Number of Bedrooms



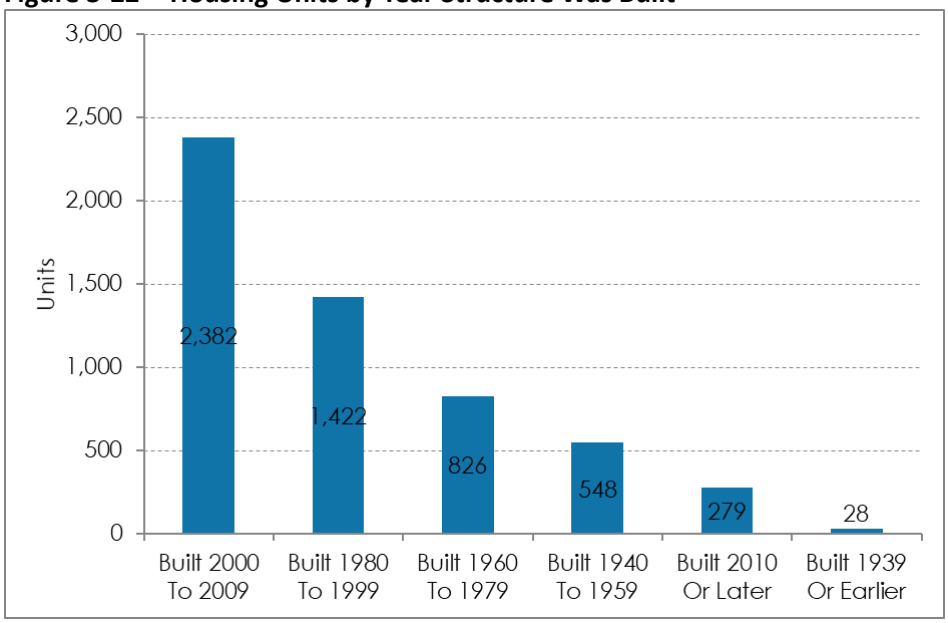
U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25042

Age and Condition of Existing Housing Stock

The age and condition of the housing stock provides additional measures of housing adequacy and availability in many communities. Although age does not always correlate with substandard housing conditions, neighborhoods with many homes more than 30 years old are more likely than newer neighborhoods to have a concentration of housing problems related to deferred maintenance, inadequate landscaping care, outdated utilities or interior amenities, and a need for housing rehabilitation.

The year a structure was built can be an indicator of the current condition of the housing unit. Homes of sound construction typically show signs of deterioration and need repair after 30 years if not adequately maintained—some even sooner depending on the construction technique and weather conditions. Figure 3-22 shows the housing units in American Canyon by year the structure was built. In American Canyon, the largest proportion of the housing stock was built 2000 to 2009, with 2,382 units constructed during this period. Since 2010, 5.1 percent of the current housing stock was built, about 279 units. About 29 percent of the housing was built in 1979 or before and can reasonably be assumed to be the proportion of the housing stock most likely to need rehabilitation.

Figure 3-22 Housing Units by Year Structure Was Built



U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25034

Code Enforcement case statistics from the City's Code Enforcement Division also provides some data to establish housing condition. The majority of cases from 2015 to 2022 were categorized as Neighborhood Preservation. Unpermitted Building violations were the next most common building-related violations. Substandard Housing made up only four percent of cases. The Neighborhood Preservation Ordinance (Municipal Code Chapter 9.04) identifies property conditions that if left uncorrected, represent a "nuisance." Nuisance is defined

"any building or property operated or maintained in a way that harms health or interferes with comfortable enjoyment of life or property by an entire community or neighborhood, or by any considerable number of persons" (see California Penal Code Section 360 and Municipal Code Section 9.04.020). Different property conditions defined as a nuisance include vegetation that constitutes a fire hazard or harbors vermin; rubbish and trash visible from the public right-of-way; inoperative vehicles visible from the public right-of-way; property accessible to the public with hazardous conditions including unprotected pools, pits, ponds or excavations, unprotected machinery, abandoned wells, shafts or basements, unused and/or broken equipment, such as refrigerators. (Table 3-14)

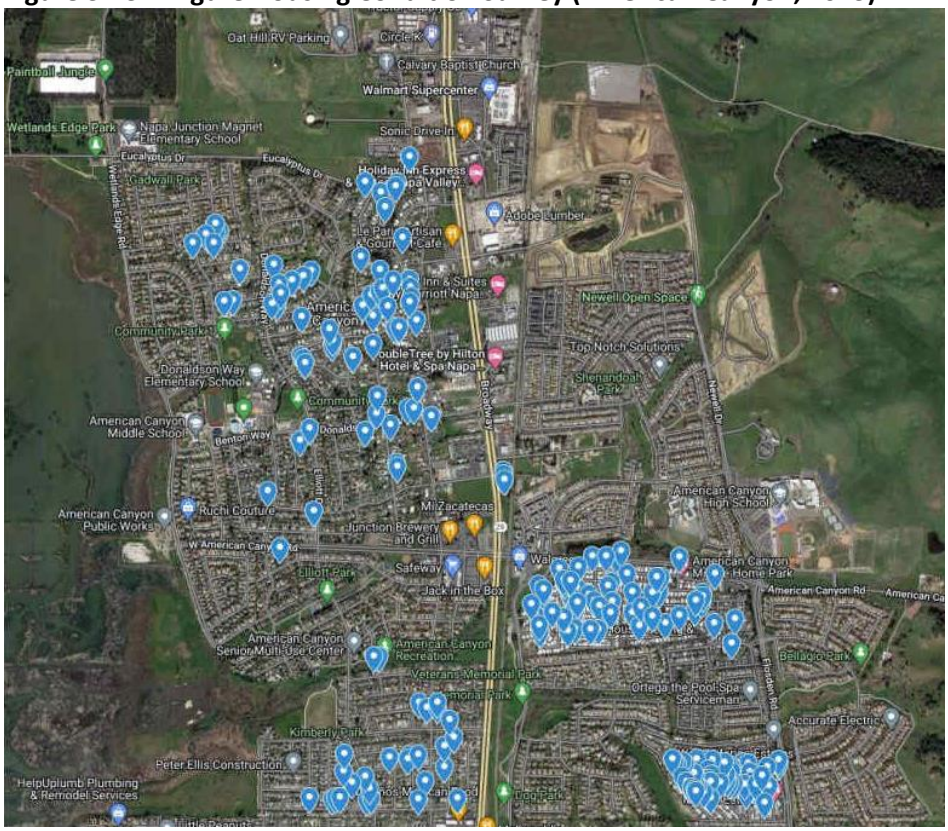
Table 3-14 Summary of Code Enforcement Infractions (American Canyon, 2015-2022)

Case Type	Total	Average Per Year	Percent of Total
Unpermitted Building	523	65	32%
Fire Code	34	4	2%
High Weeds	155	19	10%
Neighborhood Preservation	842	105	52%
Substandard Housing	59	7	4%
Total	**1613**		

Source: City of American Canyon, 2023

City staff conducted a windshield survey assessing housing conditions on April 26, 2023 (Figure 3-23). The survey revealed that properties appearing to need renovation or repair are clustered in the southern neighborhoods of the city, and scattered around the area east of Highway 29. Program H will concentrate outreach for rehabilitation resources in those neighborhoods.

Figure 3-23 Figure Housing Condition Survey (American Canyon, 2023)



Source: City of American Canyon, April 26, 2023.

Note: Properties shown appear to require renovation/maintenance as viewed from the public right-of-way.

Housing Problems

The U.S. Department of Housing and Urban Development (HUD) periodically receives "custom tabulations" of data from the U.S. Census Bureau that are largely not available through standard Census products. This data, known as "CHAS" data (Comprehensive Housing Affordability Strategy), demonstrate the extent of housing problems and housing needs, particularly for low-income households. CHAS data is used by local governments to plan how to spend HUD funds and may also be used by HUD to distribute grant funds.

Table 3-15 shows CHAS data on housing problems for households in American Canyon. The four housing problems are incomplete kitchen facilities, incomplete plumbing facilities, more than one person per room, and cost burden greater than 30 percent. These data are used by state and federal housing agencies to show housing problems for multiple income groups both renting and owning.

Table 3-15 Housing Problems, American Canyon, 2011

	Total Owners	Total Renters	Total Households
Extremely Low-Income Households (Income <=30% MFI)	275	255	530
% with any housing problems	90.9%	88.2%	89.6%
% Cost Burden >30%	92.7%	87.8%	90.6%
% Cost Burden >50%	83.6%	86.3%	84.9%
Very Low-Income Household (Income >30% to <=50% MFI)	325	175	500
% with any housing problems	38.5%	91.4%	57.0%
% Cost Burden >30%	38.5%	74.3%	50.0%
Low-Income Household (Income >50% to <=80% MFI)	600	240	840
% with any housing problems	48.3%	75.0%	56.0%
% Cost Burden >30%	45.0%	68.8%	51.2%
Median-Income Household (Income >80% to <=100% MFI)	315	50	365
% with any housing problems	38.1%	100.0%	46.6%
% Cost Burden >30%	38.1%	80.0%	42.5%
Above Median-Income Household (Income >100% MFI)	2,695	510	3,205
% with any housing problems	17.6%	16.7%	17.5%
% Cost Burden >30%	12.8%	5.9%	11.9%

Source: CHAS, 2014-2018.

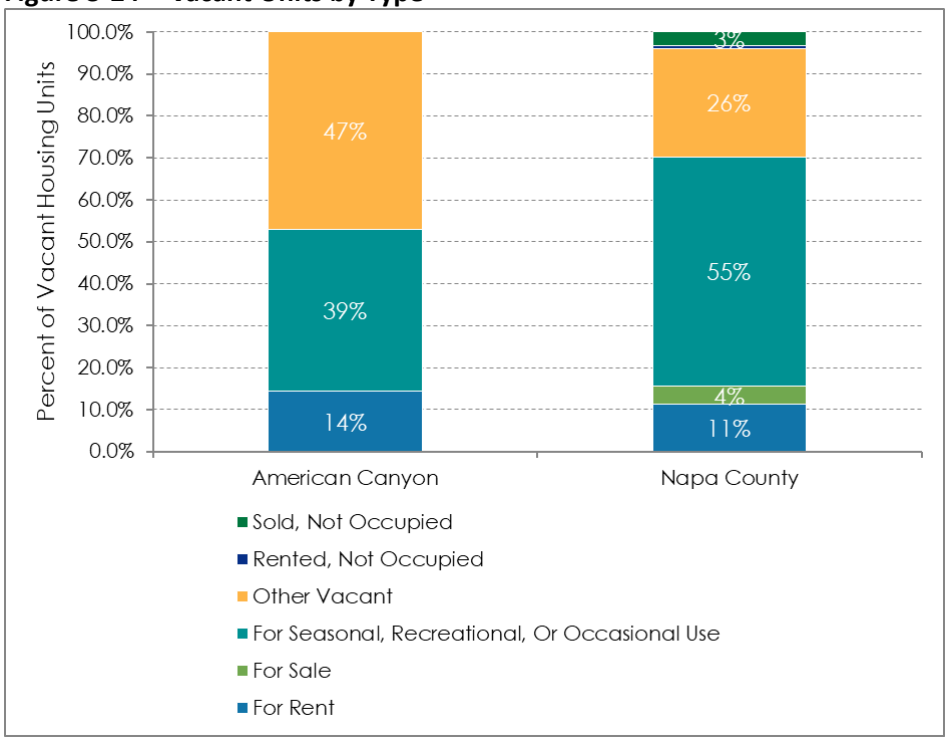
Vacancy Rates and Housing Occupancy

Vacancy rates are an indicator of existing housing need. The Census Bureau classifies a unit as vacant if no one is occupying it when census interviewers are conducting the American Community Survey or Decennial Census. The difference between the current vacancy rate and optimal vacancy rate is a good measure of whether the market is responding to overall housing needs. Optimal vacancy rates differ between rental housing and for-sale housing. The Association of Bay Area Governments (ABAG) has set two rates as the regional vacancy objective. For rental housing, a five percent vacancy rate is considered necessary to permit ordinary rental mobility. For for-sale housing, a two percent vacancy rate is considered the threshold to permit ordinary mobility. If vacancy rates are below these levels, residents will have difficulty finding appropriate units and competition will drive up housing prices.

Vacant units make up 3.4 percent of the overall housing stock in American Canyon. The rental vacancy stands at 2.2 percent, while the ownership vacancy

rate is nearly zero percent. Figure 3-24 shows the distribution of vacant units by type in American Canyon and Napa County,

Figure 3-24 Vacant Units by Type



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25004

Of the vacant units in American Canyon, the most common type of vacancy is Other Vacant, with a large proportion of vacant units for seasonal, recreational, or occasional use. Vacant units classified as "for recreational or occasional use" are those that are occupied for short-term periods of use throughout the year. Accordingly, vacation rentals and short-term rentals are likely to fall in this category. The Census Bureau also classifies units as "other vacant" if they are vacant due to foreclosure, personal/family reasons, legal proceedings, repairs/renovations, abandonment, preparation for being rented or sold, or vacant for an extended absence for reasons such as a work assignment, military duty, or incarceration.

Building Permit Activity

Between 2015 and 2019, 382 new housing units were permitted in American Canyon. Of the permits issued during that time, 37.4 percent were for above moderate-income housing, 36.9 percent were for moderate-income housing, 10.5 percent were for low-income housing, and 15.2 percent were for very low-income housing. Table 3-16 summarizes building permit activity in American Canyon from 2015 to 2019. The majority of housing units built in this period are moderate-income and above moderate-income units.

Table 3-16 Housing Permits Issued (2015-2019)

Income Group	Number of Permits Issued (2015-2019)
Above Moderate-Income Permits	143
Moderate-Income Permits	141
Low-Income Permits	40
Very Low-Income Permits	58

Special Housing Needs

Government Code Section 65583 (a)(3) requires analysis of any special housing needs, such as those for persons with disabilities, including developmental disabilities, the elderly, large households, farmworkers, female-headed households, and people in need of emergency shelters. Special housing needs arise due to physical, economic, social, or cultural characteristics or conditions that are present in a substantial percentage of the local population. These characteristics or conditions distinguish individuals from the general population and lead to housing or supportive service needs that are not (or cannot) be met by the private market acting alone. Examples of special housing needs include accessibility for the mobility impaired, transitional housing for those leaving a homeless environment, and housing specifically designed for the physical and social needs of older adults.

Characteristics such as age or physical limitations may be present in a large portion of the population. It is important for the community to accommodate a variety of housing types to serve such special needs groups. For example, disabled-accessible housing or units designed to aid physical limitations of the elderly may be needed in a community with large populations of this age group. Conversely, a community may have a population of larger, low-income families that need adequately sized housing at a low cost. Affordability issues are also important to groups such as female-headed households, college students, farmworkers, or military personnel. Therefore, the City needs to evaluate the types of special needs groups in order to address special housing needs.

Extremely Low-Income Households

Despite the economic and job growth experienced throughout the Bay Area region since 1990, the income gap has continued to widen. California is one of the most economically unequal states in the nation, and the Bay Area has the highest income inequality between high- and low-income households in the state.

While extremely low-income households are not considered a special needs group by state law, these households encounter a unique set of housing situations and needs.

HCD defines an extremely low-income household as earning less than 30 percent of the AMI. In 2020, a family of four earning less than $32,500 would be considered extremely low-income. Often, these households include any combination of special needs populations and/or often represent families and individuals receiving public assistance, such as Supplemental Security Income (SSI) or disability insurance.

In 2017, there were approximately 523 extremely low-income households in American Canyon, or 9.5 percent of all households. Approximately fifty-nine (59) percent of the extremely low-income households were homeowners. As shown earlier in Table 3-15, an estimated 89.6 percent of extremely low-income households had one of four housing problems (i.e., incomplete kitchen facilities, incomplete plumbing facilities, overcrowding, or overpayment). Approximately 92.7 percent of extremely low-income owner households and 87.8 percent of extremely low-income renter households were overpaying for housing; 84.9 percent of extremely low-income households are severely overpaying for housing.

Persons with Disabilities

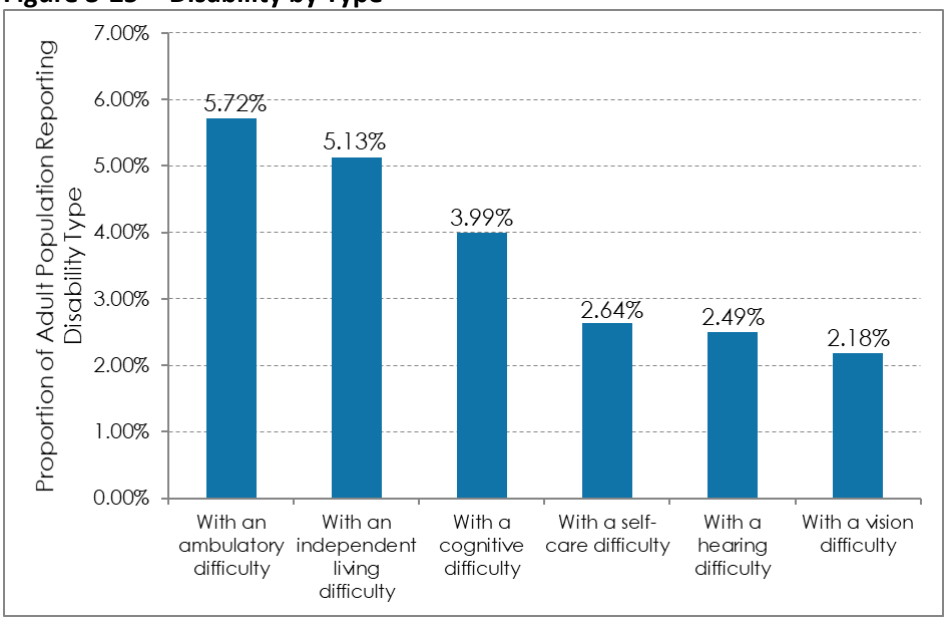
Some individuals have ambulatory impairments, self-care limitations, or other conditions that may require special housing accommodations or financial assistance. Individuals with such disabilities may have a variety of special needs that distinguish them from the population at large, including:

- Individuals with ambulatory difficulties (such as those confined to wheelchairs) may require special accommodations or modifications to their homes to allow for continued independent living. Such modifications are often called “disabled access.”
- Individuals with self-care limitations (which can include persons with mobility difficulties) may require residential environments that include in-home or on-site support services ranging from congregate to convalescent care. Support services can include medical therapy, daily living assistance, congregate dining, and related services.
- Individuals with developmental disabilities and other physical and cognitive conditions that prevent them from functioning independently may require assisted care or group home environments.

Individuals with disabilities may require financial assistance to meet their housing needs because a higher percentage than the population at large are low-income and their special housing needs are often more costly than conventional housing.

The 2014-2018 ACS reported approximately 11.3 percent (2,291 residents) of the city's non-institutionalized residents have conditions that may affect their ability to live independently in conventional residential settings. This is slightly lower than the countywide rate of 11.8 percent. Figure 3-25 shows the distribution of persons with disabilities in American Canyon by type of disability.

Figure 3-25 Disability by Type



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B18102, Table B18103, Table B18104, Table B18105, Table B18106, Table B18107.

Table 3-17 shows persons by type of disability and age in American Canyon. The table illustrates the largest age group with disabilities appears to be individuals aged 18 to 64, while the second highest is persons aged 65 and older. However, individuals aged 65 and older has the highest proportion of individuals with a disability (approximately 35.7 percent, compared to 10.2 percent of people aged 18 to 64 years, and three percent of people aged five to 17 years.

Table 3-17 Persons with Disability by Age and Disability

Type of Disability by Age	Number
Total disabilities tallied	
Total disabilities tallied for people 5 to 17 years	*120*
Hearing disability	10
Vision disability	21
Cognitive disability	-
Ambulatory disability	-
Self-care disability	-
Total disabilities tallied for people 18 to 64 years	*1,283*
Hearing disability	118
Vision disability	210
Cognitive disability	537
Ambulatory disability	572
Self-care disability	298
Independent living disability	549
Total disabilities tallied for people 65 years and over	*877*
Hearing disability	377
Vision disability	199
Cognitive disability	183
Ambulatory disability	572
Self-care disability	217
Independent living disability	491

Source: ACS 5-year estimates, 2015-2019.

A disability can impact a person's ability to work, leaving many disabled individuals on fixed incomes or jobs with wages lower than the non-disabled population. According to 2015-2019 ACS estimates, approximately 83.1 percent of disabled persons in the labor force were employed, compared to 95.6 percent of the non-disabled population. The median income of the working disabled was $36,649, compared to $41,087 for the non-disabled population.

DEVELOPMENTAL DISABILITIES

Senate Bill (SB) 812, which took effect January 2011, amended state housing element law to require an evaluation of special housing needs of persons with developmental disabilities. A "developmental disability" is defined as a disability

that originates before an individual becomes 18 years old, continues, or can be expected to continue indefinitely, and constitutes a substantial disability for that individual. This includes intellectual disabilities, cerebral palsy, epilepsy, and autism. Some people with developmental disabilities are unable to work, rely on Supplemental Security Income, and live with family members. In addition to their specific housing needs, they are at increased risk of housing insecurity after an aging parent or family member is no longer able to care for them.

The California Department of Developmental Services (DDS) currently provides community-based services to approximately 347,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The North Bay Regional Center is one of 21 regional centers that provides point of entry to services for people with developmental disabilities and serves Napa, Sonoma, and Solano counties. The North Bay Regional Center reported 9,040 served by the organization in 2020. Of those served, approximately 40 percent had a mild to moderate intellectual disability, 33 percent had autism, and eight percent had a severe or profound intellectual disability.

According to the California Department of Developmental Services, there were 205 residents with developmental disabilities served in American Canyon in 2020. This is less than one percent of the total population. Of the total, 103 are under the age of 18. Most developmentally disabled residents of American Canyon receiving services lived in the home of their parent or guardian (178 individuals or 85.2 percent); 15 residents or 7.2 percent lived in a community care facility. Many developmentally disabled persons live and work independently. However, more severely disabled individuals require a group living environment with supervision, or an institutional environment with medical attention and physical therapy. Because developmental disabilities exist before adulthood, the first housing issue for the developmentally disabled is the transition from living with a parent/guardian as a child to an appropriate level of independence as an adult.

There are several housing types appropriate for people living with a developmental disability: independent living in privately owned or rented homes, group homes, and residential care facilities. The design of accessibility modifications, proximity to services and transit, and availability of group living opportunities represent considerations important to serve this need group. Incorporating barrier-free design in all new multifamily housing (as required by state and federal fair housing laws) is especially important to provide the widest range of choices for disabled residents. Special consideration should also be given to housing affordability, as people with disabilities may live on a fixed income.

The most severely disabled persons may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, supportive housing for developmentally disabled individuals should focus on transitioning from the person's living situation as a child to an appropriate level of independence as an adult.

DISABLED HOUSING NEEDS

Some people with mobility and/or self-care limitations can live with their families or others who assist them to satisfy housing and daily living needs. A segment of the disabled population, particularly low-income and retired individuals, may not have the financial capacity to pay for accommodations or needed modifications to their homes. In addition, even those able to pay for housing with special accommodations may find it unavailable in the city. Although housing for homeless individuals is discussed in the sections below, there can be a strong correlation between a person's ability to work and their housing status. Disabilities may comprise mental and physical and can limit employment opportunities and an ability to earn sufficient income for housing.

Disabled persons often require special housing features to accommodate physical limitations. Some disabled persons may have difficulty paying the cost of services to address their special needs or difficulty finding appropriate employment salary. Although the California Code of Regulations (Title 24) requires all public buildings be accessible to the public through architectural standards such as ramps, large doors, and restroom modifications to enable handicap access, not all available housing units have these features.

Both the federal Fair Housing Act and the California Fair Employment and Housing Act impose an affirmative duty on local governments to make reasonable accommodations (i.e., modifications or exceptions) in their zoning and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling.

American Canyon adopted a reasonable accommodation ordinance (Chapter 19.52) in 2009. The Reasonable Accommodation Ordinance contains a ministerial procedure for an individual with a disability seeking equal access to housing to request reasonable accommodation.

ADULT CARE FACILITIES

Currently, eight facilities in the city of American Canyon care for adult individuals with special needs. Special needs may consist of a mental or physical disability, which requires additional support. These facilities are shown in Table 3-18.

Table 3-18 Adult Care Facilities

Facility	Address	Number of Beds	Phone Number
Adondi's Residential Care Home	557 Canyon Meadows Drive	3	(707) 648-7374
Core Arf Gadwall	3 Gadwall Court	2	(707) 554-4802
E.R. Salgado, Inc./ Saint Lucia Residential Care	134 Landana Street	6	(707) 315-4838
Griffin Family Care Home - Elliot	2330 Elliot Drive	6	(707) 552-6346
One Step Beyond Care Home	154 Entrada Circle	4	(707) 552-8588
Sacred Heart Care Home #1	1509 Rio Grande Street	6	(707) 246-4565
Sacred Heart Care Home #2	1513 Rio Grande Street	6	(707) 246-4565
Sacred Heart Care Home #3	241 Landana Street	6	(707) 647-2260

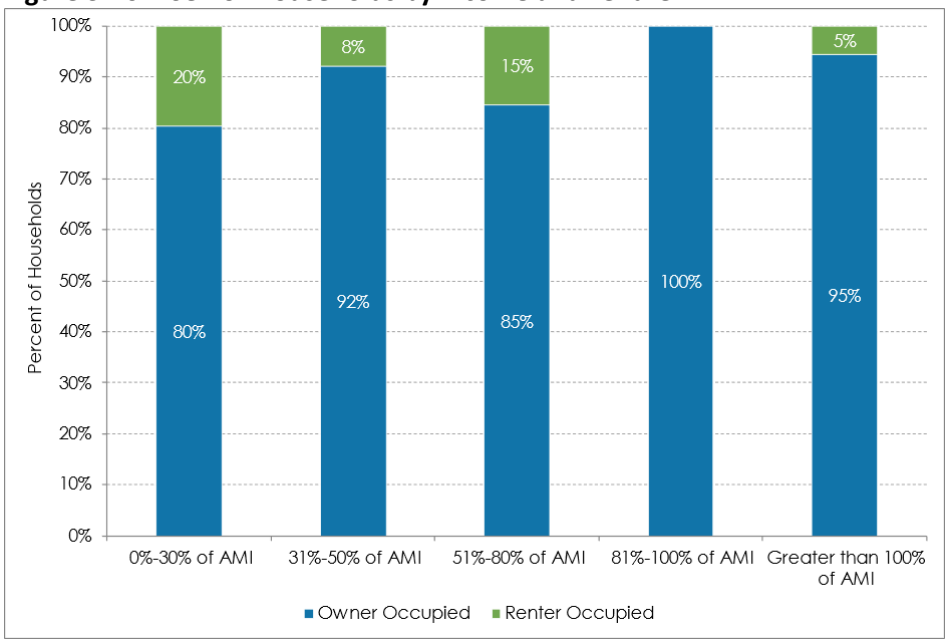
Source: Department of Social Services Community Care Licensing Facility Search, 2022.

On January 1, 2002, SB 520 became effective and requires local jurisdictions to analyze local government constraints on developing, maintaining, and improving housing for persons with disabilities. In accordance with SB 520 and Government Code 65583(a)(7), the City recognizes the importance of providing housing for persons with disabilities. The City has since included a review of all development applications for their adherence to Title 24. This review is included during the entitlement processing stage as well as during the issuance of building permits for minor alterations.

Seniors

Seniors are defined as persons age 65 and over. Seniors are considered a special needs group, as they tend to have more health problems than the population at large. These health problems may make it more difficult for seniors to live in typical housing and to live independently. Seniors with serious health problems may require communities with extra services, such as assisted living facilities. Lower-income senior households may especially need housing assistance, as many seniors live on fixed incomes such as Social Security and pensions. Increases to the cost of living may make it difficult for seniors to afford housing. Financially strained senior homeowners may have to defer home maintenance needs. Seniors who rent may be at even greater housing risk than those who own their home, due to income differences between these groups. In American Canyon, the largest proportion of senior households are extremely low-income (those who earn 0 to 30 percent AMI), while the largest proportion of senior households who are homeowners falls in the moderate-income group (those who earn 81 to 100 percent AMI), as shown in Figure 3-26.

Figure 3-26 Senior Households by Income and Tenure



Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

As is the case in many suburbs, the number of elderly residents has increased in American Canyon over the years. However, as a proportion of the population, the senior population has fluctuated. The percent of the city's total population that was 65 and over decreased from 2000 to 2010 but increased from 2010 to 2019. According to 2015-2019 ACS data, 12.2 percent (2,457) of the population was above the age of 65. In 2010, 9.6 percent (1,865) of the population was above the age of 65 and in 2000 13.4 percent (1,306) of the population was above the age of 65. Current trends suggest that, while the number of older adults and their needs will remain significant in the city over the next five years, their proportion of the total population will not necessarily increase as more families with children and adults under the age of 65 move into new residential neighborhoods. (Table 3-19)

Table 3-19 Senior Population (1990-2019)

	1990	2000	2010	2019
Senior (65 and over)	994	1,306	1,865	2,457
Seniors as Percent of Total Population	12.9%	13.4%	9.6%	12.1%
Total Population	**7,706**	**9,774**	**19,454**	**20,261**

Source: US Census 1990, 2000, 2010, 2015-2019 ACS five-year estimates, Table DP05.

In most communities, older adults tend to have a lower poverty rate due to retirement income or government assistance such as Social Security (young families with children, especially single mothers, usually have the highest poverty rate). However, according to the 2015-2019 ACS estimates, 11.2 percent of seniors were living in poverty, compared to 7.8 percent of the general

population. Countywide, 7.9 percent of seniors were in poverty compared to 7.8 percent of the general population. Approximately 53 percent of all elderly households paid more than 30 percent of their income for housing expenses, compared to 36.1 percent of all households.

Tenure is also important when analyzing the needs of seniors. Figure 3-13 from the previous "Household Tenure" section, illustrates the number of seniors living in owner-occupied housing. Out of 1,011 senior households, 83.3 percent own their homes.

Due to mobility limitations or the need for supportive services (such as medical or meal assistance), it can become very challenging for the elderly to adequately meet their housing needs. The City can support the elderly population with rehabilitation programs for existing units, as well as the creation of affordable senior housing units. The City has collected specific data on the age and condition of housing units; however, this does not include a specific breakdown of homes occupied by seniors. In American Canyon the existing mobile home parks have a large percentage of senior citizens occupying the homes and the City is committed to retaining this housing type. Because mobile homes tend to deteriorate faster than site-built homes, and seniors face the added financial burden of space rents, many seniors find it difficult to maintain their homes and keep up with rising space rents and utility costs.

There are five California Department of Social Services-licensed elderly care facilities providing services in American Canyon. These facilities are shown in Table 3-20.

Table 3-20 Elderly Care Facilities

Facility	Address	Number of Beds	Phone Number
C&F Senior Care Home American Canyon	178 Sonoma Creek Way	5	(707) 246-0867
Greenhills Care Home	115 Thayer Way	24	(707) 558-8487
Pink Lady Carehome, LLC	39 Via Marciana	6	(720) 619-6962
RMB Home Care, Inc.	6 Via Pescara	6	(720) 619-6962
Summer Rose Senior Living, LLC	1088 Donaldson Way	6	(707) 515-9099

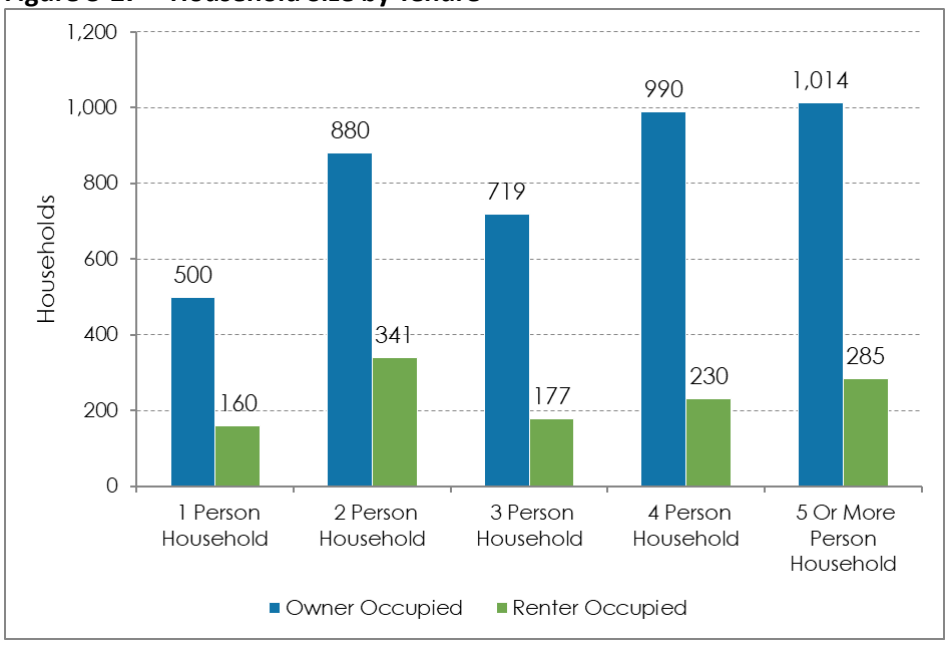
Source: Department of Social Services Community Care Licensing Facility Search, February 2022.

Large Households (Five or More Persons)

Large households are defined as households of five or more individuals. Large households often face special challenges in the housing market because they need housing of sufficient size to prevent overcrowding and do not always have sufficient income to purchase or rent such housing, even if it is available.

In 2019, American Canyon had 1,299 households of five or more persons. There were 1,014 owner households of five or more persons and 285 renter households of five or more persons. Figure 3-27 shows the household size by tenure in American Canyon.

Figure 3-27 Household Size by Tenure



U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25009

While the city has a large proportion of large households, homes in American Canyon tend to be larger, in part because much of American Canyon's housing stock is relatively new. As shown earlier in Figure 3-21, 79.7 percent of the total housing stock had three or more bedrooms per house; 16.6 percent had five or more bedrooms.

However, affordability can sometimes be an issue for larger households since the household income is split between more people. As shown in Table 3-21, the median income per person in American Canyon generally declines with household size.

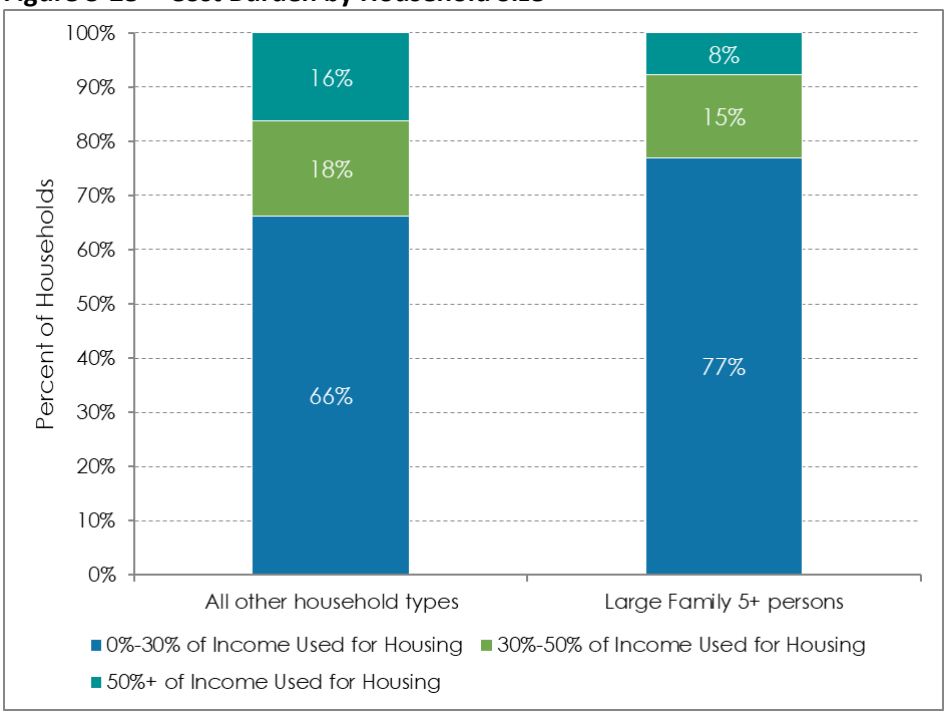
Table 3-21 Median Household Income by Household Size (2019)

Household Size	Median Income	Median Income Per Person
Total	$101,792	varies
1-person households	$34,792	$34,792
2-person households	$86,563	$43,282
3-person households	$97,600	$32,533
4-person households	$113,750	$28,438
5-person households	$150,455	$30,091
6-person households	$141,136	$23,523
7-or-more-person households	$207,708	<$29,672

Source: ACS 5-year estimates, 2015-2019, Table B19019.

Additionally, homes with multiple bedrooms have higher costs which can result in larger families experiencing a disproportionate cost burden compared to the rest of the population. However, in American Canyon large families did not experience a disproportionate cost burden compared to other households. Large families with five or more persons had a smaller percentage of households who paid more than 30 percent of their income on housing compared to other households, as shown in Figure 3-28.

Figure 3-28 Cost Burden by Household Size



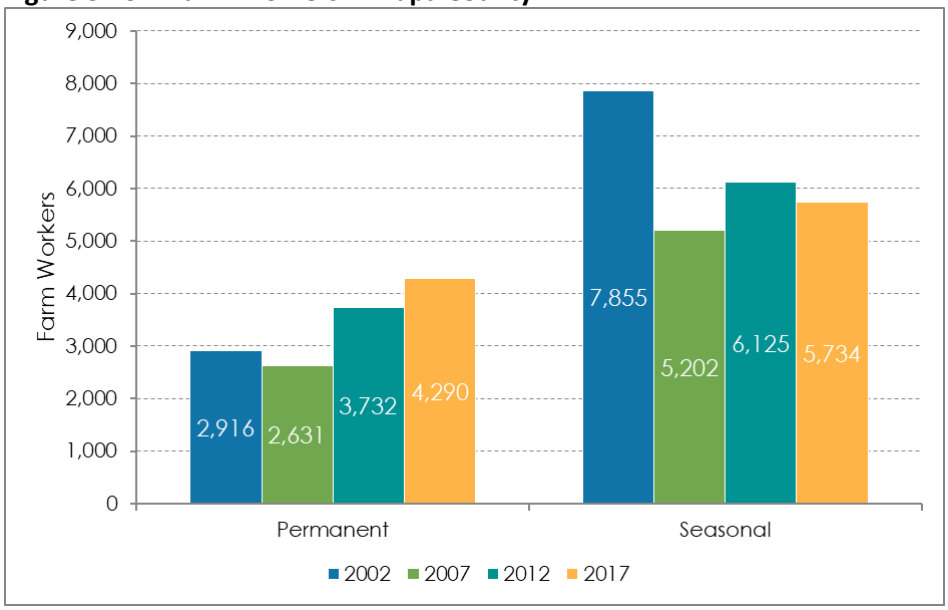
Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Farmworkers

State law requires every jurisdiction in California to assess the need for farmworker housing. Across the state, housing for farmworkers has been recognized as an important and unique concern. Farmworkers generally receive wages that are considerably lower than other jobs and may have temporary housing needs. Finding decent and affordable housing can be challenging, particularly in the current housing market.

In Napa County, agriculture is the predominant land use by area. A significant percentage of farmworkers employed in the county are migrant (seasonal) workers who may require special accommodations during their temporary stay. Such housing is extremely limited in Napa County. As a result, many migrant workers live in substandard housing conditions, such as motel units, illegally converted garages or secondary dwelling units, vehicles, and older mobile homes and trailers. In 2017, there were 4,290 permanent farm workers in Napa County and 5,734 seasonal farm workers. As shown in Figure 3-29, the number of permanent farm workers in Napa County has increased over the past decade, but the number of seasonal workers has decreased since 2002.

Figure 3-29 Farm Workers in Napa County



U.S. Department of Agriculture, Census of Farmworkers (2002, 2007, 2012, 2017), Table 7: Hired Farm Labor

Currently, there is no housing in American Canyon specifically designated for farmworkers or employee housing for farmworkers. Although there are agricultural activities in Napa County, the city itself does not contain enough land that could suit the demands of agriculture. The City's Sphere of Influence includes some land designated for agricultural uses, but there is no land designated for agricultural uses within city limits. In 2019, 116 people (1.2 percent of the civilian employed population age 16 and over) in American

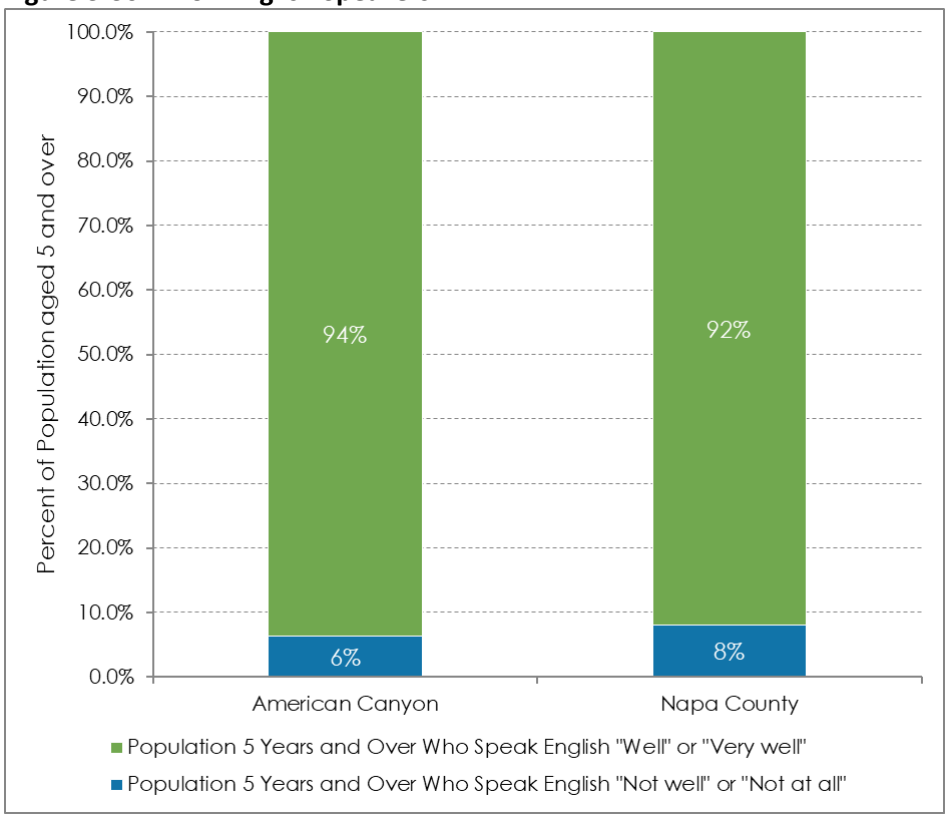
Canyon were employed in agriculture, forestry, fishing, and hunting. This is less than 4.3 percent of the civilian employed population age 16 and over employed in agriculture, forestry, fishing, and hunting in Napa County as a whole.

The California Human Development Corporation (CHDC) manages three farmworker housing centers in Napa County (Calistoga, Mondavi, and River Ranch) that are designed to serve the short-term housing needs of unaccompanied male residents during peak agricultural seasons. Residents tend to be employed by labor contractors and occupy beds for five days during the week, returning home to their families elsewhere in Northern California on the weekend. The dormitory-style housing in each of the three centers has 60 beds (30 rooms with two beds each), for a total of 180 beds. None of the centers are open year round; each closes during November to February, when the demand for labor goes down. However, the months during which they close are staggered, such that at least one of the centers is open during any given month of the year. In addition to the three CHDC centers, there are seven other licensed farmworker housing facilities in the county that provide an estimated 130 beds.

Non-English Speakers

California has long been an immigration gateway to the United States, which means that many languages are spoken throughout the Bay Area. Since learning a new language is universally challenging, it is not uncommon for residents who have immigrated to the United States to have limited English proficiency. This limit can lead to additional disparities if there is a disruption in housing, such as an eviction, because residents may not be aware of their rights or they may be wary to engage due to immigration status concerns. In American Canyon, approximately 6.4 percent of residents five years and older identify as not speaking English or not speaking English well. By comparison, approximately eight percent of residents five years and older identify as not speaking English well or at all in Napa County. Figure 3-30 shows the proportion of non-English speakers in American Canyon and Napa County.

Figure 3-30 Non-English Speakers



U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B16005

Single-Parent and Female-Headed Family Households

"Single-parent household" as used in this document is defined as a family household with one or more children under the age of 18 years and headed by either a female or a male head of household with no spouse present. Single-parent households typically have a higher than average need for day care and affordable housing. In addition, single mothers have a greater risk of falling into poverty than single fathers due to factors such as the wage gap between men and women, insufficient training and education for higher-wage jobs, and inadequate child support. Limited household income levels affect the ability of these households to locate affordable housing and, consequently, this is one of the more significant housing problems of this household category. As a result, these households may have to pay more than they can afford for housing for themselves and their children; or, they may have to rent a housing unit that is too small for their needs because it is the only type of housing they can afford. Other housing-related needs experienced by single-parent households include difficulty paying security deposits, lack of housing near jobs, availability of childcare services, and proximity to transit services. In American Canyon, there are 5,296 households of which 68 households (1.3 percent) are male single-parent households and 353 households (6.7 percent) are female-single parent households.

Female-headed household is used to describe a household in which an adult female is the sole or main provider. Most female-headed households are either single elderly women or single mothers. Traditionally, these two groups have been considered special needs groups because their incomes tend to be lower, making it difficult to obtain affordable housing, or because they have supportive service needs related to housing (such as childcare or assisted living support). Single mothers, in particular, tend to experience difficulty in obtaining suitable, affordable housing because they are supporting children or a family with only one income and need housing with two or more bedrooms. According to 2015-2019 ACS estimates, there were 1,150 (21.7 percent) female householders with no spouse or partner. In comparison, in 2010, 733 households were female-headed (13.7 percent) out of 5,354 households total.

The city had a similar percentage of female-headed households (21.7 percent and 6.7 percent with children) than the county (26.6 percent and 4.2 percent with children). According to the 2015-2019 ACS, 182 or 21.0 percent of all female-headed households in the city had incomes under the poverty level; 146 of the city's female-headed households with children under the age of 18 (16.8 percent) had incomes below the poverty level, giving this group the highest poverty rate in the city. It may be assumed that most of these households are overpaying for housing (i.e., more than 30 percent of their income), or are experiencing other unmet housing needs because of their extremely low incomes and the rising cost of housing.

Homeless Population and Persons in Need of Emergency Housing

Government Code Section 65583(a)(7) requires an analysis of housing needs for homeless individuals and for local governments to address any need for emergency shelters and transitional housing. Homelessness can result from a number of social and economic factors that include a breakdown of traditional social relationships, chronic unemployment, a shortage of affordable housing, chronic substance abuse, and a physical or mental disability that limits the person’s ability to find adequate work. By definition, a homeless person lacks consistent and adequate shelter and can be considered a resident of a community (those remaining in an area year-round), or transient, depending on the person’s residence before becoming homeless and the length of time spent in a community. The three types of housing that accommodate these needs are emergency housing, transitional housing, and supportive housing. They are defined as follows:

- Emergency Shelter/Housing. Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay (Health and Safety

Code 50801). Jurisdictions must allow emergency housing (homeless shelters) in at least one zone without discretionary review.

- Transitional Housing. Buildings configured as rental housing developments but operating under program requirements that require the termination of assistance and recirculating of the assisted unit to another eligible program recipient at some predetermined future point in time that shall be no less than six months from the beginning of the assistance (Government Code 65582(h)). Transitional housing units must be considered residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zone.
- Supportive Housing. Housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community (Government Code Section 65582(f)). Supportive housing units must be considered residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zone.

Emergency shelters can provide a short-term solution to homelessness by providing limited supplemental services, while transitional housing is directed toward removing the basis for homelessness. Transitional housing is provided for an extended period and is combined with other social services and counseling to assist in the transition to self-sufficiency. As discussed in Section 5: Constraints, there is sufficient land in American Canyon to accommodate at least one emergency shelter.

During the Point in Time (PIT) Count performed on January 30, 2020, an estimated 464 persons were experiencing homelessness in Napa County on any given night. Eighty-four percent were living in Napa County before their most recent episode of homelessness. The majority (75 percent) identified as white, 10 percent as American Indian or Alaska Native, and 15 percent as other; 19 percent identified as Hispanic/Latino. Seventy-two percent were male and 28 percent were female. Most (35 percent) spent the night of the count in emergency shelters, 25 percent stayed outdoors or in the streets/parks, 16 percent in vehicles, eight percent in tents, six percent in encampments, and 10 percent somewhere else.

For 30 percent, this was their first time being homeless. Over half (63 percent) of the homeless population had been homeless for more than a year. Twenty percent were employed, but only nine percent were employed full time, 10 percent were employed part time, and one percent were employed seasonally/sporadically. Of the unemployed, 45 percent were not looking for work and 24 percent were unable to work. Most (73 percent) have a mental health issue, 41 percent have a chromic health issue, and 41 percent have a

physical disability; 62 percent have a substance use issue and 51 percent suffer PTSD.

Compared to the 2019 PIT Count, there was a 44 percent increase in the number of individuals counted experiencing homelessness (322 in 2019 to 464 in 2020). However, this increase is attributed to new methods used to conduct the count as well as an increase in coverage and use of peer guides. Persons experiencing chronic homelessness increased from 149 individuals in 2019 to 203 in 2020. The number of veterans experiencing homelessness increased from 14 to 60. The number of transition-age youth increased (age 18 to 24) increased from 23 to 54.

The City amended its Zoning Code December 2, 2014 to update the definitions of transitional and supportive housing to comply with state law. This is discussed within the "Zoning for Variety of Housing" section of this document.

Since American Canyon shares a border with Vallejo, it is possible that American Canyon could see an overlap in the homeless population and services between Vallejo and American Canyon. Since Vallejo is within Solano County and not Napa County, American Canyon would cooperate with the City of Vallejo, Solano County, and Napa County to address any migration and redirect those individuals to the appropriate facility. Some of the facilities in Vallejo include:

- House of Joy Transitional, 1106 Marin St., Vallejo 707-554-8800
- Homeless Shelter Napa Valley, 2521 Old Sonoma Rd., Napa 707-253-6145
- Baptist Church of Vallejo, 2025 Sonoma Blvd., Vallejo 707-644-4064
- The Salvation Army of Vallejo, 630-632 Tuolumne St., Vallejo 707-643-8621

AGENCIES OFFERING PUBLIC ASSISTANCE

Resources for the homeless in Napa County include the Napa Emergency Women's Services (NEWS), the South Napa Shelter, the South Napa Day Center, the Family Shelter, and the Winter Emergency Shelter (a leased wing at Napa State Hospital).

Meals for those in need are provided by Meals on Wheels, the Table, Congregate Meals Sites (at the American Canyon senior Center, Napa Senior Center, and Rianda House). Other food assistance programs include CalFresh, Community Action of Napa Valley Food Pantries, Napa Storehouse Emergency Food Pantry, Salvation Army, Spanish Seventh Day Adventist, Women, Infants & Children Program (WIC). Other services are provided by Catholic Charities and church groups throughout Napa County.

Napa Valley Community Housing (NVCH), a local nonprofit organization that sponsors, develops, and manages 27 properties with 920 affordable homes within Napa County. HVCH also developed a Home Sharing Match Up program

to match home seekers with home providers supplying affordable rooms to rent with homeowners who have additional space.

Catholic Charities offers two programs to support housing for individuals and families—Rainbow House and Housing Options. Rainbow House is a residential program for young single mothers who are 18 to 22 years of age and who are highly motivated to work toward financial and self-sufficiency. The Housing Option Program helps individuals and families find suitable housing; helps people interested in a shared housing arrangement; and provides housing advocacy.

The Napa County Council for Economic Opportunity has a program called The Napa Valley Shelter Project that provides homeless families and single adults assistance to move into permanent housing and maintain current housing. Case managers at the shelter work with clients on an action plan to obtain permanent housing and community support services.

Community Action Napa Valley (CANV), formerly called the Napa County Council for Economic Opportunity, offers the following programs to residents of Napa County:

- Winter Shelter operates during the winter months to provide emergency shelter.
- Rental Assistance program helps prevent homelessness among families and individuals by providing loan and grant assistance for housing expenses.
- Homeless Employment program works with homeless clients to provide training and job placement.
- Family Advocacy program assists homeless families with parenting classes and life-skill classes.
- American Canyon Family Resource Center works collaboratively with community partners to bring together resources and activities into an integrated service system that is accessible and responsive.

CANV runs the County Food Bank which provides a variety of nutritious foods to low-income individuals, families, seniors, and non-profit organizations throughout the county through the following programs:

- CANV provides Non-Profit Agency Access, contracting with 43 local non-profit organizations that serve vulnerable and low-income individuals, to provide access to low-cost nutritious food. Local non-profits can shop once a week for USDA Commodities and bulk food for only 19 cents per point or at wholesale cost allowing them to offset their food budget.
- Food Pantry Network serves an allotment of food, including meat, dairy, produce, and dry and canned food items to over 1,000 low-income households per month.

- USDA Commodity Program provides nonperishable food staples, including peanut butter, cereal, canned fruits and vegetables, pasta, and canned meats, to low-income residents monthly. Distribution is handled by agencies that have agreements with the food bank.
- Free Food markets provide fresh fruits and vegetables to residents, with no income eligibility requirements.
- Brown Bag program is a food program providing a bag containing 10 to 14 items twice a month to seniors 60 years of age and older who are low income.
- Congregate Meals Sites located in St. Helena and American Canyon provide a place for seniors to meet and eat together, and they host monthly bingo games.
- Meals on Wheels supplies home-bound seniors with home-delivered daily meals and conversation.
- CANV Kids Development & Family Program offers affordable, high-quality childcare for children ages 18 months through pre-K and aims to support children's development in preparation for school.

Residents of Mobile Home Parks

Residents of mobile home parks are not usually considered a special needs group, but mobile homes represent a significant portion of American Canyon's naturally occurring affordable housing stock, and residents of mobile home parks tend to be lower income. As shown in Figure 3-20, approximately 13.7 percent of dwelling units in the city (849 homes as of 2020) are mobile homes. The issues and challenges facing mobile home park residents are substantially different from those of either owners or renters of site-built housing. The special needs of mobile home park residents result from the following circumstances:

- Most residents have incomes below 80 percent of the countywide median income and are elderly, retired, and/or disabled and living on limited pension, social security, and/or public assistance income.
- Mobile home residents typically own their homes but rent the spaces on which these homes are located. Many residents also pay directly to the park owner for public and private utility services. As a result, mobile home residents have less control over their housing costs than do other owner-occupants.
- Unlike other forms of housing, mobile homes typically decline in real value with age, rather than appreciate. The value of a mobile home is linked to the condition, amenities, and cost of the park in which it is located. Even a well-maintained, high-value mobile home will suffer a significant decline in value if the park in which it is located does not offer superior value and amenities in relation to other parks in the community.

A significant percentage of mobile homes in American Canyon are estimated to be more than 30 years old. Some of these homes are nearly 40 years old and were manufactured prior to the adoption of minimum state and federal standards for manufactured housing. Older mobile homes tend to require more substantive repair and rehabilitation sooner than do site-built homes of comparable age. The feasibility and cost-effectiveness of rehabilitating mobile homes is often much lower than for site-built homes; however, HCD offers the Mobile Home Park Resident Ownership Program (MPROP) to assist resident organizations, non-profit housing providers, or local public agencies to acquire and own mobile home parks. This program offers short- and long-term three percent interest loans for the purchase or rehabilitation of a mobile home park.

Mobile homeowners often face additional challenges in obtaining financing for repairs, although new private, state, and federal lending programs adopted over the past 20 years have reduced the financing gap relative to homes attached to real property.

In theory, mobile homes can be relocated; however, the cost of doing so is often disproportionate to the value of the home. Additionally older mobile homes can suffer significant damage during a move. Mobile homeowners are, therefore, limited in their options when faced with financial difficulties; most cannot simply pick up their mobile homes and move.

The combination of these factors has prompted many communities to establish financial assistance programs and rent control procedures specifically oriented to mobile home park residents and owners. Inspection programs are also done by the state. To address the potential problem of the “permanence” of the location of mobile home parks, the City has established a mobile home park overlay district (MHP) as well as a Mobile Home Conversion Ordinance and a Rent Stabilization Ordinance. Purposes of this district include protecting mobile home parks from speculative pressures to convert to other uses, designation of appropriate areas of the city for mobile home parks, ensuring adequate park design and residential environment, and achieving design compatibility with surrounding residential areas. Chapter 19.34, Conversions of Senior Housing to Non-Senior Housing, establishes necessary and appropriate policies related to conversion of senior housing projects to non-senior housing projects.

In 2001 the American Canyon City Council approved a mobile home rent control ordinance (Measure T). Under the ordinance rents were rolled back to 1996 levels and then increased by adding three percent per year, or 75 percent of the annual increase in the Consumer Price Index (CPI), whichever is lower. The measure restricts annual rent increases to the CPI or a cap of 3 percent.

Analysis of At-Risk Units

Preservation Strategies

Although there are no affordable units at risk during the 2023-2031 housing cycle, it is important to identify strategies that will keep existing units affordable. There are many options for preserving units, including providing financial incentives to project owners to extend low-income use restrictions, purchasing affordable housing units by a non-profit or public agency, or providing local subsidies to offset the difference between the affordable and market-rate rents. Scenarios for preservation will depend on the type of project at risk.

LOCAL RENT SUBSIDY

Tenant-based subsidies could be used to preserve the affordability of housing. Similar to Housing Choice Vouchers, the City, through a variety of potential funding sources and organizational partnerships, could potentially provide a voucher to lower-income households. The level of subsidy required to preserve at-risk affordable housing through rent subsidies is estimated to equal the Fair Market Rent for a unit minus the housing cost affordable by a lower-income household.

ACQUISITION

Another option to maintain the number of affordable units in American Canyon is to facilitate the purchase at-risk developments and preserve their affordability. Acquisition of at-risk affordable units may not be feasible when they are part of a larger housing development. The City may use funds as available or support affordable housing developers to apply for funding and acquire and/or rehabilitate at-risk developments.

REPLACEMENT

The cost of preserving existing rental housing is far less than the cost of producing new rental housing comparable in size and rent levels. The cost of developing new housing depends on a variety of factors, including density, size of units, construction quality and type, location, and land cost. Costs to develop a new affordable unit under the Low-Income Housing Tax Credit (LIHTC) was $480,000 in 2019. Research indicates that hard construction costs, such as cost of materials and labor, are the primary cause of increased developer costs.[1]

COST COMPARISON

The most expensive way to create or preserve affordable housing is the construction of new units. With increased local, state, and federal government

[1] Reid, Carolina. 2020. *The Costs of Affordable Housing Production: Insights from California's 9% Low-Income Housing Tax Credit Program.* Terner Center for Housing Innovation, UC Berkeley. March 2020. https://ternercenter.berkeley.edu/wp-content/uploads/pdfs/LIHTC_Construction_Costs_March_2020.pdf

requirements, the time and costs involved in new construction are far more extensive than purchasing existing units and converting them into affordable housing, or than providing rent subsidies. Providing rental assistance generally requires the least upfront costs. However, a sustainable funding source must be identified for this option to be feasible.

The following nonprofit housing developers are active in Napa Valley and could assist the City in preserving at-risk units: Napa Valley Community Housing, Ecumenical Association for Housing, and Bridge Housing. There are also private developers in the Napa Valley, including owners of rental apartments with subsidies or other rent restrictions, who might be interested in participating in their preservation. Such developers may have access to state and federal tax credit funding. Potential funding sources to assist in the preservation of at-risk units include Community Development Block Grant funds, tax credits, and HOME funds. HCD also has a multifamily housing program that provides deferred payment loans for acquisition and rehabilitation of at-risk units.

California Government Code Section 65863.10 requires that owners of federally assisted properties provide notices of intent to convert their properties to market rate 12 months prior and again at six months prior to the expiration of their contract, opt-outs, or prepayment. Owners must provide notices of intent to public agencies, including HCD and the local public housing authority, as well as to all impacted tenant households. The six-month notice must include specific information on the owner's plans, timetables, and reasons for termination. Under Government Code Section 65863.11, owners of federally assisted projects must provide a Notice of Opportunity to Submit an Offer to Purchase to Qualified Entities, non-profit or for-profit organizations that agree to preserve the long-term affordability if they should acquire at-risk projects, at least one year before the sale or expiration of use restrictions. Qualified entities have first right of refusal for acquiring at-risk units. HCD keeps a current list of all of the qualified entities across the state. The qualified entities that HCD lists for Napa County are found in Table 3-22.

Table 3-22 Qualified Entities, Napa County (2021)

Organization	City	Phone Number
Affordable Housing Foundation	San Francisco	(415) 387-7834
Housing Corporation of America	Laguna Beach	(323) 726-9672
Rural California Housing Corp	West Sacramento	(916) 414-4436
Volunteers of America National Services	Sacramento	(916) 917-6848
SWJ Housing	Sebastopol	(707) 823-9884

Source: California Department of Housing and Community Development. Quantified Entities. https://www.hcd.ca.gov/policy-research/preserving-existing-affordable-housing/docs/qualified-entities.xlsx. December 17, 2021.

Projected Housing Needs

Regional Housing Needs Determination

Each region of the state is assigned a regional housing need by HCD. State law requires Councils of Governments (COGs) to prepare regional housing needs plans (RHNP) that assign a share of a region's housing need to each city and county (Government Code Section 65584). The Association of Bay Area Governments (ABAG) prepared the RHNP for Bay Area jurisdictions in 2021, identifying each jurisdiction's future housing need for an eight-year period from 2023 to 2031. Each jurisdiction's housing need is based on a number of factors that include housing development potential from vacant land, housing replacement need, and proximity to transit infrastructure. The exact amount of housing needed is called the Regional Housing Needs Allocation (RHNA).

The City of American Canyon must show that it has enough land to accommodate housing to meet its share of the RHNA. The City must also identify policies and implementation programs to facilitate the construction of new housing. The RHNA is not meant to be a quota or requirement for the development of housing. Instead, the City must attempt to facilitate and accommodate the construction of housing to meet the RHNA allocation through zoning and other policies.

According to the ABAG RHNA, the City of American Canyon has a total housing need of 446 units between 2023 and 2031. American Canyon's planning period allocation is shown in Table 3-23 below.

Table 3-23 American Canyon Regional Housing Need Allocation

Income Category	Number of Housing Units	Percent of RHNA
Very Low (0-50% of AMI)	169	27.2%
Low (51-80% of AMI)	109	17.5%
Moderate (81-120% of AMI)	95	15.3%
Above Moderate (over 120% of AMI)	249	40.0%
Total Units	**622**	**100.0%**

AMI = Area Median Income

Source: Association of Bay Area Governments (ABAG). 2023-2031 Regional Needs Housing Plan, 2021

Projected Housing Needs for Extremely Low-Income Households

The RHNA does not project the need for extremely low-income units, but pursuant to Housing Element law (Government Code Section 65583(a)), the City must project its extremely low-income housing needs using one of two methodologies:

1. Calculate the percentage of very low-income households that qualify as extremely low income, and apply that percentage to the City's very low-income RHNA
2. Assume that 50 percent of the very low-income households qualify as extremely low income, and therefore assume 50 percent of the City's very low-income RHNA to be extremely low income

This analysis relies on the first methodology to determine the City's extremely low-income housing need. CHAS data reveals that 1,096 of American Canyon's households are very low income while 523 are extremely low income. Extremely low-income households represent 47.7 percent of very low-income households. The City's very low-income unit requirement is 112 units. Therefore, the City's RHNA allocation of 169 very low-income units should be distributed as 81 extremely low-income units (47.7 percent of the 169 very low-income units required by the RHNA) and 88 very low-income units.

For purposes of identifying adequate sites for the RHNA allocation, state law does not mandate the separate accounting for the extremely low-income category.

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Chapter 4
Assessment of Fair Housing

Key Findings

The summary of fair housing issues guides the prioritization of contributing factors to fair housing issues and the creation of goals and actions to address these issues. Fair housing issues are conditions that restrict fair housing choice or access to opportunity in the geographic area of interest. The goal is to enable individuals' and families' opportunities to live where they choose without unlawful discrimination or barriers related to protected characteristics such as race, color, religion, sex, disability, etc. Fair housing choice means realistic housing opportunities exist, can be accessed without discrimination, and are informed with adequate information regarding options.

Contributing factors identified as impediments to fair housing in American Canyon are discussed in detail below and include descriptions of how each impediment is addressed in this Housing Element.

- There is a lack of language access for all languages spoken in the city.
- There is a lack of fair housing outreach and enforcement reaching all segments of the population, in particular, mobilehome park residents.
- The dominance of existing single-family housing types in are typically more expensive than multi-family housing, limiting affordable housing options for households at nearly all income levels but especially extremely low-income households.
- There are high rates of housing cost burden among renter and owner-occupied households.
- Lower-income households need support to repair or rehabilitate their homes.
- There is a shortage of public (local, state, or federal) funds invested in the development of affordable housing and social services.
- There is a lack of supportive and transitional housing in the city.
- There is a lack of services and accessible housing for senior and disabled residents.
- There are limited options for alternative modes of transportation, including walking, biking, and public transportation.

Introduction

In 2018, the California State Legislature passed Assembly Bill (AB) 686 to expand upon the fair housing requirements and protections outlined in the Fair Employment and Housing Act. The law requires all state and local public agencies to facilitate deliberate action to explicitly address, combat, and relieve disparities resulting from past patterns of segregation to foster more inclusive communities. AB 686 created new requirements that apply to all housing elements due for revision on or after January 1, 2021. The passage of AB 686 protects the requirement to affirmatively further fair housing within state law.

AB 686 defines "affirmatively further fair housing" (AFFH) to mean "taking meaningful actions, in addition to combat discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity." AB 686 added to the Housing Element requirements an assessment of fair housing which includes the following components:

- A summary of fair housing issues and assessment of the City's fair housing enforcement and outreach capacity
- An analysis of segregation patterns and disparities in access to opportunities
- An assessment of contributing factors
- An identification of fair housing goals and actions.[1]

Approach to Analysis

This AFFH analysis is consistent with the *California Department of Housing and Community Development (HCD)'s Affirmatively Furthering Fair Housing Guidance for All Public Entities and for Housing Elements*. This document provides guidance to ensure Housing Elements satisfy Government Code Section 65583(c)(10) statutory requirements.

This AFFH analysis evaluates the following fair housing topics:

- Fair Housing Enforcement and Outreach Capacity
- Integration and Segregation Patterns and Trends
- Racially and Ethnically Concentrated Areas of Poverty
- Disparities in Access to Opportunity
- Disproportionate Housing Needs
- Other Relevant Factors, including historical disinvestment, lack of infrastructure improvements, and presence of older affordable housing units that may be at risk of conversion to market-rate housing.

[1] Housing and Community Development (HCD). 2021. https://www.hcd.ca.gov/community-development/affh/index.shtml

This AFFH addresses impediments through AFFH-specific goals, and actions based on the contributing factors for each identified fair housing issue.

Fair Housing Methodology

California Government Code Section 65583 (10)(A)(ii) requires cities and counties to analyze areas of segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs, including displacement risk.

To conduct this analysis, the City utilized data from a variety of sources, including:

- The Housing and Community Development (HCD) AFFH Data Viewer
- AFFH Segregation Report: American Canyon
- Urban Displacement Project (UDP)
- U.S Housing and Urban Development (HUD)
- CalEnviroScreen 4.0
- California Tax Credit Allocation Committee (TCAC)
- The Comprehensive House Affordability Strategy (CHAS)
- US Census American Community Survey (ACS)
- AllTransit
- Walk Score

Additionally, the analysis includes a discussion of input from sources of local knowledge, including advocates for people with special needs, housing development and advocacy organizations, housing and social services providers, and low-income residents.

HOUSING AND COMMUNITY DEVELOPMENT'S AFFH VIEWER

The AFFH Data Viewer is a tool developed by HCD that features census block group and tract level data from an expansive collection of sources including ACS, HUD, TCAC, UDP, and CHAS. The Data Viewer tool is intended to assist in the creation of local and regional government policies that alleviate housing disparities, combat discrimination, and increase access to safe and affordable homes by providing spatial data patterns concerning fair housing enforcement, segregation and integration, racially and ethnically concentrated areas of poverty, and disparities in access to housing opportunities.

AFFH SEGREGATION REPORT

The University of California, Merced and STIR Labs, on behalf of ABAG, prepared California jurisdiction reports studying segregation patterns and current land use policies that correlate with patterns of racial segregation. The report addresses racial and income segregation using the racial isolation index, racial dissimilarity index, and Thiel's H-Index at the neighborhood and regional level.

According to this report, American Canyon is the fifth most racially integrated jurisdiction in the Bay Area.

NAPA SONOMA COLLABORATIVE

The Napa Sonoma Collaborative (NSC) is a collaboration between Napa and Sonoma counties that aims to address housing challenges within the region. NSC includes housing staff from jurisdictions within Napa and Sonoma counties and is working to raise awareness and increase participation in the Housing Element update process. The collaborative conducted outreach to gather information on fair housing issues within local communities and discuss constraints to affordable housing.

URBAN DISPLACEMENT PROJECT (UDP)

The UDP was developed to track neighborhood change and identify areas vulnerable to gentrification and displacement in California. Indicators of gentrification and displacement are measured at the census tract level based on data from the 2015 ACS. UDP indicators examine census tracts to identify areas that qualify as disadvantaged neighborhoods. Additionally, census tracts identified as disadvantaged neighborhoods by UDP's criteria are further analyzed to explore changes in the percentage of college-educated residents, non-Hispanic white population, median household income, and median gross rents over time to determine levels of gentrification and displacement risk.

CALENVIROSCREEN 4.0

The California Office of Environmental Health Hazard Assessment developed a screening methodology to identify communities disproportionately burdened by multiple sources of pollution. This tool is called the California Communities Environmental Health Screening Tool (CalEnviroScreen). CalEnviroScreen 4.0 is the latest iteration of the tool which utilizes existing environmental, health, and socioeconomic data to rank census tracts based on 20 distinct indicators. In general, if a community has a high score for that indicator, it is more likely to have greater degree of pollution burden and a higher rate of residents vulnerable to the effects of that pollution exposure. Designated disadvantaged communities are those with CalEnviroScreen percentile scores of 75 or higher, meaning they scored within the highest 25 percent of census tracts for pollution burden across California.

CALIFORNIA TAX CREDIT ALLOCATION COMMITTEE (TCAC)

To assist fair housing analysis, HCD and the TCAC created the California Fair Housing Task Force to provide research, evidence-based policy recommendations, and other strategic recommendations to HCD and other related state agencies/departments to further fair housing goals.[2] The California

[2]Office of The State Treasurer (STO). 2021. https://www.treasurer.ca.gov/ctcac/opportunity/2020-tcac-hcd-methodology.pdf

Fair Housing Task Force created Opportunity Maps to identify resource levels across the state to accompany new policies aimed at increasing access to high opportunity areas for families with children. Opportunity mapping is a way to measure and visualize place-based characteristics linked to critical life outcomes, such as educational attainment, earnings from employment, and economic mobility.[2] Opportunity Maps are generated from composite scores of three different domains comprised of data relating to a set of indicators shown in Table 4-1.

Table 4-1 Domains and List of Indicators for Opportunity Maps

Domain	Indicator
Economic	Poverty, Adult Education, employment, Job proximity, median home value
Environmental	CalEnviroScreen 4.0 pollution indicators and values
Education	Math proficiency, reading proficiency, high school graduation rates, student poverty rates

Source: California Fair Housing Task Force, Methodology for the 2020 TCAC/HCD Opportunity Maps, December 2020

ALLTRANSIT

AllTransit is an online database that identifies transit opportunity for communities. The website explores metrics that reveal the social and economic impact of transit, specifically looking at connectivity, access to jobs, and frequency of service. The AllTransit performance score explores metrics that reveal the social and economic impact of transit, such as connectivity, access to jobs, and frequency of service.

WALK SCORE

Walk Score provides walkability services and apartment search tools to addresses across the United States, with the mission "to promote walkable neighborhoods." Walk Score measures walkability by assigning a numerical score based on distance to amenities within a 30-minute walk and evaluates pedestrian friendliness by analyzing population density and road metrics, including block length and intersection density.

COMMUNITY ENGAGEMENT AND OUTREACH

As part of the Housing Element Update, the City implemented a community engagement program, soliciting input from the general public, housing stakeholders, and City decision makers. Results and feedback obtained during the community engagement program have been incorporated into the Housing Element, including this section on affirmatively furthering fair housing practices. Please see Chapter 1 for more details on the City's outreach efforts.

Fair Housing Resources

Enforcement and Outreach Capacity

Fair housing enforcement and outreach capacity is the ability of a local jurisdiction and fair housing agencies to provide fair housing and tenants' rights information to community members. Enforcement and outreach capacity also includes the ability to address compliance with fair housing laws, such as investigating complaints, resolving issues, and conducting fair housing testing.

Pursuant to the California Fair Employment and Housing Act [Government Code Section 12921 (a)], the opportunity to seek, obtain, and hold housing cannot be determined by an individual's "race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, veteran or military status, genetic information, or any other basis prohibited by Section 51 of the Civil Code."

REGIONAL RESOURCES

Multiple organizations in Napa County conduct fair housing assistance outreach, as listed in Table 4-2. These organizations collaborate with local governments, including American Canyon, to address housing and community needs and provide the following services:

- Fair housing testing and complaints
- Fair housing counseling and education
- Tenant/landlord counseling and mediation
- Homeless prevention program
- Rental assistance program
- Rent/deposit grant program
- Homeseeking services
- Shared housing counseling placement
- Homebuyers' education learning program

Table 4-2 Fair Housing Organizations Active in Napa County

Organization	URL	Phone Number
Abode Services	https://www.abodeservices.orgf/napa-county	(510) 657-7409
Bay Area Legal Aid (BALA)	https://baylegal.org	(800) 551-5554
CA Department of Fair Employment and Housing	https://www.dfeh.ca.gov	(800) 884-1684
EAH Housing	https://www.eahhousing.org	
Fair Housing Advocates of Northern California (FHANC)	https://www.fairhousingnorcal.org	(415) 457-5025
Fair Housing Napa Valley (FHNV)	https://napafairhousing.org	(707) 224-9720
Napa Continuum of Care	https://homelessnapa.com	

Organization	URL	Phone Number
Napa County Housing and Homeless Services Division	https://www.countyofnapa.org/272/Homeless-Services	(707) 271-7818
Napa Valley Community Housing	https://nvch.org	(707) 253-6140
North Bay Housing Coalition	https://www.northbayhousingcoalition.org	(707) 289-7000

Source: City of Napa AI, 2020; Napa Sonoma Collaborative Fair Housing Enforcement, Outreach Capacity and Resources, 2022

LOCAL RESOURCES

As discussed above, the City of American Canyon works with all the regional non-profit Fair Housing organizations. The City specifically maintains a contract with Fair Housing Napa Valley (FHNV), the Housing Authority of the City of Napa (HACN), and Adobe Services. FHNV is a regional non-profit fair housing agency, to assist residents with fair housing counseling services, connections to rental assistance and homelessness prevention programs, and to conduct fair housing testing. FHNV assists residents and landlords throughout the city, providing mediation, investigation, and referral services.

The HACN administers the Housing Choice Voucher (HCV) program to provide rental assistance to residents of American Canyon. Funded by HUD, the HCV program provides rental assistance aimed at helping low-income families, persons with disabilities, and the elderly secure affordable housing. American Canyon's City website maintains a list of housing resources with links to the FHNV website and City of Napa Housing Authority website.

Abode Services provides housing and other services for low-income people and people experiencing homelessness in six Bay Area counties. In Napa County, Abode operates an emergency shelter, provides outreach, housing support, and rental assistance. They also create and manage affordable housing.

Ability to Address Complaints

The Department of Justice's Civil Rights Division initiated fair housing testing in 1991. This is a technique used to uncover evidence of discrimination in rental housing. Fair housing testing involves one or more individuals who pose as prospective renters for the purpose of determining whether a landlord is complying with local, state, and federal fair housing laws. Enforcement actions may be taken when investigations yield evidence of a pattern or practice of illegal housing discrimination. Testing may be initiated following the filing of a specific housing discrimination complaint or, as is the case when testing for disability discrimination, as part of an overall effort to determine whether the design or architectural features of a specific rental facility comply with state and federal accessibility requirements. Fair housing testing is used to identify unlawful housing discrimination practices based on the real or perceived race, ethnicity, color, religion, gender identity or expression, national origin, disability,

familial status, marital status, age, ancestry, sexual orientation, and source of income of prospective renters.

The Department of Fair Employment and Housing (DFEH) maintains a record of housing discrimination complaints filed in local jurisdictions. From 2017 to 2021, 17 fair housing complaints in Napa County were filed with DFEH.[3] According to the HCD AFFH Data Viewer, eight fair housing inquiries for the City of American Canyon were received between 2013 and 2021. Fair housing inquiries are comments or questions related to fair housing received by HUD's Office of Fair Housing and Equal Opportunity (FHEO), not formal discrimination complaints. The number of inquiries is low for the region, as seen when compared to the cities of Napa (received 33) and Vallejo (received 64).

Fair Housing Napa Valley (FHNV) conducts fair housing testing of rental properties, assists residents in filing fair housing complaints, provides education and technical assistance to housing providers, and provides conciliation services for tenants and landlords. Between 2017 and 2022, FHNV received 175 complaints for housing discrimination in American Canyon. Table 4-3 below shows the basis for those complaints.

Table 4-3 Fair Housing Complaints, 2017 to 2022 (American Canyon)

Complaint Basis	Number of Complaints
Landlord/Tenant	217
Disability	42
National Origin	23
Race	14
Source of Income	12
Familial Status	11
Sexual Orientation/Gender Identity	2
Sex	2
Other Protected Classes Under State Law	9

Source: Fair Housing Napa Valley, 2022

Enforcement and Compliance with Existing Fair Housing Laws

The City is subject to state and federal laws related to fair housing. Federal fair housing laws, including the Federal Fair Housing Act of 1968 (FHA) and the Fair Housing Amendments Act of 1988 (FHAA), protect residents from discrimination on the basis of race, color, religion, national origin, sex/gender, handicap/disability, and familial status. The City complies with the California Fair Employment and Housing Act (FEHA), prohibiting discrimination based on marital status, ancestry, source of income, sexual orientation, and arbitrary

[3] State of California, Department of Fair Employment and Housing, 2022. https://www.dfeh.ca.gov/legalrecords/#reportsBody

discrimination in addition to the groups protected under federal fair housing legislation.

The City has had no findings, lawsuits, or judgements related to fair housing enforcement actions.

Segregation and Integration Patterns and Trends

To inform priorities, policies, and actions, the Housing Element must include an analysis of integration and segregation, including patterns and trends. Integration generally means a condition in which there is not a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a particular type of disability in a specific geographic area. Segregation generally means the opposite condition, in which there is a high concentration of any of the characteristics described above in a specific geographic area. In its AFFH guidance document published in April 2021, HCD describes the importance of segregation and integration analysis in relation to fair housing:

> *Residential segregation and exclusion, whether by race, ethnicity, disability, or income, is a result of numerous housing policies, practices, and procedures—both public and private—that have had enduring and pervasive negative impacts. Overt and covert housing discrimination through land use policy, shifting housing markets, and patterns of investment and disinvestment, have restricted meaningful fair housing choice and equitable access to opportunity, particularly for communities of color. Historic patterns of segregation persist in California despite the long-standing federal mandate, established by the Fair Housing Act of 1968 (FHA), that federal agencies and federal grantees affirmatively further the purposes of the FHA. Past and present discriminatory policies and practices, including long-term disinvestment, have resulted in neighborhoods with concentrated poverty and poor housing stock, limited access to opportunity, unsafe environmental conditions, underfunded schools, dilapidated infrastructure, and other disproportionately experienced problems. In addition, governmental policies have subsidized the development of segregated, high-resourced suburbs in metropolitan areas by constructing new highway systems—often through lower income communities of color—to ensure access to job opportunities in urban centers. This physical and policy infrastructure supports patterns of discrimination and high levels of segregation that continue to persist in California and across the country. All*

of these conditions persist despite the over 50-year-old obligation to prohibit discrimination and affirmatively further fair housing.[4]

To adequately assess the patterns of integration and segregation, this section identifies trends at the regional scale (Napa County) and at the local scale (American Canyon). To identify socio-economic and demographic spatial trends across these jurisdictions, this analysis utilizes HCD's AFFH Data Viewer, which provides an expansive collection of data from sources including the 2015-2019 ACS, HCD, HUD, UDP, the Center for Disease Control and Prevention (CDC), and other regional and federal agencies.

Race and Ethnicity

The ethnic and racial composition of a region relates to fair housing concerns such as household size, locational preferences, and economic opportunity. Historic exclusionary governmental policies, biased mortgage lending practices, and other tactics have caused racial and ethnic segregation and spatial inequities. If there are concentrations of minorities living in one location, it may be an indicator that some minority groups do not have as many housing choices as nonminority residents.

REGIONAL TRENDS

Regionally, the urbanized areas of Napa County are more diverse, with 40 percent and higher of the population consisting of non-white residents, as demonstrated in the geographic depiction of 2014-2018 ACS data shown in Figure 4-1 below. Comparatively, populations in the less urbanized and less densely populated areas of Napa County, generally consist of 60 percent or greater of white residents.

HUD utilizes the racial/ethnic dissimilarity index as a measure of segregation. The racial/ethnic dissimilarity index represents the extent of which any two racial/ethnic groups differ across a defined geographical area. The index ranges from 0 to 100, where 0 represents perfect integration between the two racial/ethnic groups and 100 representing perfect segregation. An index value below 40 is generally considered low segregation, a value between 40 and 54 is considered a moderate level of segregation, and a value above 55 is a high level of segregation.[5] Racial/ethnic segregation in Napa County slightly increased between 2010 and 2019. According to data from HUD's AFFH mapping tool, Black and Asian/Pacific Islander residents are the most segregated compared to other racial and ethnic groups. In Napa County, there has been an increase in segregation across all measured racial/ethnic groups between 2010 and 2019. (Table 4-4)

[4] HCD 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf
[5] HUD, 2020. https://www.hud.gov/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0006-July-2020.pdf

Table 4-4 Racial/Ethnic Dissimilarity Trends (Napa County)

Racial/Ethnic Dissimilarity Index	1990	2000	2010	2019
Non-White/White	19.58	26.18	31.24	36.84
Black/White	56.22	52.61	58.76	67.86
Hispanic/White	2186	28.94	30.13	35.61
Asian or Pacific Islander/White	37.11	38.97	57.35	64.47

Source: Affirmatively Furthering Fair Housing Mapping Tool – Table 3, Version AFFHT0004, 2019

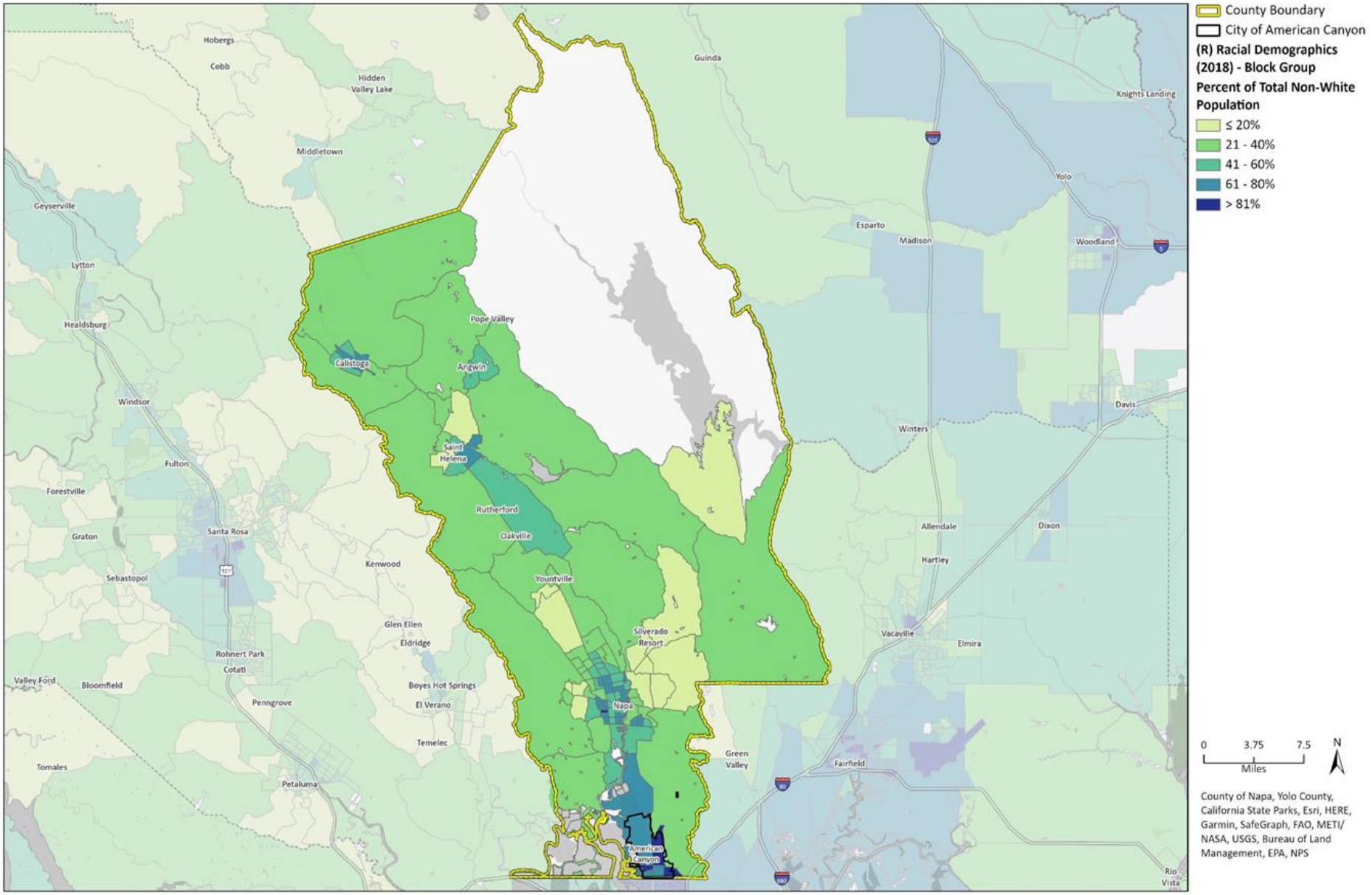
LOCAL TRENDS

According to ABAG, American Canyon is the fifth-most integrated jurisdiction in the Bay Area and more diverse than the rest of Napa County. American Canyon has the largest proportion of non-white residents compared to any other city in the county and compared to the rural unincorporated areas. According to 2015-2019 ACS estimates, white and Asian residents comprised the largest racial/ethnic group in American Canyon, followed by Hispanic/Latino residents. Figure C3 shows the predominance of white, Asian American, and Hispanic/Latino populations in each census tract in the city. The eastern areas of the city have a predominant Asian/Pacific Islander population and the southwestern area of the city has a predominantly Hispanic/Latino population. White residents comprised the predominant ethnic group in the northwestern portion of the city; however, overall, non-white residents constitute 61 to 80 percent of the population in the northwest portion of the city. The northwest census tract includes rural unincorporated areas of the county. While patterns of racial/ethnic predominance vary across American Canyon, there is no one ethnic group consisting of a majority in the City's population.

ABAG's Segregation Report analyzed neighborhood segregation in American Canyon using the racial isolation index, racial dissimilarity index, and Thiel's H-index. The isolation index showed Asian residents are the most segregated racial group in the city, followed by Hispanic/Latino residents. The dissimilarity index showed segregation is greatest between Asian/Pacific Islander and white residents, followed by Black/African American and white residents. Thiel's H-index for neighborhood level segregation indicated racial segregation between all racial groups within the city is less than in the average Bay Area jurisdiction.

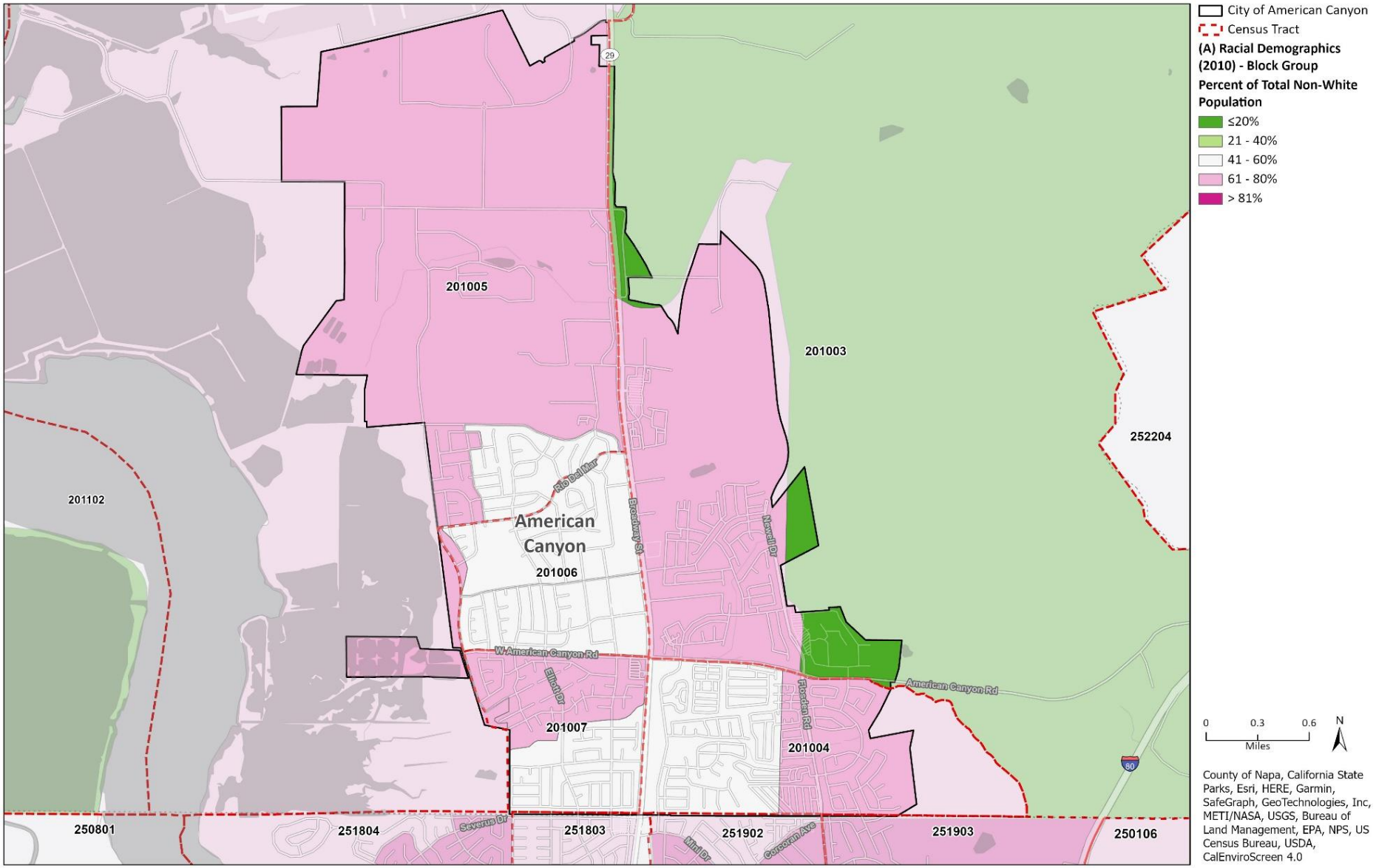
Figure 4-2 highlights the percentage of the non-white population by block group for American Canyon using 2014-2018 ACS data. A block group on the northeastern, west side, and the southeast portions of the city has over 80 percent non-white populations. The northwest, southwest, and central eastern portions of the city range between 61 – 80 percent non-white population.

Figure 4-1 Percent of Total Non-White Population (Napa County)



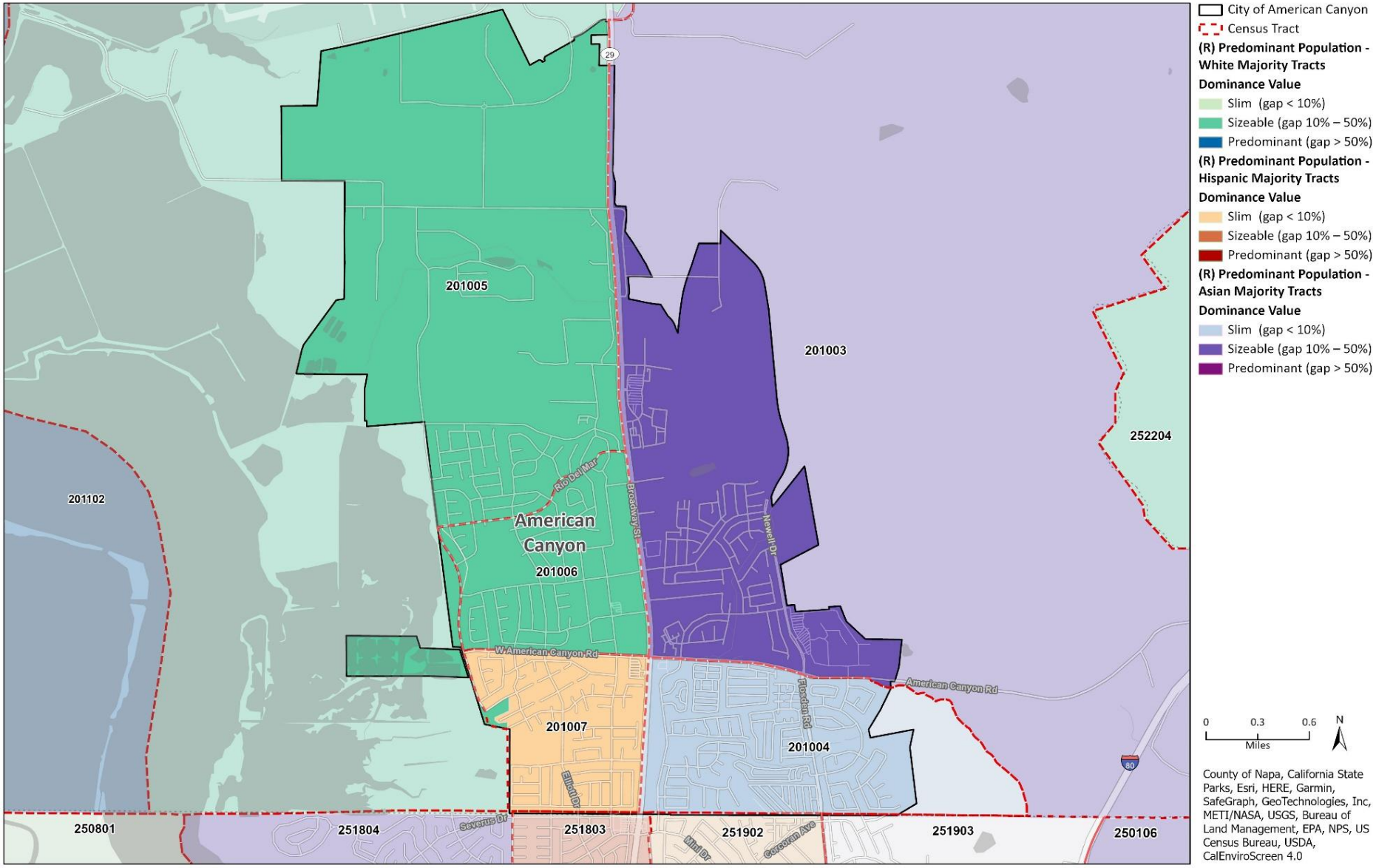
Source: AFFH Viewer, 2022.

Figure 4-2 Percent of Total Non-White Population (American Canyon)



Source: AFFH Viewer, 2022

Figure 4-3 Predominant Populations (American Canyon)



Source: AFFH Viewer, 2022

Persons with Disabilities

Persons with disabilities include those with a physical or mental impairment including hearing, vision, mobility, or cognitive function. For persons with disabilities, fair housing choice and access to opportunity include access to accessible housing and housing in the most integrated setting appropriate to an individual's needs as required under federal civil rights law, including equitably provided disability-related services that an individual needs to live in such housing. For example, persons with disabilities who are unable to use stairs or need a zero-step shower may not have actual housing choice if there are not sufficient housing units with these accessibility features.[6]

High spatial segregation of persons with disabilities may indicate fair housing issues related to physical needs and economic disparities. According to the *2020 Annual Report on People with Disabilities in America*, more than 25 percent of persons with disabilities (including physical, intellectual, and developmental; sensory; and other disability categories) live below the Census Bureau-designated poverty line, which is 14.5 percent higher than people without a disability.[7] Persons with disabilities may also be more reliant than persons without disabilities on fixed incomes or access to public transit.

REGIONAL TRENDS

According to 2015-2019 American Community Survey (ACS) estimates, 16,244 Napa County residents, approximately 12 percent of the total population, had one or more disabilities. Figure 4-5 shows the percentage of the population living with one or more disabilities throughout Napa County. The western areas of the county and the urban centers of cities had higher concentrations of persons living with one or more disabilities than other areas of the county. The southeastern area of the City of Napa has the highest concentration of persons living with one or more disabilities in the county. Additional discussion regarding persons with disabilities in Napa County is included in *Chapter 2, Housing Needs Assessment.*

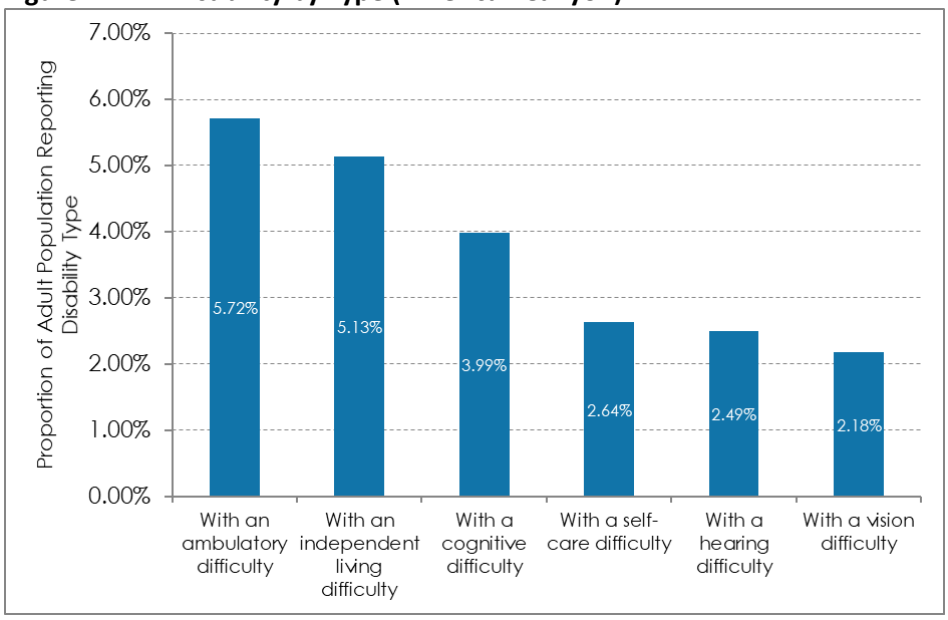
LOCAL TRENDS

As referenced in Chapter 2, *Housing Needs Assessment,* according to 2015-2019 ACS estimates, 2,291 residents, approximately 11 percent of American Canyon's population live with one or more disability. Figure 4-4 shows the types of disabilities of residents living with one or more disability in American Canyon. The most common disability reported in American Canyon is ambulatory difficulty, which is defined by the Census as when an individual has serious difficulty walking or climbing stairs.

[6] HCD, 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

[7] Annual Disability Statistics Compendium, 2020. https://disabilitycompendium.org/annualreport

Figure 4-4 Disability by Type (American Canyon)

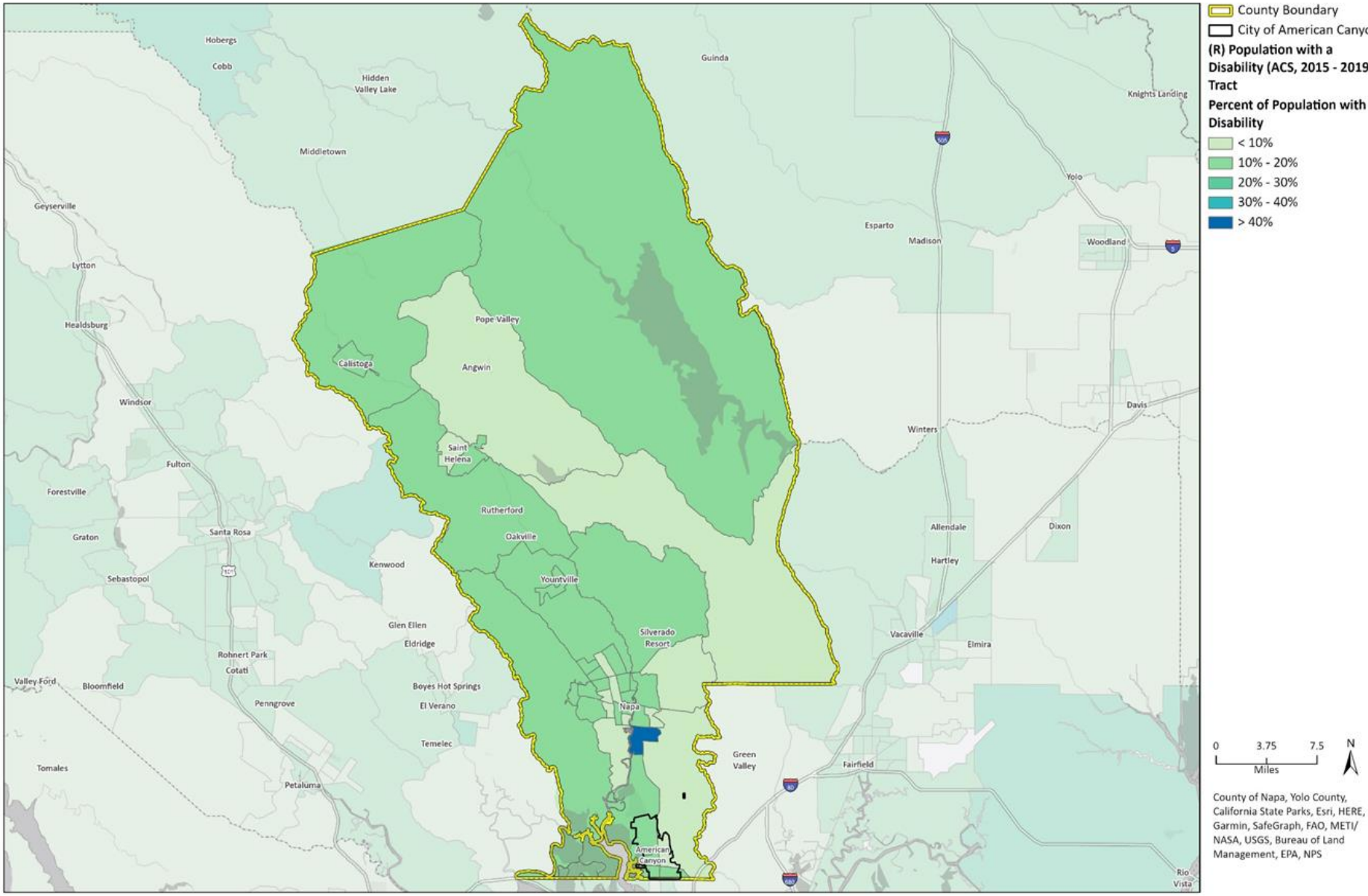


Notes: These disabilities are counted separately and are not mutually exclusive, as an individual may report more than one disability. These counts should not be summed.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B18102, Table B18103, Table B18104, Table B18105, Table B18106, Table B18107.

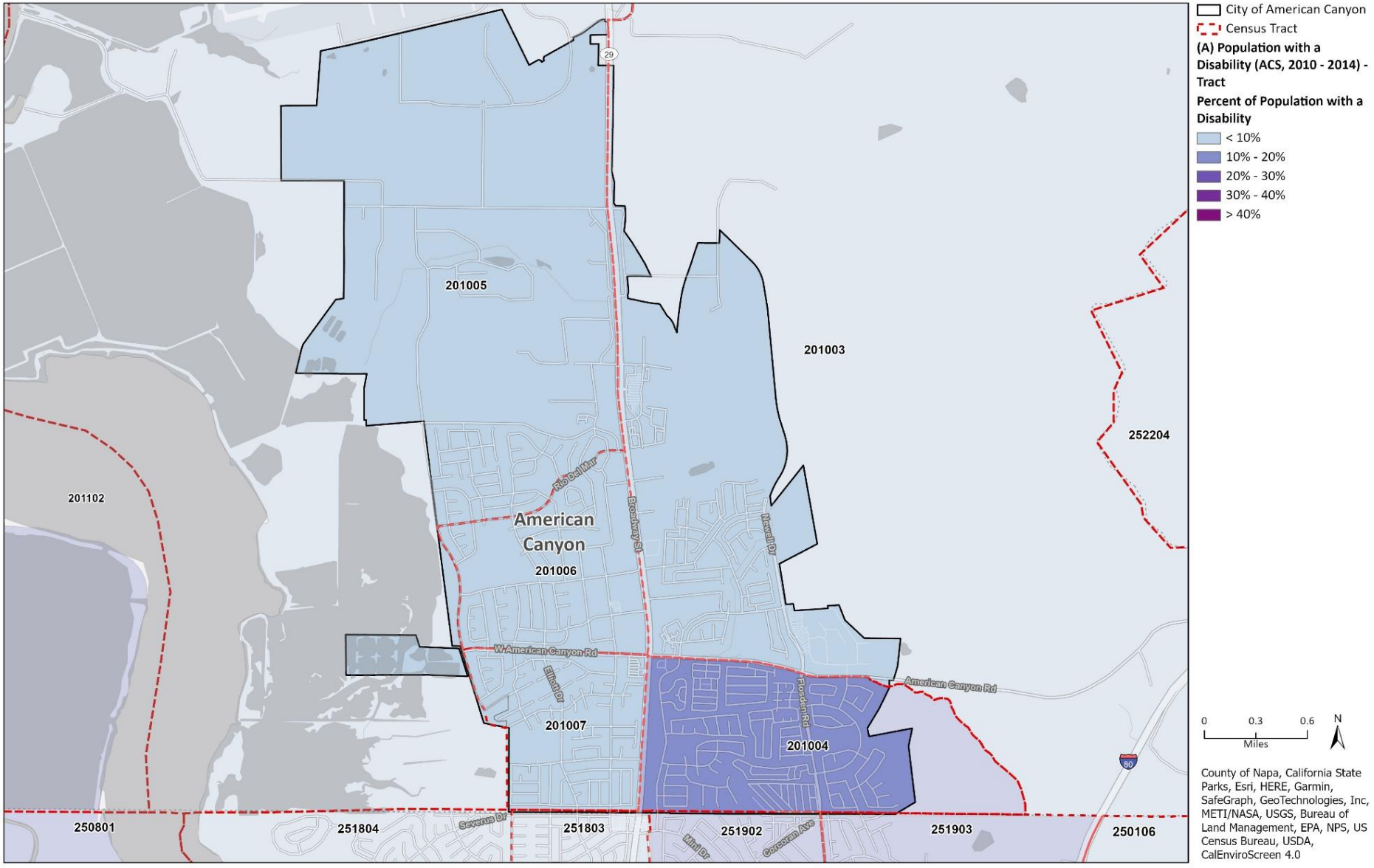
Figure 4-6 shows the percentage of the population living with one or more disabilities in the city by census tract, using 2015-2019 ACS data. Areas of the city east of Highway 29 and areas south of American Canyon Road had between 10 to 20 percent of residents reported living with one or more disability.

Figure 4-5 Percent of Population with a Disability (Napa County)



Source: AFFH Viewer, 2022

Figure 4-6 Percentage of Population with One or More Disabilities (American Canyon)



Source: AFFH Viewer, 2022

Familial Status

Familial status refers to the presence of children under the age of 18 and the martial status of the head of the household. Families with children may face housing discrimination by landlords who fear that children will cause property damage. Differential treatment, such as limiting the number of children in a complex or confining families with children to a specific location, are also fair housing concerns. Single-parent households are protected by fair housing law. A 2016 HUD study analyzed the effects of housing discrimination based on familial status. The study found that landlords presented households with children fewer housing options, and the units shown were generally larger, and as a result, slightly more expensive to rent.[8] Additionally, female-headed households with children require special consideration and assistance because of generally greater needs for affordable housing and accessible day care, health care, and other supportive services.

REGIONAL TRENDS

As of 2019, Napa County has a total of 48,705 households, 68 percent of which are family households. According to 2015-2019 ACS estimates, households with children present comprise 31.6 percent (15,394) of the total households in Napa County. Table 4-5 shows tenure by household type and presence of children. Married couple families with children comprise the largest share of owner- and renter-occupied households with children. According to 2015-2019 ACS estimates, single-parent, female-headed households comprised approximately 10 percent of renter-occupied households (1,746 households), but only 2.2 percent (700 households) of owner-occupied households. Approximately 28.6 percent of single-parent, female-headed households rent and 76.4 percent own their home.

[8] HUD. 2016. https://www.huduser.gov/portal/sites/default/files/pdf/HDSFamiliesFinalReport.pdf.

Table 4-5 Tenure by Household Type and Presence of Children (Napa County)

Household Type	Owner-Occupied	Percent of Total Owner-Occupied	Renter-Occupied	Percent of Total Renter-Occupied
Married Couple Family, with Children Present	6,257	20.0%	4,036	23.2%
Single-Parent, Male Householder, no Spouse Present	383	1.2%	577	3.3%
Single Parent, Female Householder, No Spouse Present	700	2.2%	1,746	10.0%
Total Households with Children Present	7,340	23.5%	6,359	36.5%
Total Households	31,276	100%	17,429	100%

Source: U.S. Bureau of the Census, American Community Survey (ACS), Table B25115 Tenure by Household Type (Including Living Alone) and Age of Householder, 2015-2019 Estimates.

Figure 4-7 shows the percentage of children in female-headed, single-parent households in Napa County. According to 2015-2019 ACS estimates, the more urban areas of the county as well as the northeastern and southwestern areas had relatively higher proportions of children who reside in female-headed, single-parent households. In contrast, the more rural areas of the county and parts of the cities of St. Helena, Napa, and American Canyon had less than 20 percent of children residing in female-headed, single-parent households.

Figure 4-8 shows the percentage of children under the age of 18 who reside married couple households. The rural and northwestern portions of the county had the greatest proportion of children that reside in households with married couples. Urban areas, including portions of the City of Napa, Yountville, St. Helena, Calistoga, and American Canyon and unincorporated areas in the southern portion of the county had a relatively lower proportion of children residing in married-couple household.

LOCAL TRENDS

Approximately 84.2 percent of the total 5,296 households in American Canyon are family households. Households with children present comprised 41.4 percent of the total number of households in American Canyon, which is higher than the county. An overview of household tenure by type for households with children present is provided in Table 4-6. Similar to regional trends, married-couple families in American Canyon comprised the largest share of households with children present, and more married-couple families were more likely to own than rent. According to 2015-2019 ACS estimates, single-parent, female-headed households comprised 16.9 percent of renter-occupied households and

only 5.7 percent of owner-occupied households. However, single-parent households were slightly more likely to own rather than rent housing. Approximately 54 percent of single-parent, female-headed households own and 46 percent rent their home. The homeownership rate for single-parent, female-headed households is higher in American Canyon (53.7 percent) than the county (28.6 percent).

Table 4-6 Tenure by Household Type and Presence of Children (American Canyon)

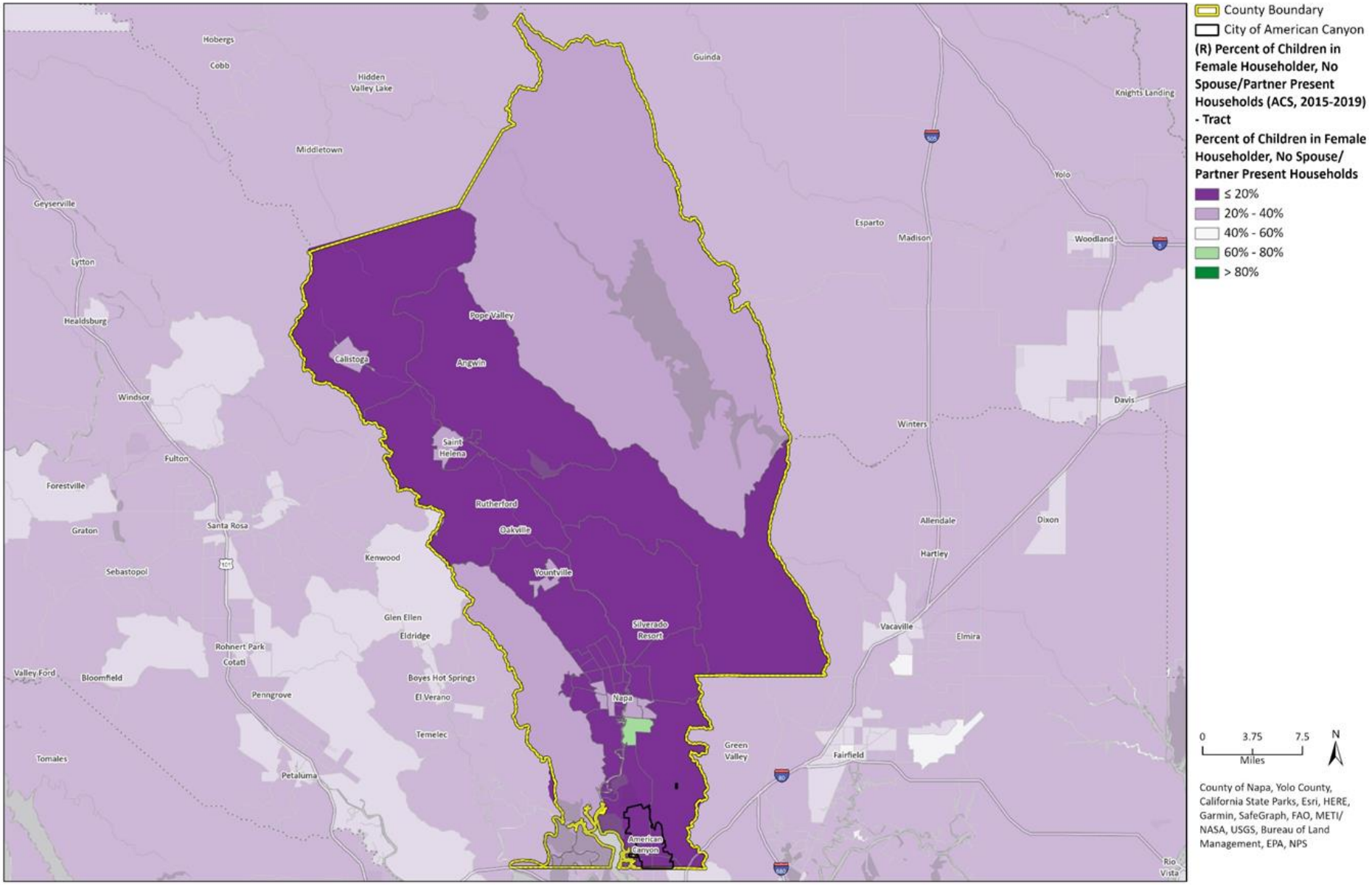
Household Type	Owner-Occupied	Percent of Total Owner-Occupied	Renter-Occupied	Percent of Total Renter-Occupied
Married couple family, with Children Present	1,329	34.8%	332	27.8%
Single-Parent, Male householder, no spouse present	58	1.4%	36	3.0%
Single-Parent, Female householder, no spouse present	234	5.7%	202	16.9%
Total Households with Children Present	1,621	39.5%	570	47.8%
Total Households	4,103	100%	1,193	100%

Source: U.S. Bureau of the Census, American Community Survey (ACS), Table B25115 Tenure By Household Type (Including Living Alone) and Age of Householder, 2015-2019 Estimates.

Figure 4-9 shows the percentage of children residing in single-parent, female-headed households in American Canyon. In all census tracts in the city, less than 20 percent of children reside in single-parent, female-headed households.

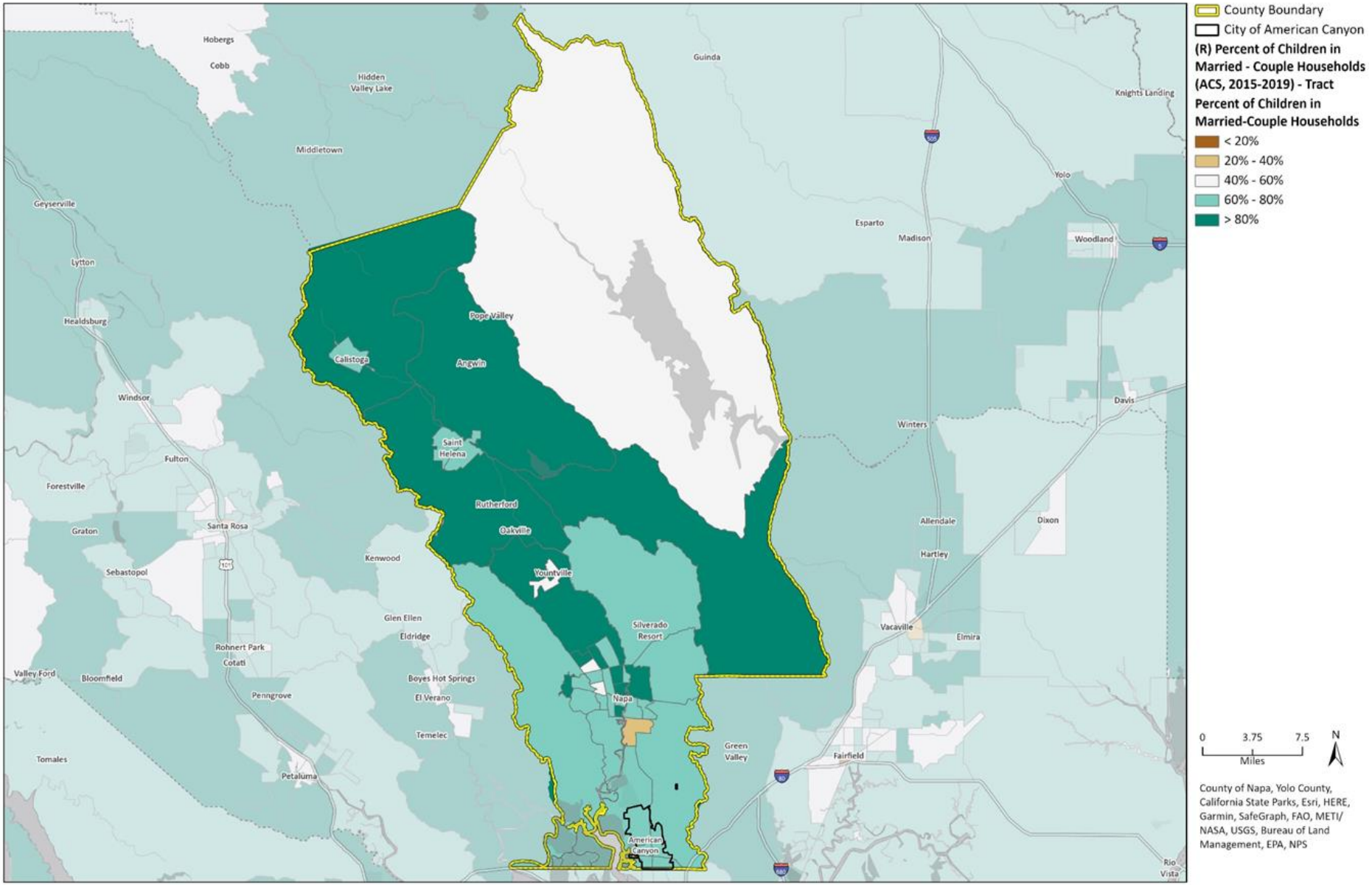
Figure 4-10 shows the percentage of children in married-couple households across American Canyon. All census tracts in the city had between 60 and 80 percent of children living in married-couple households, according to 2015-2019 ACS estimates.

Figure 4-7 Female-Headed Households with Children Present, No Spouse/Partner Present (Napa County)



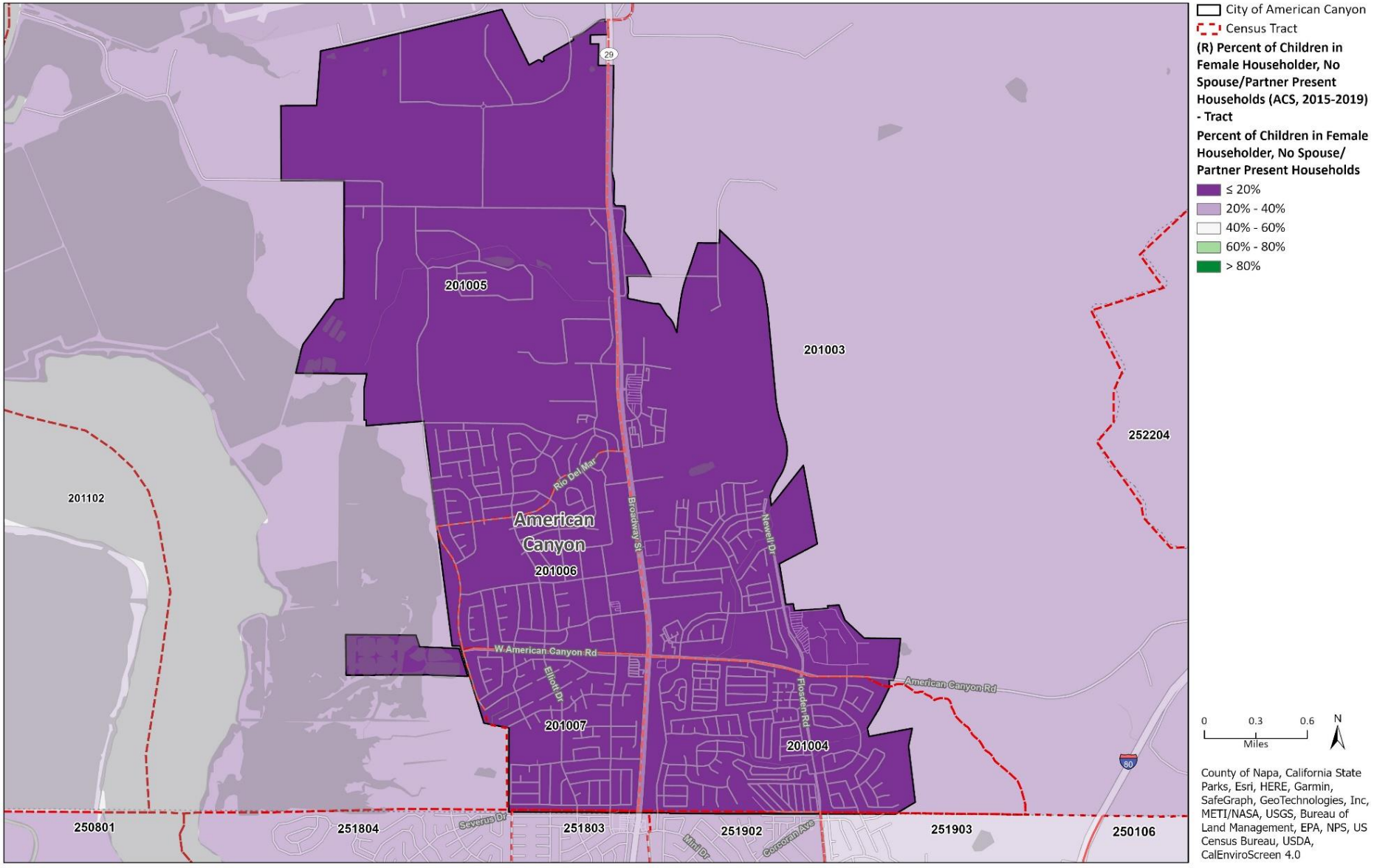
Source: AFFH Viewer, 2022

Figure 4-8 Children in Married-Couple Households (Napa County)



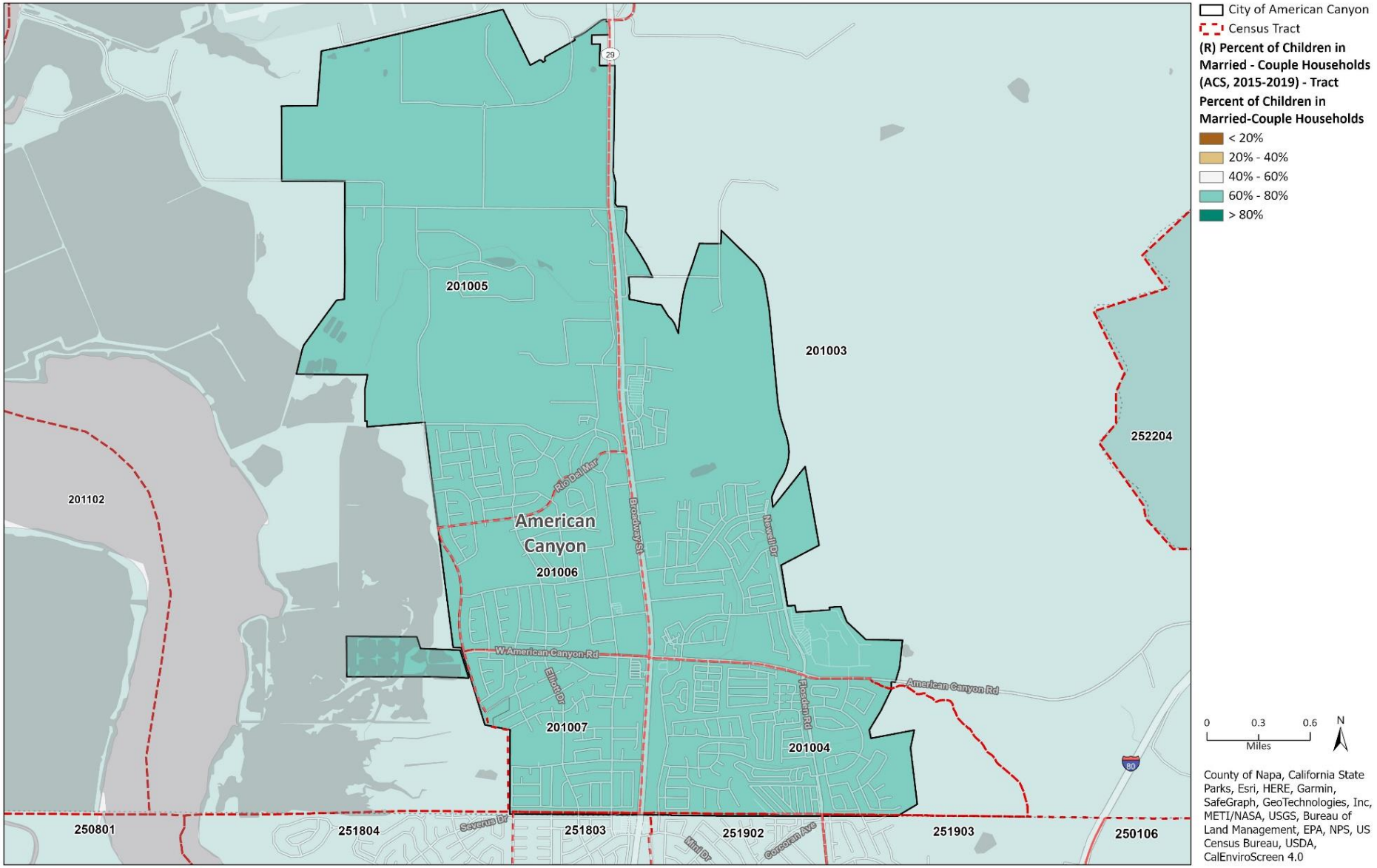
Source: AFFH Viewer, 2022

Figure 4-9 Female-Headed Households with Children Present, No Spouse/Partner Present (American Canyon)



Source: AFFH Viewer, 2022

Figure 4-10 Children in Married-Couple Households (American Canyon)



Source: AFFH Viewer, 2022

Household Income

Household income is directly connected to the ability to afford housing. Higher-income households are more likely to own their homes rather than rent. As household income decreases, households tend to pay a disproportionate amount of their income for housing and the number of persons occupying unsound and overcrowded housing increases. To achieve fair housing objectives, people in low-income households must have actual choice in housing opportunities—that is, they must be able to locate units that are affordable and well maintained in all parts of a city and region.

This section identifies household income disparities using data based on median household income and low or moderate income (LMI) geographies. HUD defines a LMI area as a census tract or block group where over 51 percent of the population earns less than 80 percent of AMI. Data for this analysis are from the HUD Low- and Moderate-Income Summary Data based on the 2011-2015 American Community Survey (most recent available data).[9]

REGIONAL TRENDS

According to 2015-2019 ACS estimates, Napa County had a median household income of $88,596. Figure 4-11 displays the median household income by census block group for Napa County using 2015-2019 ACS estimates. Generally, households in the urban areas of the county had a lower income than rural areas. Communities with the lowest median household incomes are include areas in and around the cities of Napa, St. Helena, and Calistoga, and the Town of Yountville.

LMI populations by census tract for Napa County are displayed in Figure 4-12. Census tracts within the City of Napa and Town of Yountville contain highest LMI populations in Napa County. Most rural areas and portions of the cities of St. Helena, Napa, and American Canyon had the lowest percentage of low- and median-income households in the county.

LOCAL TRENDS

Geographically, median household income varies across census block groups throughout American Canyon. According to 2015-2019 ACS estimates, American Canyon had an estimated median household income of $101,792, which is 14.9 percent higher than the median income for Napa County. Figure 4-13 provides an overview of median household income by block group in the city. The areas with the lowest median household income are in the southern portion of the city: the area south of American Canyon Creek and east of Highway 29 ($78,542) and the area south of American Canyon Road and east of Highway 29 ($65,806). In contrast, neighborhoods located near the center of the city, including the area

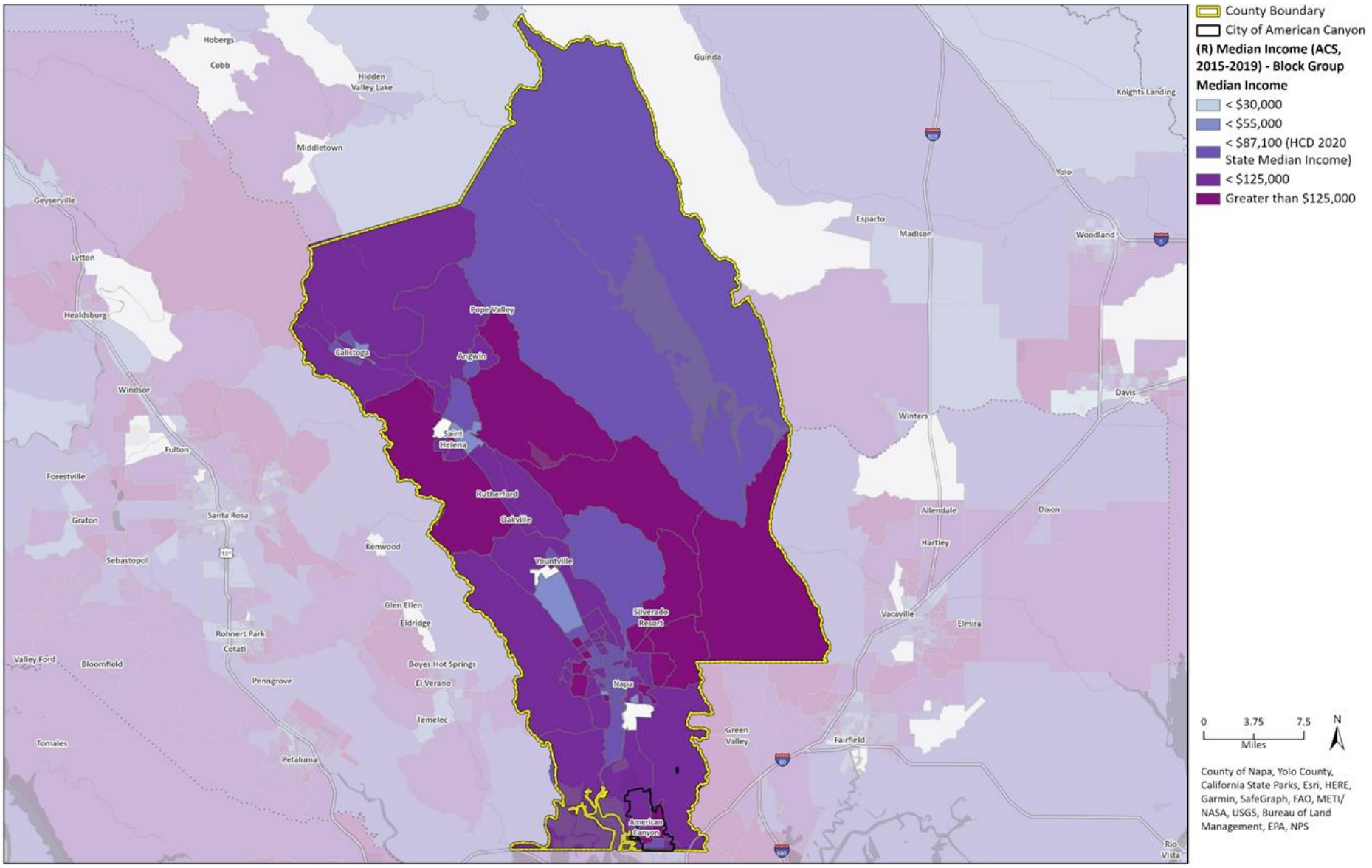
[9] HUD Exchange 2021: https://www.hudexchange.info/programs/acs-low-mod-summary-data/

surrounding West American Canyon Road ($125,329 and $137,350) and east of Highway 29 ($145,543) had higher median household incomes.

LMI populations in American Canyon are concentrated in the central areas of the city, as shown in Figure 4-14. The area west of Highway 29, south of Rio del Mar, and north of Donaldson Way had the highest percentage of LMI populations (approximately 61 percent of the population). The area south of American Canyon Road, east of Highway 29, and west of Flosden Road also had a higher percentage of LMI populations (48 percent). In contrast, the northwest and southeast areas of the city had a lower percentage of LMI populations, 14 percent and 22 percent, respectively.

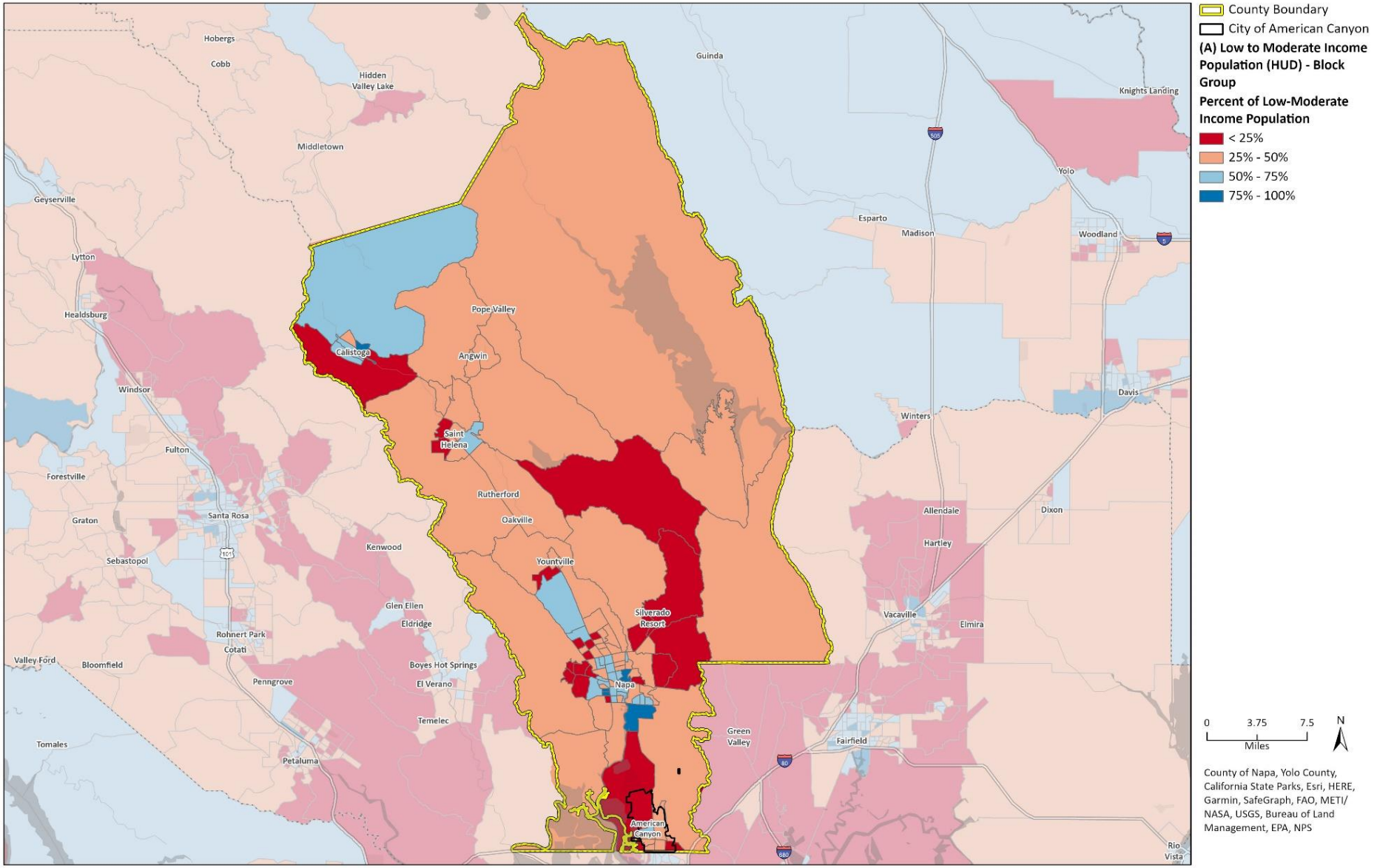
ABAG's Segregation Report analyzed neighborhood level income segregation between 2010 and 2015 in American Canyon using the income group isolation index, income group dissimilarity index, and Thiel's H-index. The isolation index showed above moderate-income residents are the most segregated income group in the city. Among all income groups, segregation of the very low-income population has changed the most between 2010 and 2015, becoming more segregated. The dissimilarity index showed there is less income segregation in American Canyon than the average Bay Area jurisdiction between lower income residents and non-lower income residents and between very low-income residents and above moderate-income residents. Overall, segregation between lower-income residents and residents who are not lower income increased between 2010 and 2015. Thiel's H-index for neighborhood level income segregation also showed income segregation in the city is less than the average Bay Area city. Compared to all Bay Area jurisdictions, American Canyon has a lower share of very low-income and low-income residents and a higher share of moderate-income and above moderate-income residents.

Figure 4-11 Median Household Income (Napa County)



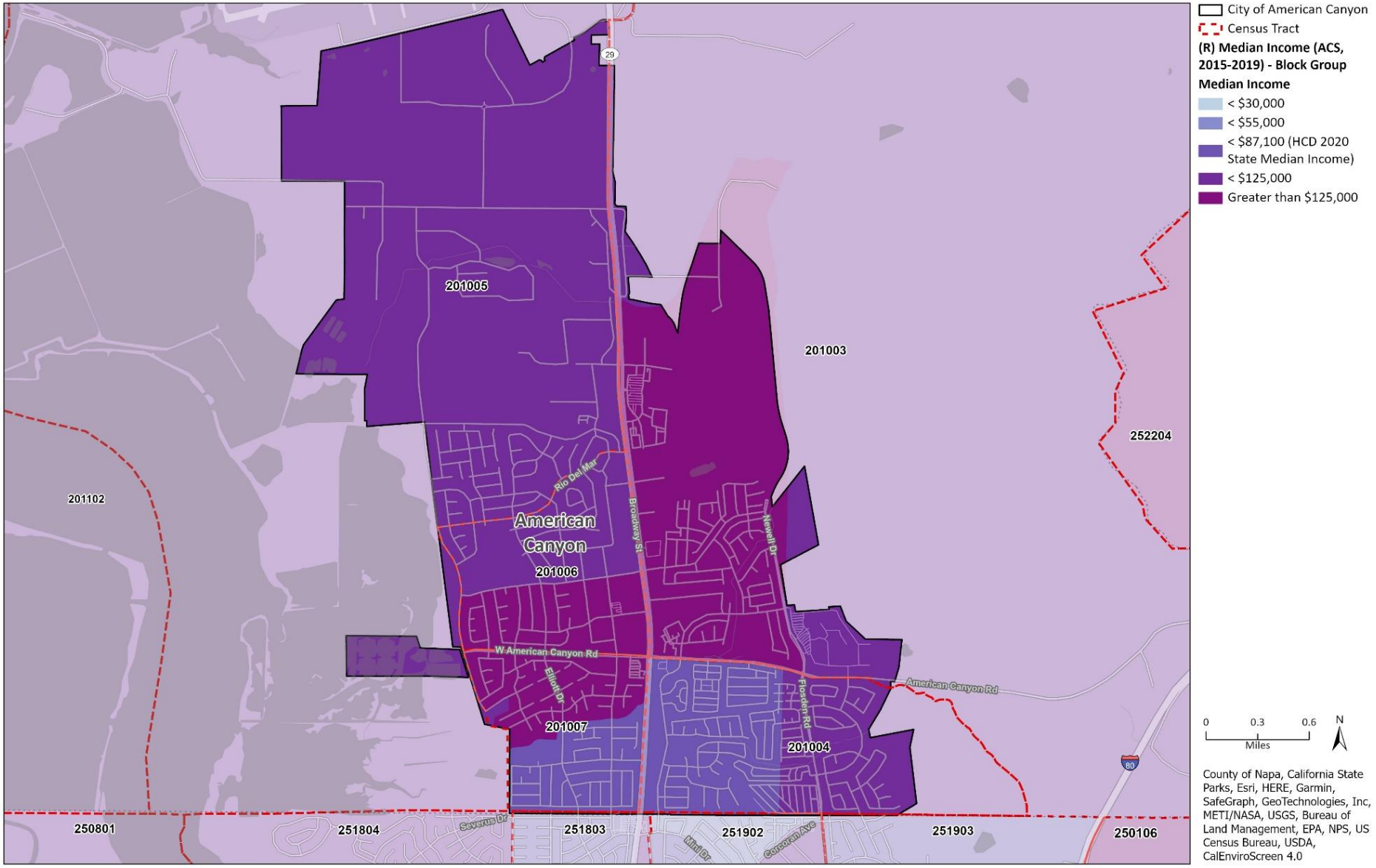
Source: AFFH Viewer, 2022

Figure 4-12 Low and Moderate Income Population (Napa County)



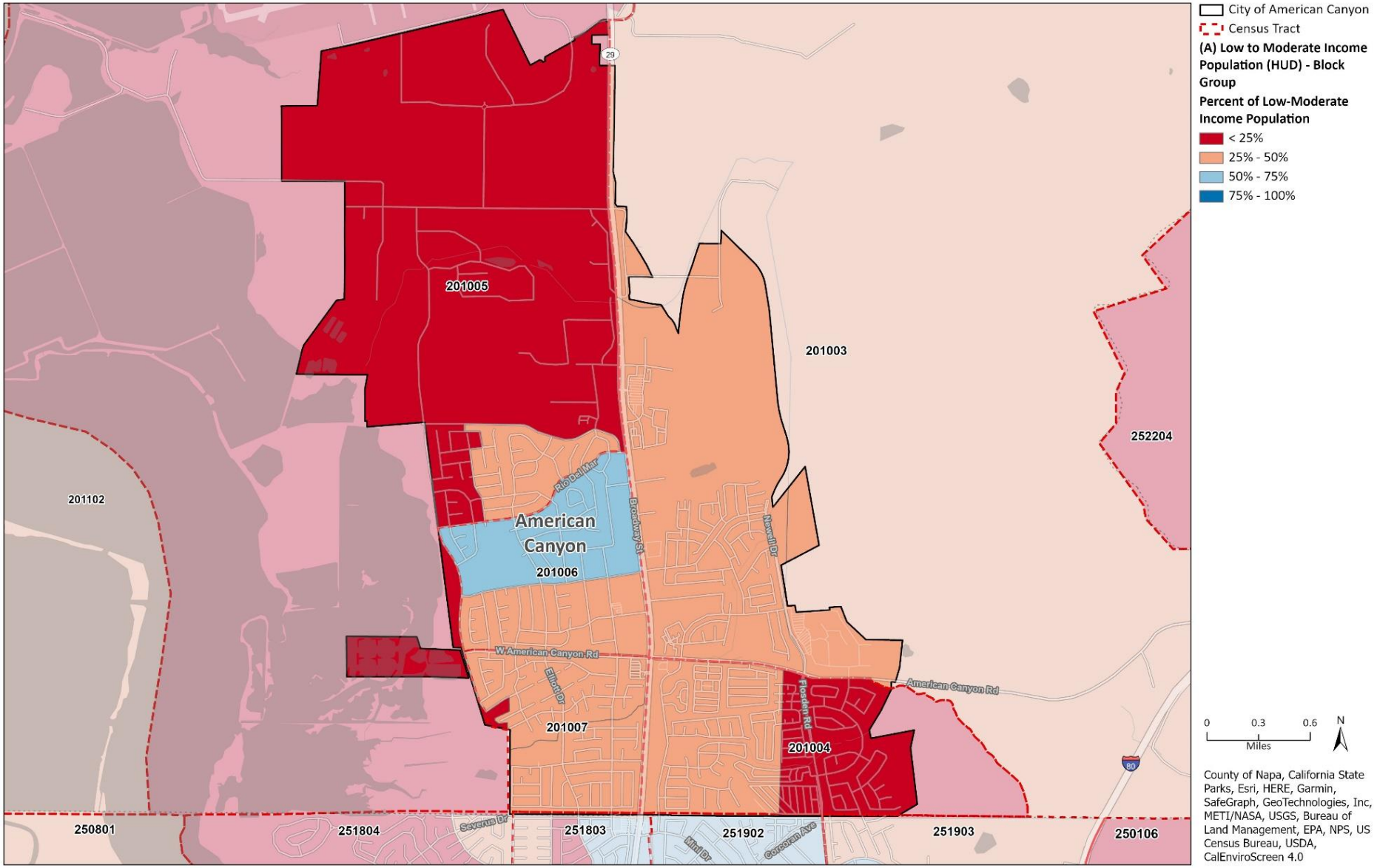
Source: AFFH Viewer, 2022

Figure 4-13 Median Household Income (American Canyon)



Source: AFFH Viewer, 2022

Figure 4-14 Low to Moderate Income Population (American Canyon)



Source: AFFH Viewer, 2022

Racially and Ethnically Concentrated Areas of Poverty

To identify racially and ethnically concentrated areas of poverty (known as R/ECAPs), HUD developed thresholds based on racial and ethnic concentration and income level. The threshold for racial and ethnic concentration is a non-white population of 50 percent or more in metropolitan or micropolitan areas. The income threshold is based on areas of "extreme poverty," where 40 percent or more of households earn incomes at or below the federal poverty line, or where the poverty rate is three times the average poverty rate in the metropolitan area, whichever is less. An area that meets both thresholds for racial or ethnic concentration and extreme poverty is considered a R/ECAP.

POVERTY AND SEGREGATION

Regional Trends

In Napa County, there are no identified R/ECAPs. However, a small area in the southern portion of the City of Napa is considered an area of extreme poverty with more than 40 percent of the population living below the poverty line. Figure 4-15 shows areas within Napa County where there are higher rates of poverty based on ACS data from 2015-2019. Several areas in and around the cities of Napa and American Canyon had between 10 and 20 percent of the population below the poverty level.

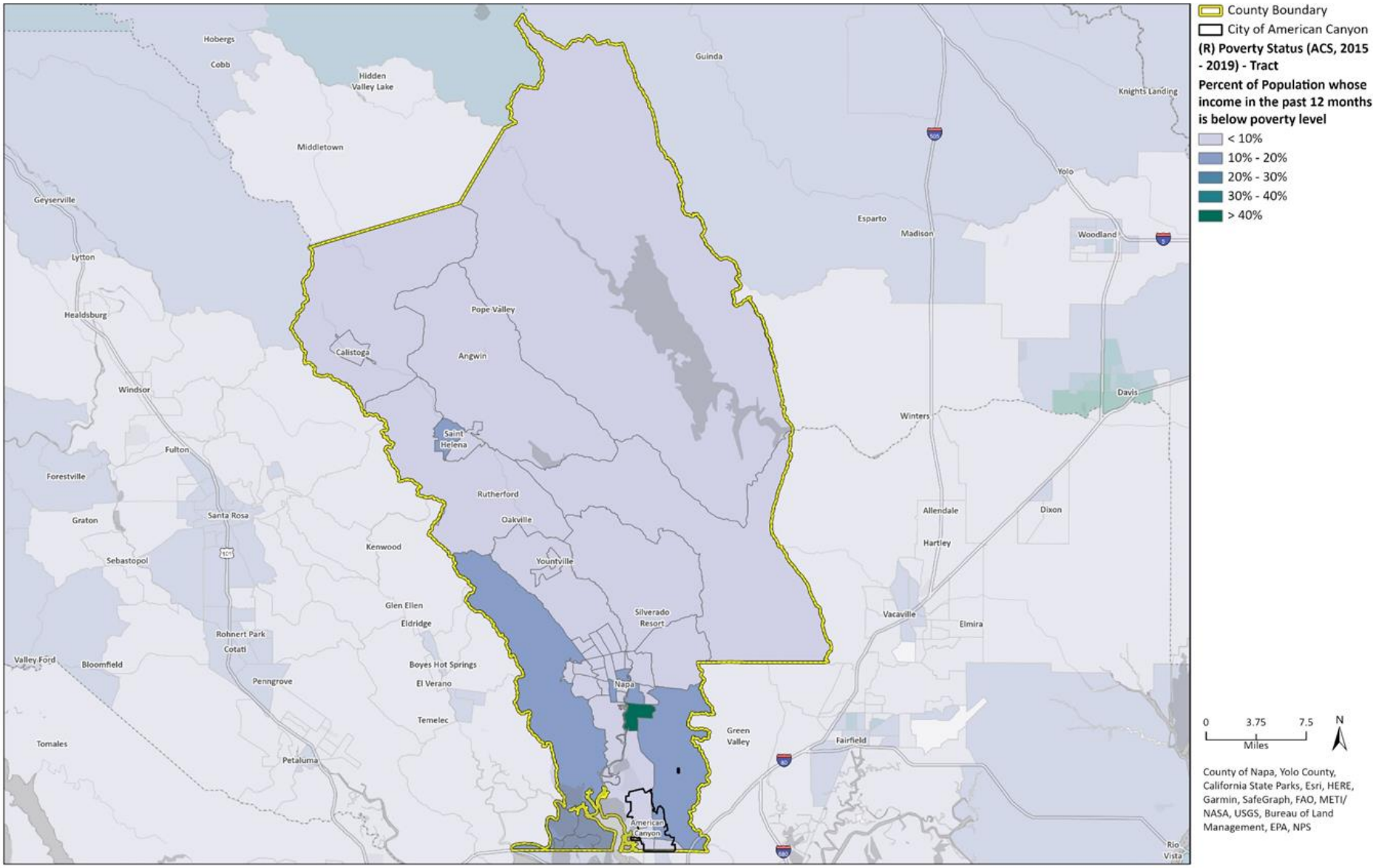
Local Trends

While R/ECAPs were not identified within American Canyon, there are areas where lower household income and predominance of non-white populations overlap. Figure 4-16 displays areas of American Canyon where between 10 and 20 percent of the population earned an income that was below the poverty line according to 2015-2019 ACS estimates. The census tract located in the northeast area of the city has a higher proportion of residents living below the poverty line (10.4 percent) and is predominantly Asian/Pacific Islander. However, this tract includes a large area outside the city limits within the unincorporated area of the county.

Poverty rates in American Canyon have shifted slightly over time. The 2010-2014 ACS estimates reported higher levels of poverty status in census tracts south of Rio del Mar Road and lower poverty levels east of Highway 29 compared to 2015-2019 ACS estimates.

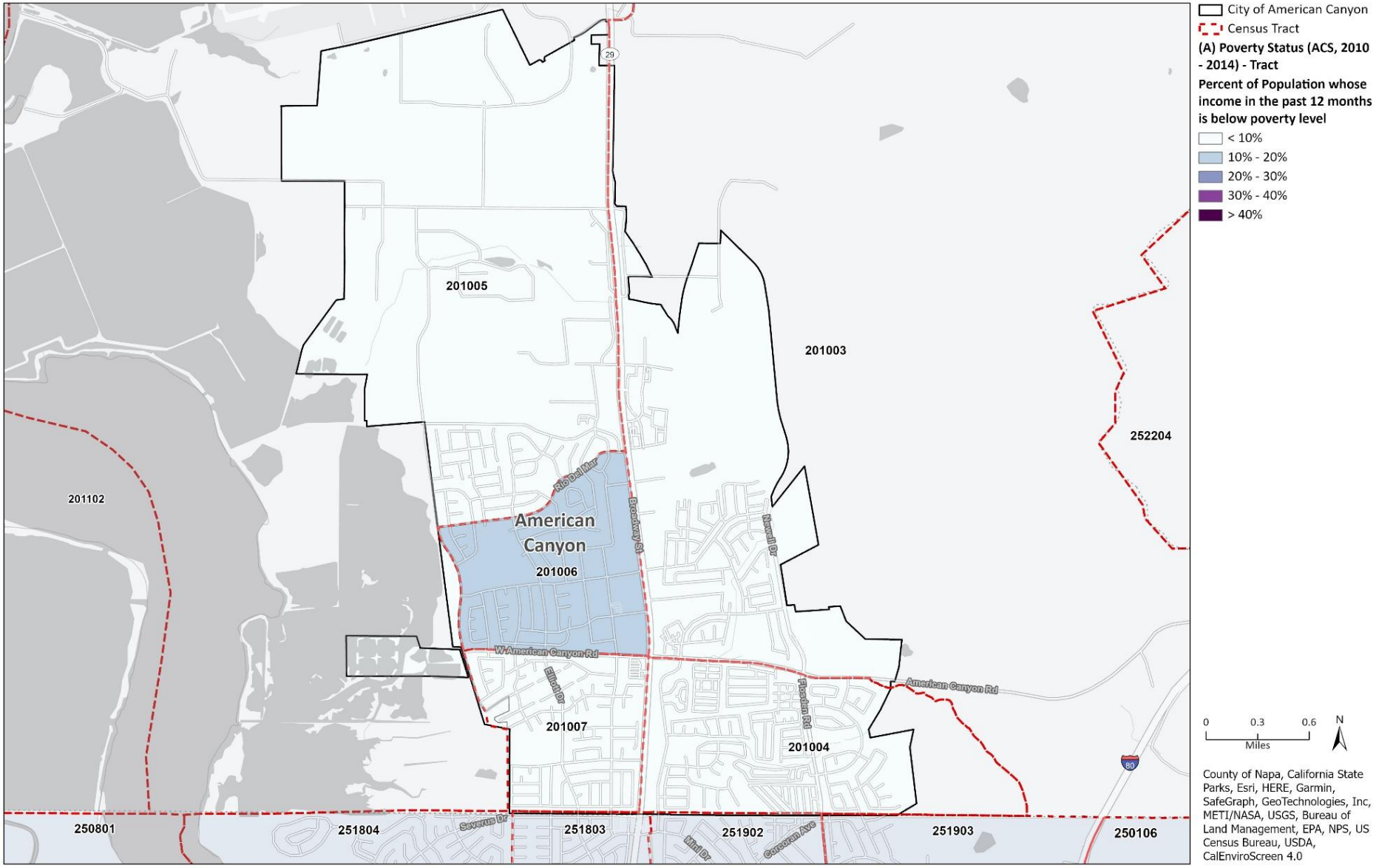
Racial and ethnic neighborhood segregation analysis is provided in Figure 4-17. As shown by Urban Displacement Project data, American Canyon is a very diverse community. The predominant racial/ethnic composition of most neighborhoods on the eastern half of American Canyon were a four-group neighborhood mix of Black/African American, Asian American, Hispanic/Latino, and non-Hispanic white. On the western half of American Canyon, most

Figure 4-15 Poverty Status (Napa County)



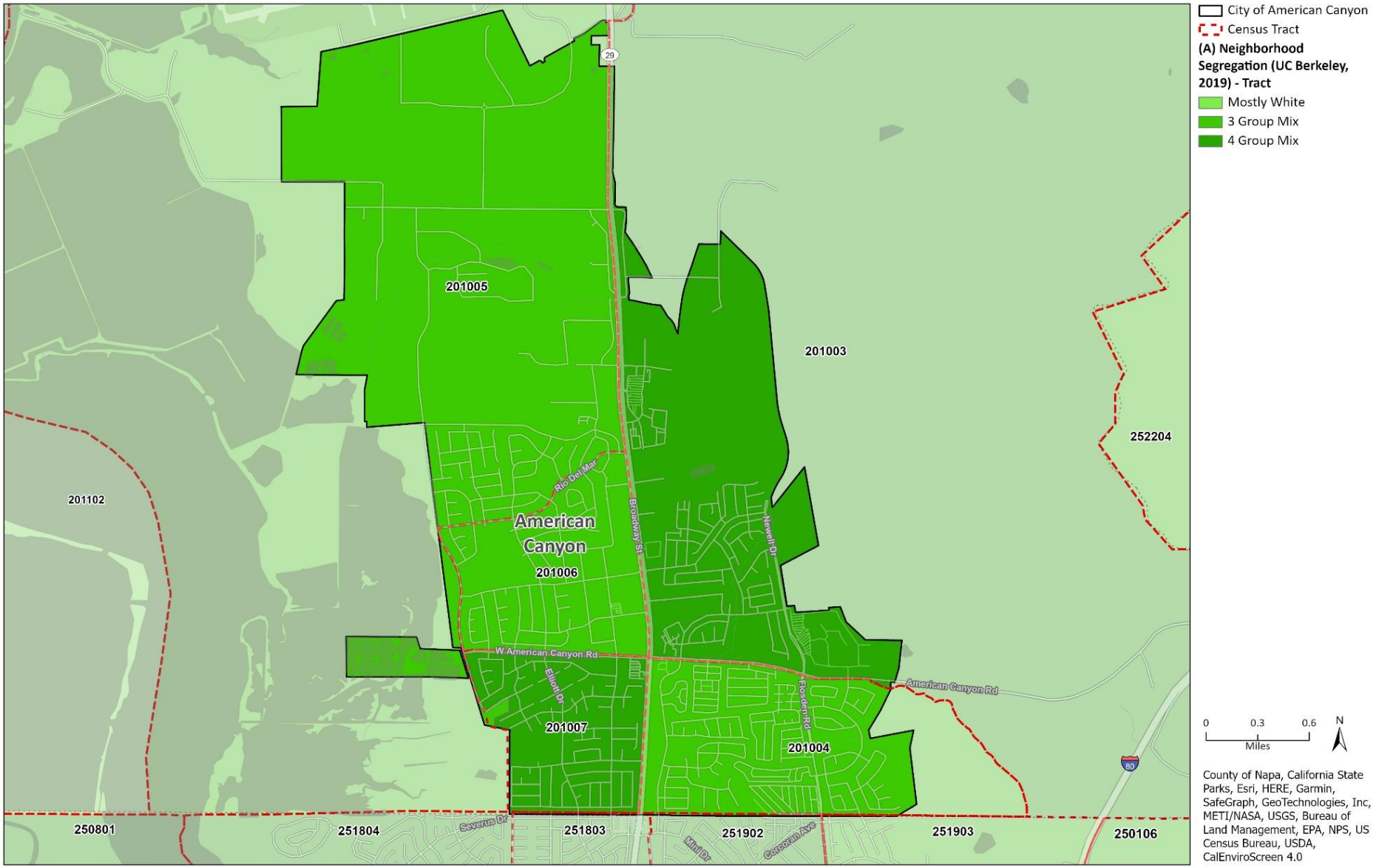
Source: AFFH Viewer, 2022

Figure 4-16 Poverty Status (American Canyon)



Source: AFFH Viewer, 2022

Figure 4-17 Neighborhood Segregation (American Canyon)



Source: Urban Displacement Project, SF Bay Area Gentrification and Displacement, 2022

neighborhoods were a three-group mix consisting of Asian American, Hispanic/Latino, and non-Hispanic white.

Language access can prevent households from accessing housing opportunities. A significant portion of American Canyon residents speak a language other than English at home, as discussed further in Local Area Knowledge, below. Of the population age five and over, 46.1 percent speak a language other than English (8,815 residents). Of those individuals, 42.6 percent (3,752 residents) speak English less than "very well."

Concentrated Areas of Affluence

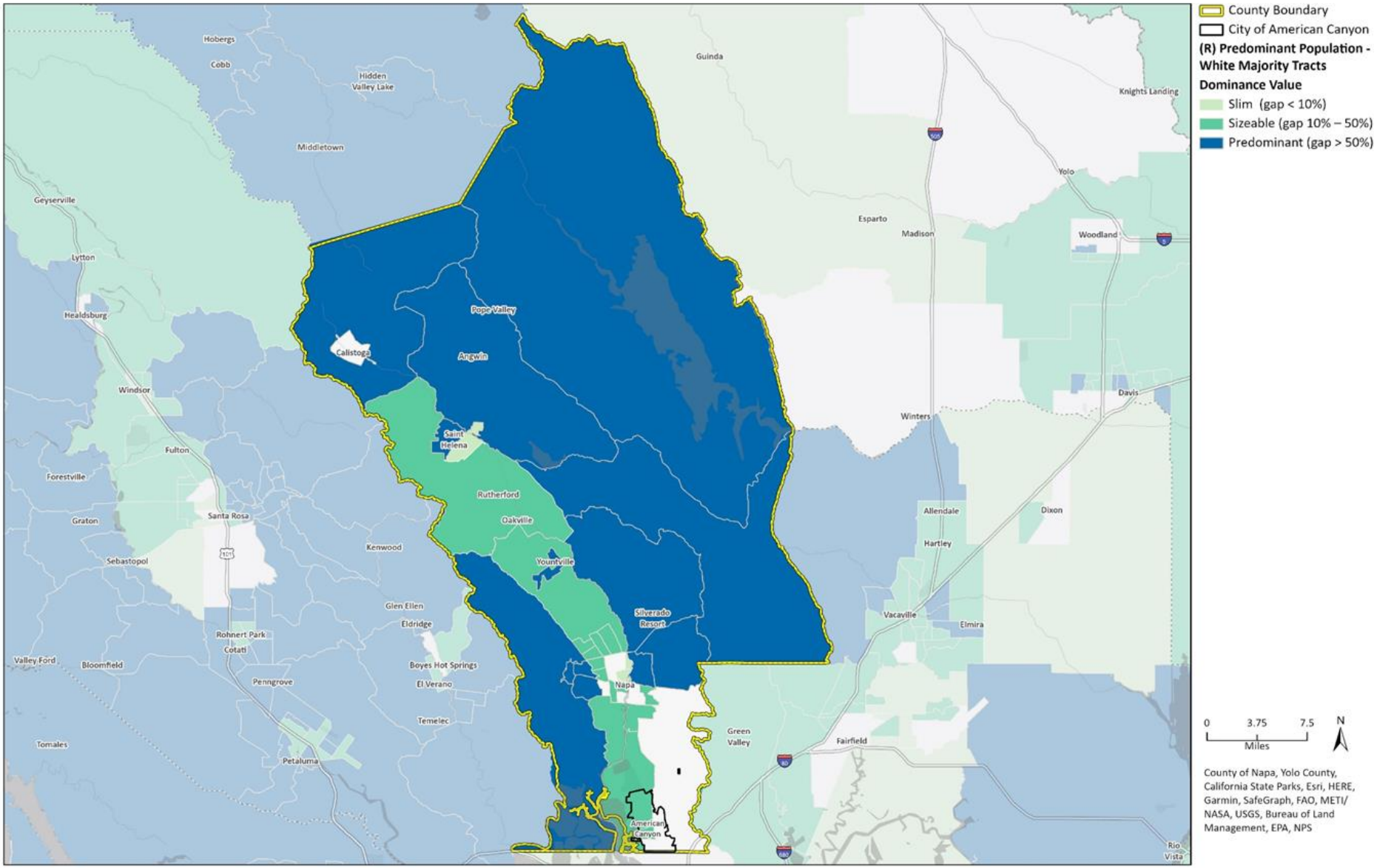
While R/ECAPs have long been the focus of fair housing policies, racially concentrated areas of affluence (RCAAs) must also be analyzed. RCAAs are defined as affluent, white communities.[10] According to a policy paper published by HUD, white residents are the most racially segregated group in the United States typically more affluent than majority non-white communities. RCAAs have not been studied extensively, nor has a standard definition been adopted by HCD or HUD. Therefore, this assessment uses the percent white population and median household income as thresholds to identify potential RCAAs. In addition to having a higher median income, areas of affluence experience less overcrowding, less housing cost burden on renters, and are generally less susceptible to displacement compared to LMI areas, as described in Section 4.4, *Household Income*.

REGIONAL TRENDS

Napa County is predominantly white, especially in the rural areas of the county. More urban areas and areas within the valley are less predominantly white, these are also the areas that are more densely populated. Figure 4-18 highlights the predominantly white census tracts in Napa County, which are concentrated in the northeastern and southwestern non-urbanized areas of the County and portions of the City of St. Helena and Town of Yountville. Generally, areas with higher median incomes such as the northern portion of St. Helena and the rural areas of the county had relatively larger concentrations of white residents compared to areas with lower median incomes such as the cities of Calistoga and Napa and the southern portion of the City of St. Helena.

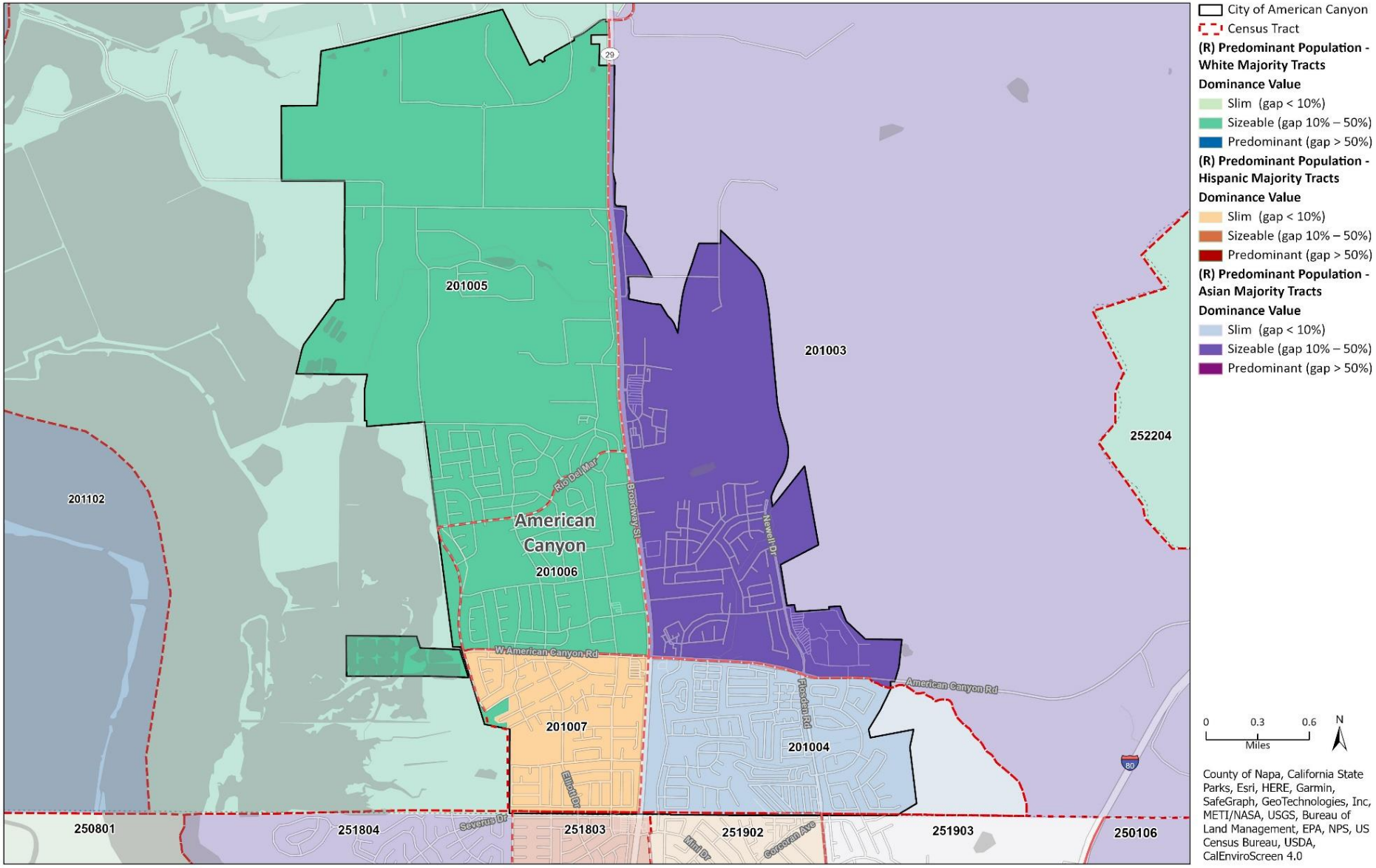
[10] Goatz, Damanio and Williams, 2019.
https://www.huduser.gov/portal/periodicals/cityscpe/vol21num1/ch4.pdf

Figure 4-18 Predominant White Population (Napa County)



Source: AFFH Viewer, 2022

Figure 4-19 Predominant Populations and Median Household Income (American Canyon)



Source: AFFH Viewer, 2022

LOCAL TRENDS

Unlike trends in Napa County, American Canyon does not have any areas that are comprised predominantly of white residents. As shown on Figure 4-14, the highest median income levels in the city were located in the northeast and middle west. As shown in Figure 4-2, the highest median income areas coincide with the highest proportion of non-white residents (greater than 80 percent).

Disparities in Access to Opportunities

According to HCD guidance, land use policies and urban planning impact the ability of residents to access neighborhoods of opportunity, with high-performing schools, greater availability of jobs that afford entry to the middle class, and convenient access to transit and services. The limits on housing choice and access experienced by people within protected classes, such as race, sexual orientation, or disability, have far-reaching impacts on access to job opportunity, quality education, and mental and physical health.[11] This section analyzes the following place-based characteristics linked to opportunity indicators: quality education, employment, transportation, and healthy environment. The primary objective is to understand the disparity between communities in terms of access to real and potential economic benefits and quality of life.

Transit Access and Walkability

Reliable public transit access and active transportation options such as walking and biking are imperative for low-income residents and/or persons with disabilities to connect to employment opportunities. Lack of transportation options can impede fair housing choice and continue to reinforce barriers for low-income communities in accessing housing and employment opportunities. Persons who depend on public transit may have limited choices regarding places to live.

REGIONAL TRENDS

As Napa County is largely rural, residents mainly depend on their personal vehicles for commuting and traveling. Public transit options in Napa County, primarily Vine Transit, include a fixed route bus service operated by the Napa Valley Transportation Authority. Vine Transit offers bus routes throughout the County from American Canyon to Calistoga as well as connections to the Vallejo Ferry Terminal, and El Cerrito Del Norte BART station, SolTrans stations in Vallejo and Fairfield, and the Suisun/Fairfield Train Station. Lake Transit Authority connects southern areas of Lake County to northern Napa County, with bus stops in Calistoga, St. Helena, and Deer Park.

[11] HCD. 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

Additionally, several low-cost, on-demand shuttle services are available to the public, providing fixed route and door-to-door transit within the city limits of their operating city, including American Canyon Transit, the Yountville Trolley, St. Helena Shuttle, and Calistoga Shuttle. Residents and visitors with physical and/or cognitive disabilities may be eligible to participate in VineGo Paratransit Service, a shared ride service providing curb-to-curb transportation. VineGo offers rides within and between cities throughout the county as well as to Kaiser Vallejo Medical Center.

The Commuter Bike Path (Vine Trail) runs parallel to the Napa Valley Railroad and provides an off-street route walking/biking path for recreation and commuting. Ultimately the Vine Trail will cover 47 miles from Vallejo to Calistoga. Currently 12.5 miles of the path has been completed from Kennedy Park in the City of Napa to Yountville.

AllTransit is an online database that provides details on transit opportunity throughout the United States specifically looking at connectivity, access to jobs, and frequency of service. Napa County received an average AllTransit performance score of 3.3 which equates to a low combination of trips per week and number of jobs accessible by transit.[12] Approximately 1.5 percent of commuters use public transit in Napa County. The cities of Napa (4.6), Yountville (4.6), and Calistoga (4.0) have the highest scores in the county with a slightly higher number of trips per week, accessible jobs, and available transit routes.

LOCAL TRENDS

The City of American Canyon is accessible through local transit connections. The city has an AllTransit Performance Score of 3.2, slightly lower than the county as a whole. According to AllTransit, 1.66 percent of workers in American take public transportation to work and there are two transit routes available within 0.5 miles of the city. Three Vine Transit bus routes operate in American Canyon, including routes 11x Napa-Vallejo Express, 11 Napa-Vallejo Connector, and 29 Napa-BART Express. Figure 4-20 illustrates transit access within a quarter-mile of transit stops for bus routes.

Most areas of the city are not within a quarter-mile of a transit stop. American Canyon Transit provides an on-demand, door-to-door, transit service Monday through Friday. During the school year, a fixed-route service provides transit service to American Canyon High School on the east side of the City.

Walk Score is a private company that offers a walkability index on its website, which measures pedestrian friendliness of a given location by analyzing walking routes to nearby amenities, examining population density and road metrics including block length and intersection density in its methodology.[13] American Canyon has low walkability according to Walk Score, with an average walk score

[12] AllTransit.Org, 2021. https://alltransit.cnt.org/
[13] Walk Score, 2021. https://www.walkscore.com/methodology.shtml

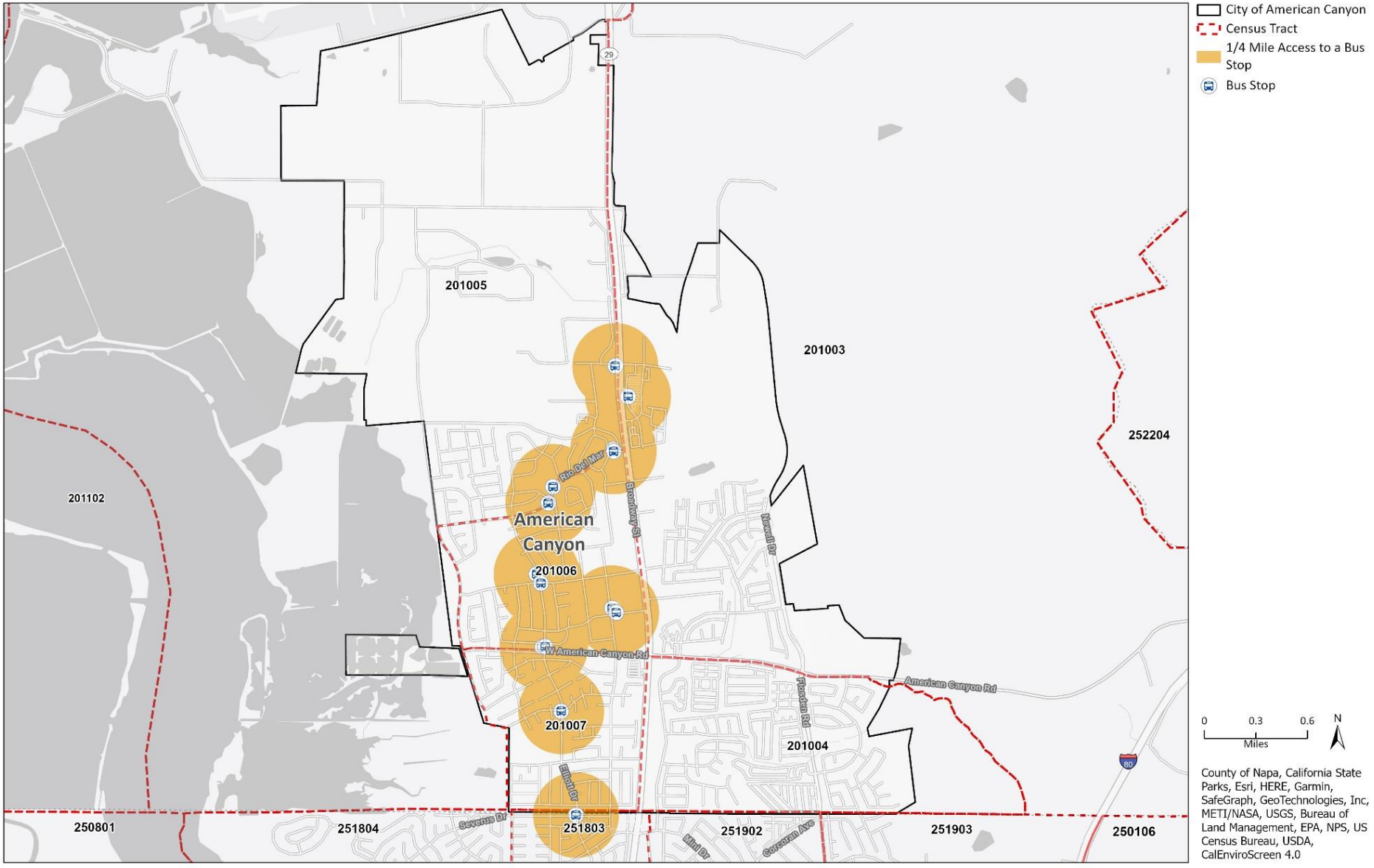
of 36, indicating that most errands would require a car. According to Walk Score, American Canyon is somewhat bikeable with minimal bike infrastructure.

The Environmental Protection Agency (EPA) also has a walkability index, that ranks block groups according to their relative walkability.[14] The EPA walkability map, shown in Figure 4-21, shows that most of the residential areas of the city has a walkability score that is above average. The highest walkability scores are in Downtown in the southern areas of the city. The lowest walkable areas of the city include the industrial park to the north and undeveloped property in the middle north area and east side.

To address bike and pedestrian mobility, the City has adopted the Napa Valley Transportation Authority's Countywide Bicycle Plan in 2020 (Resolution 2020-11) and the Countywide Pedestrian Plan Update in 2017 (Resolution 2017-42) for non-motorized transit throughout the City. This plan is implemented in conjunction with new development and grant opportunities. Currently, the City has constructed 3.1 miles of the Vine Trail, which is a walking and biking trail that will connect the entire Napa Valley, and 1.4 miles are under construction. The Vine Trail serves the industrial park to the north and residential areas to the south, connecting with Class 1 and 2 bicycle trails and sidewalks throughout the City. In addition, the City has 2.5 miles of the San Francisco Bay Trail on the west side of the City.

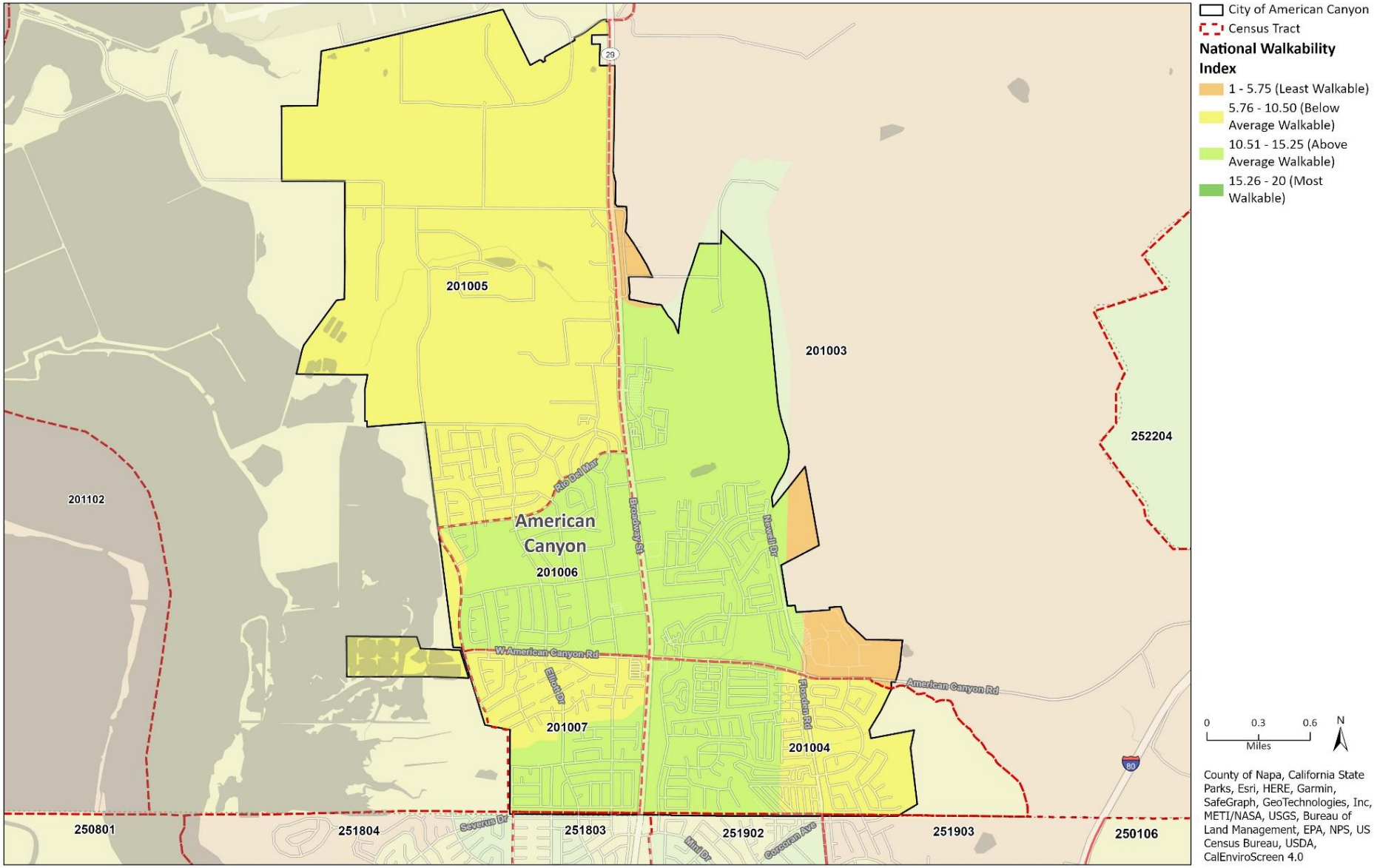
[14] EPA, 2021. https://www.epa.gov/smartgrowth/national-walkability-index-user-guide-and-methodology

Figure 4-20 Access to Transit Within a Quarter Mile (American Canyon)



Source: VineGo Transit, 2022

Figure 4-21: Walkability Index (American Canyon)



Source: National Walkability Index, 2022

Access to Quality Education

Economics literature has consistently found about a 10 percent increase in wages/salary with each additional year of education.[15] Therefore, educational attainment is directly linked to housing opportunities. To assess educational opportunities by geography, this analysis uses California Tax Credit Allocation Committee (TCAC) education domain scores, which incorporate a variety of indicators including math and reading proficiency scores, high school graduation rates, and student poverty rates at the census tract level.

REGIONAL TRENDS

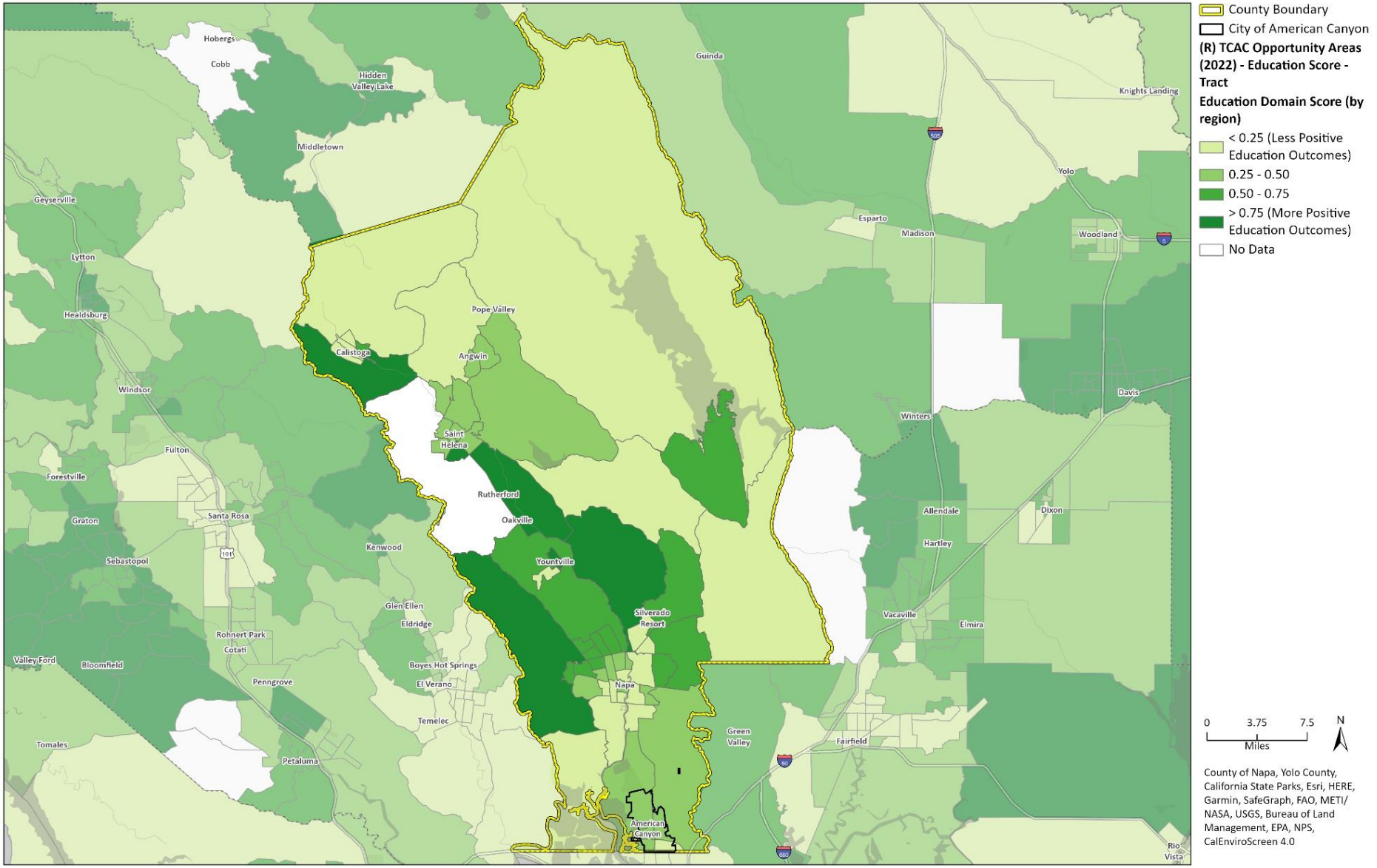
Educational outcomes varied across Napa County, areas in the northern portion of the county and portions of the City of Napa had less positive education outcomes compared with jurisdictions in the western portion of the county such as St. Helena and portions of Calistoga, Yountville, and the City of Napa. An overview of education outcomes across Napa County is illustrated in Figure 4-22. According to Kidsdata.org, a data compilation program of the Lucile Packard Foundation for Children's Health, Napa County high school graduation rates were highest among Asian-American students (97.6 percent) and white students (91.0 percent). Comparatively, Black/African-American students (83.7 percent) and Hispanic/Latino students (88.9 percent) had the lowest graduation rates.

LOCAL TRENDS

The City of American Canyon is served by the Napa Valley Unified School District (Napa Valley USD) with three elementary schools, one middle school, and one high school in the city.[16] Figure 4-23 shows American Canyon's TCAC scores for education outcomes at the census tract level. American Canyon has less positive education outcomes overall, however, most of the city has more positive education outcomes than parts of the City of Napa and northern areas of the county. No portion of the city has an outcome score considered to be good or excellent. The southeastern portion of the city had the lowest education outcome score.

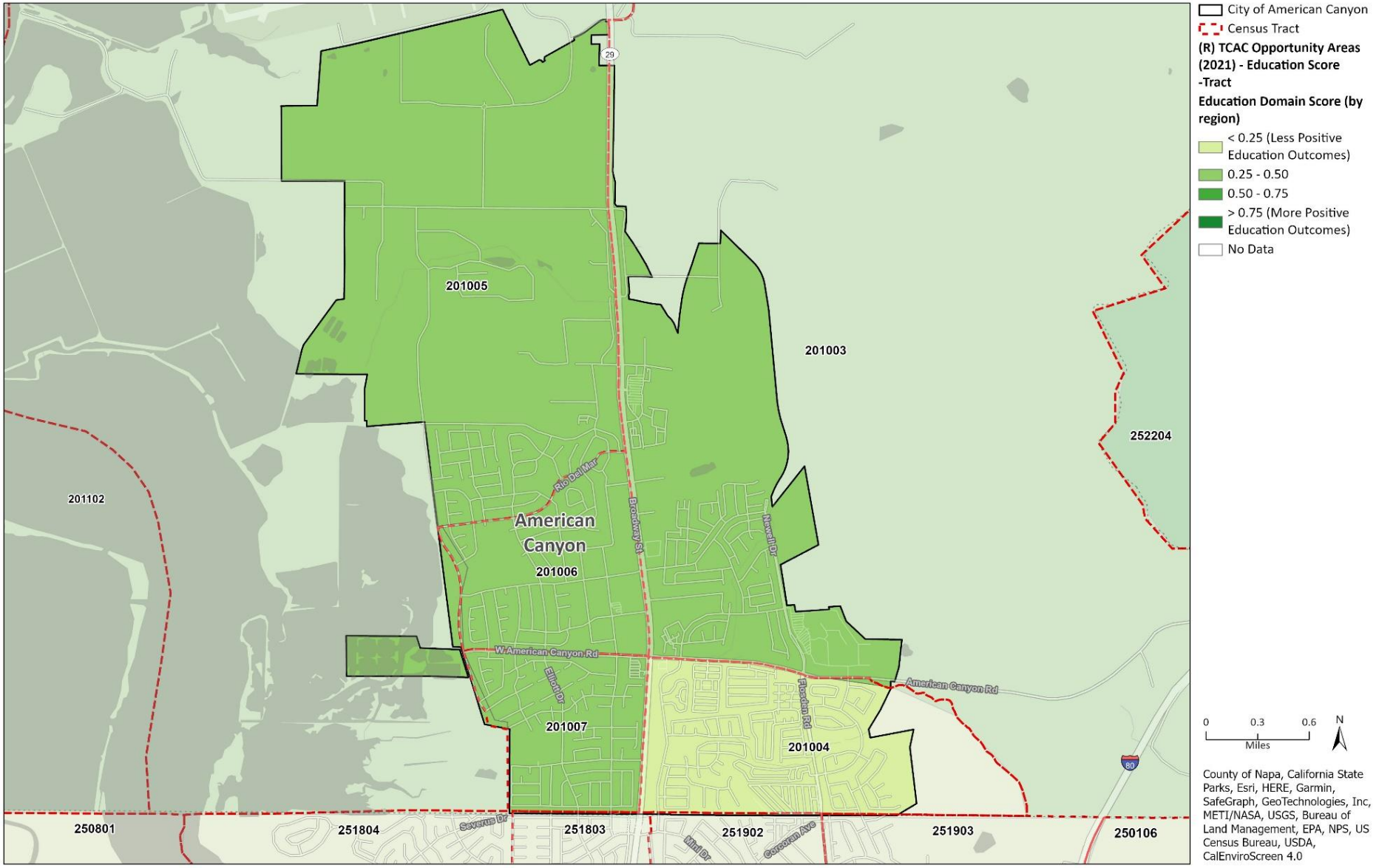
[15] Annual Disability Statistics Compendium, 2020. https://disabilitycompendium.org/annualreport
[16] Napa Valley Unified School District, https://www.nvusd.org/ourschools

Figure 4-22 TCAC Opportunity Areas – Education Outcomes (Napa County)



Source: California State Treasurer's Office, 2022

Figure 4-23 TCAC Opportunity Areas - Education Outcomes (American Canyon)



Source: California State Treasurer's Office, 2022

Economic Outcomes

Housing opportunities are directly related to economic opportunities. Access to high-quality employment close to desired and affordable housing results in more housing opportunities and shorter commute times. The analysis for economic opportunities uses TCAC economic indicators, employment participation data from the ACS, Metropolitan Transportation Commission (MTC) Equity Priority Communities (EPC), and the HUD Jobs Proximity Index.

TCAC economic opportunities are measured by census tract. They consider poverty, adult education, employment, job proximity, and median home values. A higher economic index score reflects more positive economic outcomes. The MTC EPC identifies concentrations of underserved populations in order to direct funding for housing and transportation equity. [17] The HUD Jobs Proximity Index assesses the accessibility to job opportunities at the census block group level.

REGIONAL TRENDS

Economic outcomes vary across Napa County. Figure 4-24 shows areas with more positive economic outcome scores were identified in the western portions of the county and the area northeast of the City of Napa. Conversely, eastern portions of the county and the cities of Calistoga, Napa, and American Canyon had large concentrations of less positive economic outcomes.

According to 2015-2019 American Community Survey (ACS) estimates, Napa County had a labor force participation rate of 65.2 percent for persons 16 years old and older, with an employment rate of 4.9 percent. Top employers in the county include manufacturing, healthcare, and accommodation and food service. Approximately 34 percent of workers commute 30 or more minutes to work with a countywide mean commute time of 25.6 minutes.

The TCAC opportunity maps help to identify patterns of negative and positive economic, educational, and environmental outcomes across the state. Census tracts are ranked from low resource (negative outcomes) to highest resource (positive outcomes) based on TCAC's Opportunity Maps analysis. Figure 4-24 shows the TCAC Opportunity Areas map for economic outcomes across Napa County. Economic outcomes are varied throughout the county with more positive outcomes generally located in the western areas of the county and northeast of the City of Napa and less positive outcomes in the eastern areas of the county.

LOCAL TRENDS

In American Canyon, the labor participation rate of residents age 16 and older is 66.5 percent and the unemployment rate is 6.0 percent, slightly higher than

[17] MTC, 2021. https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities

the county. Top employers in the city include educational services, health care and social assistance, arts, entertainment, recreation, and accommodations, manufacturing, and retail trade.

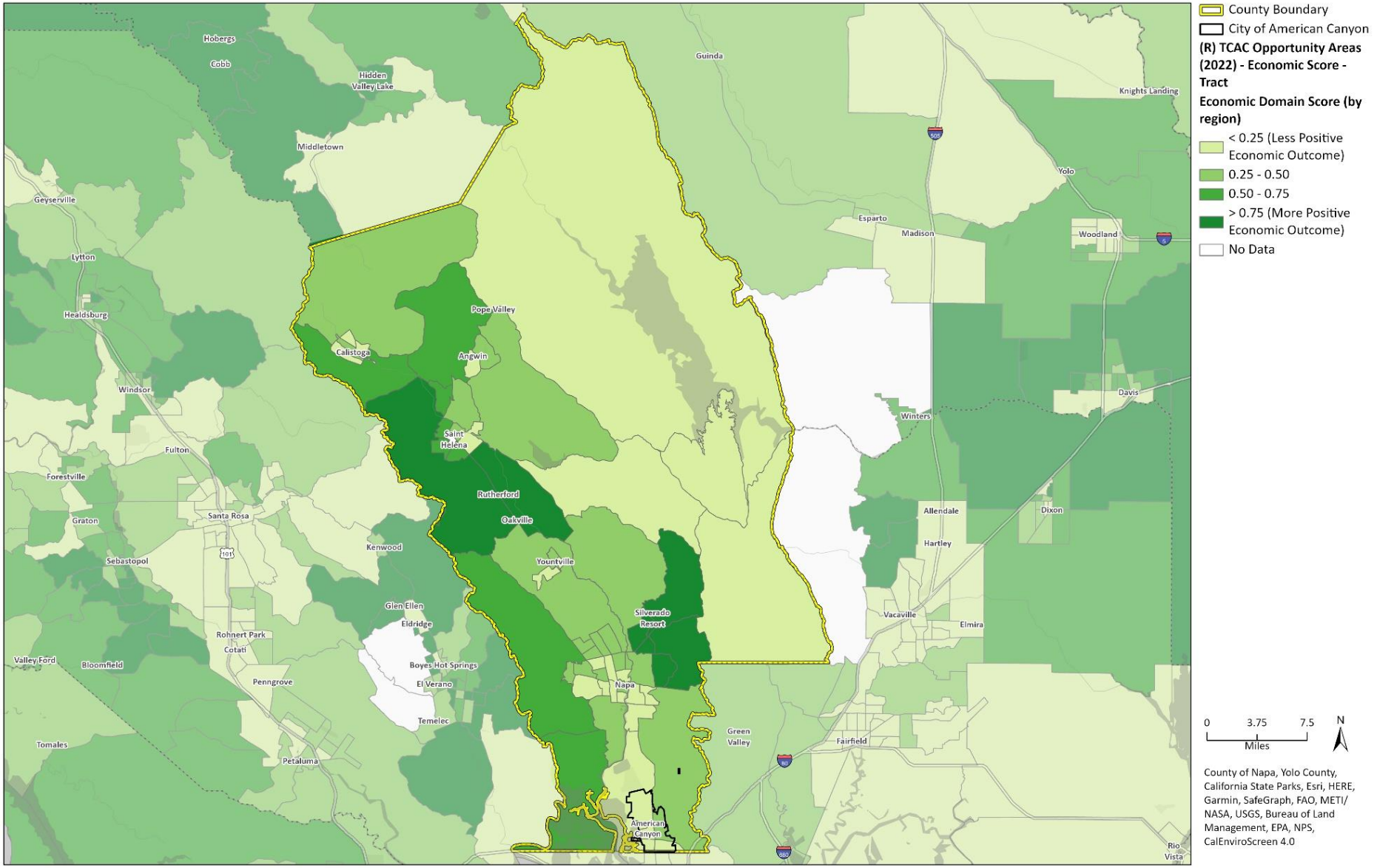
TCAC economic outcome scores are less positive throughout the City of American Canyon, as shown in Figure 4-25. Generally, the lowest economic outcomes were in the western and southern areas of the city, west of Highway 29 and south of American Canyon Road. Areas in the northeast portion of American Canyon had slightly higher economic outcome scores but were still considered less positive.

Access to employment opportunities has a significant impact on the type and size of housing a household can afford. HUD's Jobs Proximity Index utilizes origin-destination employment statistics to evaluate the distance from a given neighborhood to all job locations in the San Francisco Bay Area and assess the accessibility to job opportunities at the census block group level. Because the size of employment centers and the supply of labor differ across the San Francisco Bay Area, the distance from any single job location is positively weighted by the size of employment (job opportunities) at that location and inversely weighted by the labor supply (competition) to that location.[18]

Accessibility to employment opportunities differs across American Canyon, as shown in Figure 4-26. Neighborhoods with the highest access to employment opportunity are concentrated in the northwest area of the city, which is located closest to the industrial district. The northwestern area of the city is zoned for industrial land uses and located near the Napa County Airport. Although the northwest area of the city has a high job proximity score, this area has a lower population density than other portions of the city. This area includes a portion of the Broadway District Specific Plan, including areas zoned for medium-density residential and a business park that allows residential development. In addition, the city recently amended the General Plan to allow 291 additional multifamily units on Oat Hill, which is located in the northwest are of the City. Most other areas in American Canyon received the lowest scores for job proximity. According to 2015-2019 ACS estimates, mean commute time is 37.3 minutes for American Canyon residents with 55.8 percent of workers commuting 30 or more minutes to work. This high commute time reflects the larger job market available in the East Bay and beyond.

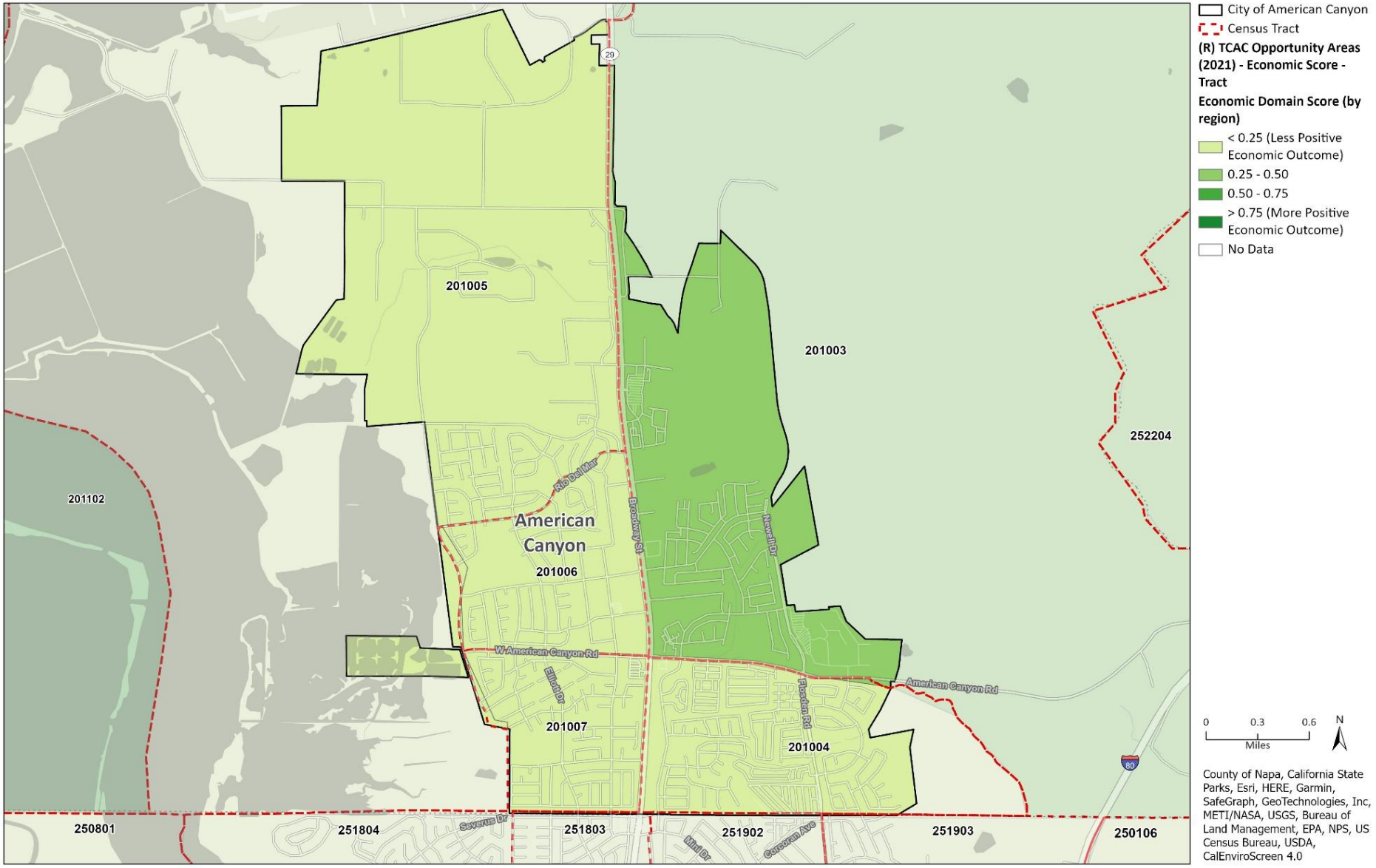
[18]HUD, 2020. https://www.hud.gov/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0006-July-2020.pdf

Figure 4-24 TCAC Opportunity Areas - Economic (Napa County)



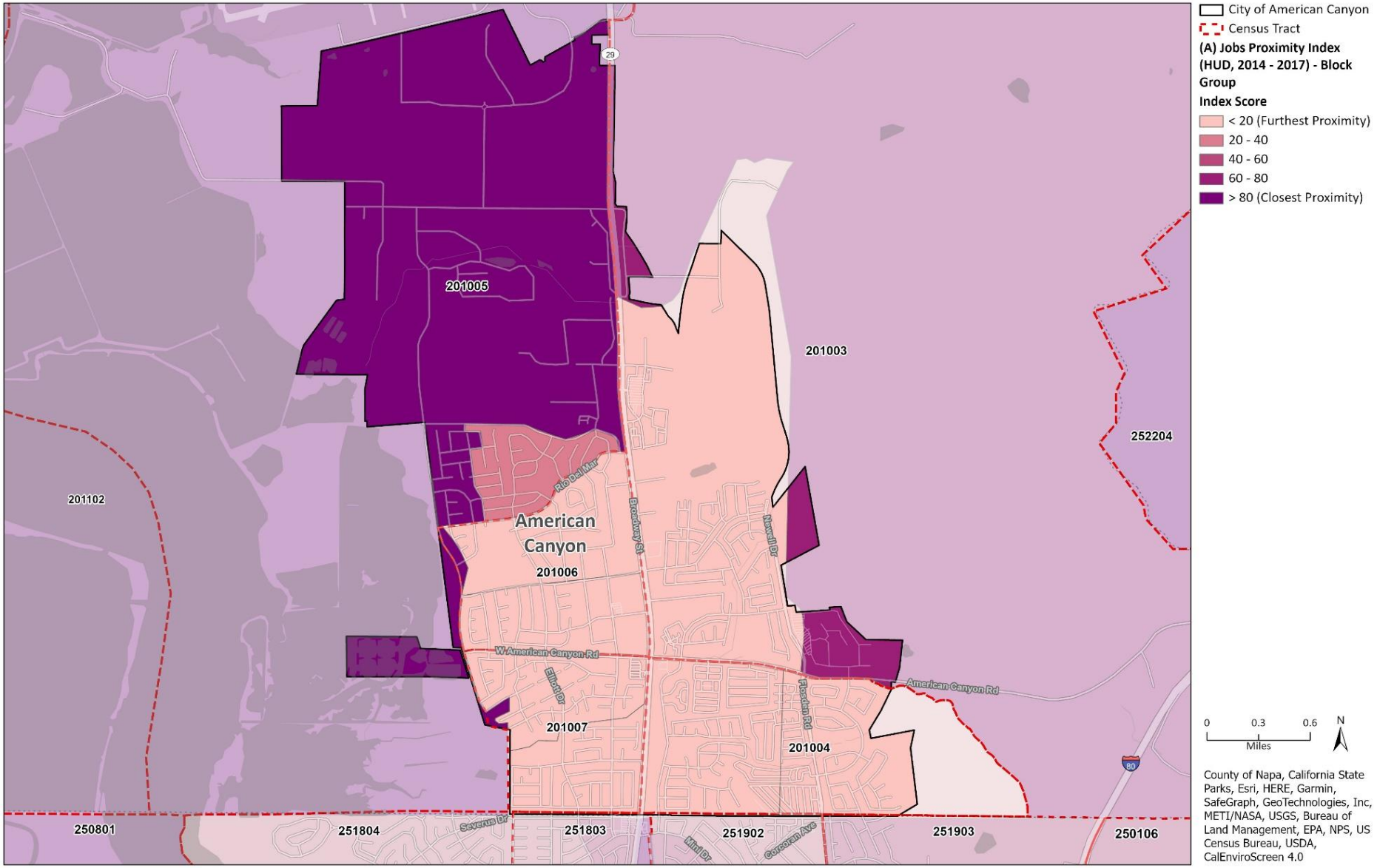
Source: California State Treasurer's Office, 2022

Figure 4-25 TCAC Opportunity Areas – Economic (American Canyon)



Source: California State Treasurer's Office, 2022

Figure 4-26 Job Proximity Index (American Canyon)



Source: AFFH Viewer, 2022

Healthy Housing Environment

Healthy environment analyses address patterns in the environmental and health-related disparities found in different neighborhoods and protected area groups. These disparities can include air quality, water quality, safe neighborhood, environmental hazards, social services, and cultural institutions. Recent California laws—Assembly Bill (AB) 1550, Senate Bill (SB) 535, and SB 1000 emphasize the importance of environmental justice as a fair housing issue. Environmental Justice, according to HUD, means ensuring that people have equal access to safe and healthy housing. HUD requires all entitlement jurisdictions to conduct reviews under the National Environmental Protection Act to determine if a proposed project creates adverse impacts due to environmental conditions. It furthers the requirement that human health deserves equal protection for all people regardless of race, color, national origin, or income. Under Executive Order 12898, federally assisted projects may also target funding to communities that have disproportionately high and adverse human health impacts on minority and low-income populations due to environmental conditions.[19]

The California Office of Environmental Health Hazard Assessment developed CalEnviroScreen, a mapping tool that uses spatial data collected by various regulatory agencies (e.g., air quality indicators from Bay Area Air Quality Management District, water quality indicators from East Bay Municipal Utilities District, monitored chemical releases into the air or water table from Environmental Protection Agency, etc.). The dataset uses a methodology to identify communities disproportionately burdened by exposures to pollution, environmental effects of existing pollutants in communities, among other indicators of sensitive populations or socioeconomic factors. Residents in census tracts with high CalEnviroScreen scores are disproportionately burdened by pollution and are more vulnerable to related effects. CalEnviroScreen shows environmental health scores as a percentile, where a score of 100 percent means environmental health in a particular census tract is worse than 100 percent of census tracts in California.

REGIONAL TRENDS

The CalEnviroScreen map for Napa County identifies the degree to which communities are considered burdened by pollution. Generally, the more urbanized and southern portion of the county has less positive environmental outcomes than rural areas, but there are some portions of the cities with positive outcomes (Figure 4-27). The rural areas in the northeastern and western portions of the county had positive environmental scores. Similar to the CalEnviroScreen map, the TCAC Opportunity Map shows the western, southern, and central areas of the county have less positive environmental outcomes

[19] HUD, 2021. https://www.hudexchange.info/programs/environmental-review/environmental-justice/

compared to the northern areas of the county and the area northeast of the City of Napa (see Figure 4-29 and Figure 4-24). Portions of the cities of St. Helena, Napa, and American Canyon had positive environmental outcomes.

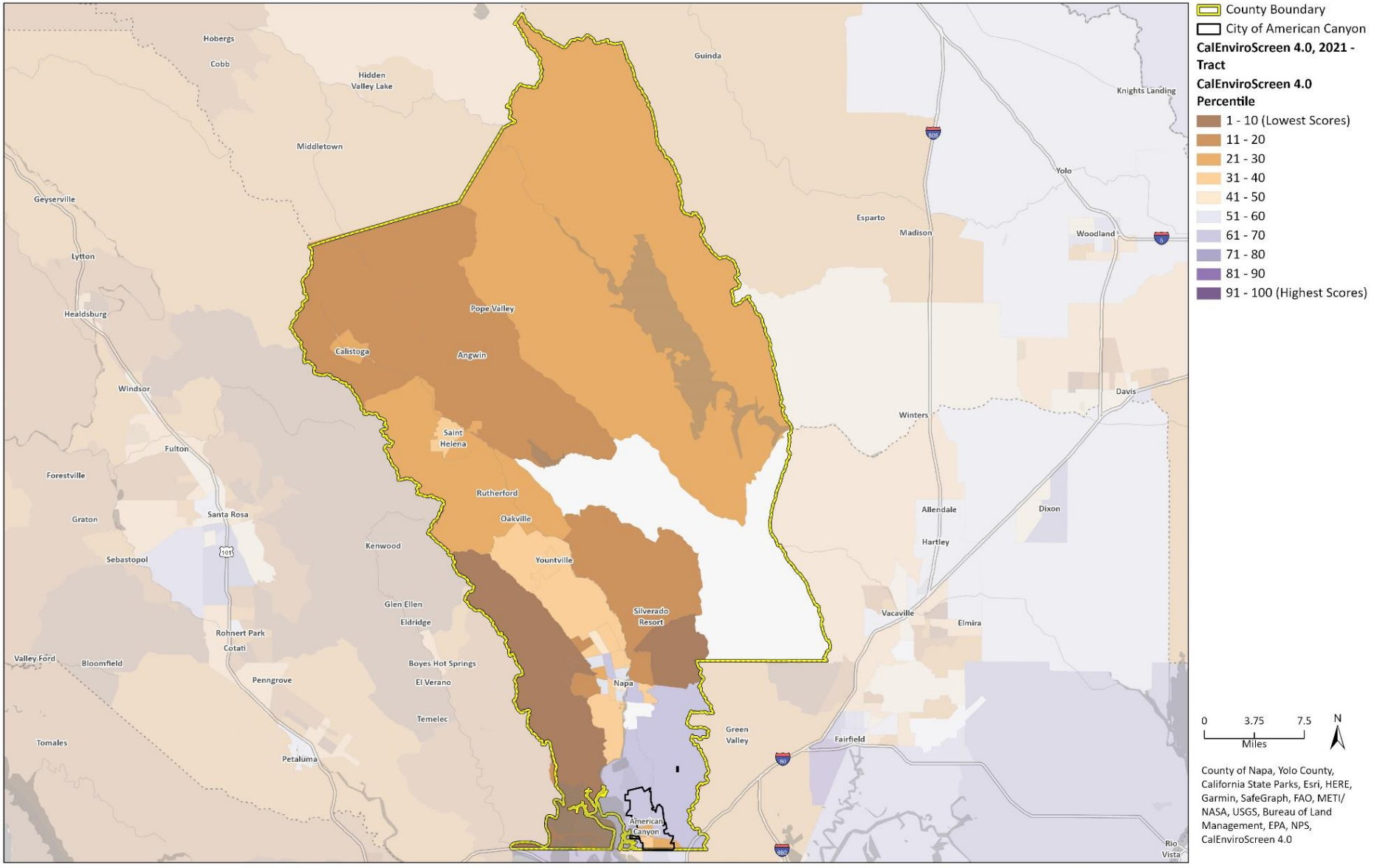
LOCAL TRENDS

Pollution burden varies across American Canyon. The northern portion of the city, including the industrial areas in the northwestern portion of the city, had less positive environmental outcomes than areas in the southern and western portions of the city.

According to CalEnviroScreen and the TCAC Opportunity Map for environmental outcomes, scores vary across the city (Figure 4-30 and Figure 4-28). The CalEnviroScreen map (Figure 4-28) shows the environmental health scores of census tracts within the city as a percentile which compares each census tract to all census tracts in the state. The environmental score is calculated using a combination of pollution burden data and population characteristics. A census tract with a score of 100 percent has an environmental score that is higher than 100 percent of census tracts in the state. The TCAC Opportunity Map (Figure 4-30) shows environmental health scores ranging from less positive to positive, where a lower score indicates a less healthy environment and higher score indicates a healthier environment.

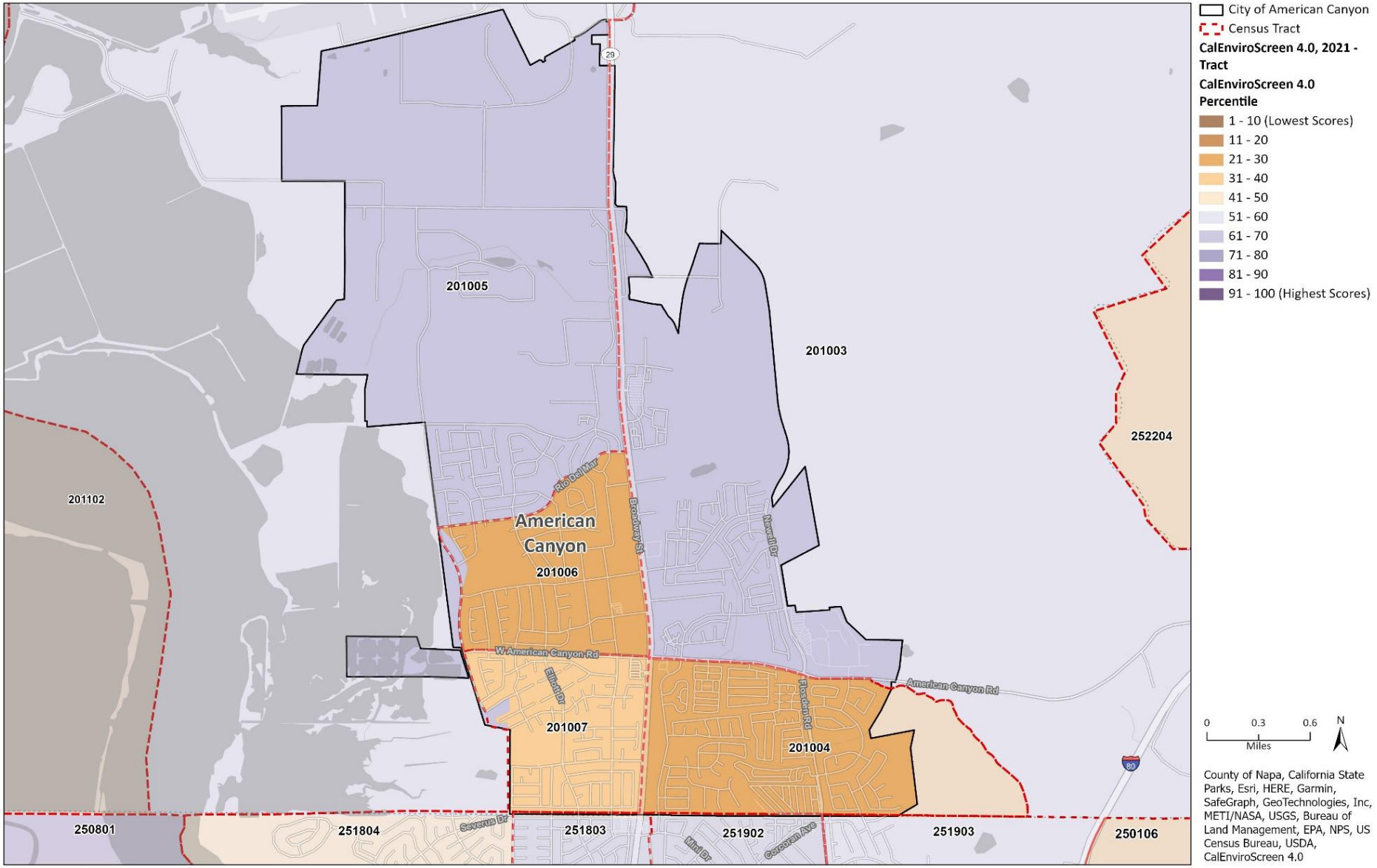
Areas with worse environmental health scores were concentrated in the northern part of the city and areas with more positive environmental scores were located in the southern part of the city. This pattern is influenced by the two census tracts located in the northern area of the city that both include large areas within the unincorporated part of the county. These two census tracts include agricultural land uses outside of the city limit that may contribute to higher pollution burden from pesticide use and drinking water contaminants associated with farming operations. In addition, there are several hazardous waste and solid waste sites located in the unincorporated areas of the county that increase pollution burden in these two census tracts, though not necessarily for residents of American Canyon.

Figure 4-27 CalEnviroScreen 4.0 Percentile Scores (Napa County)



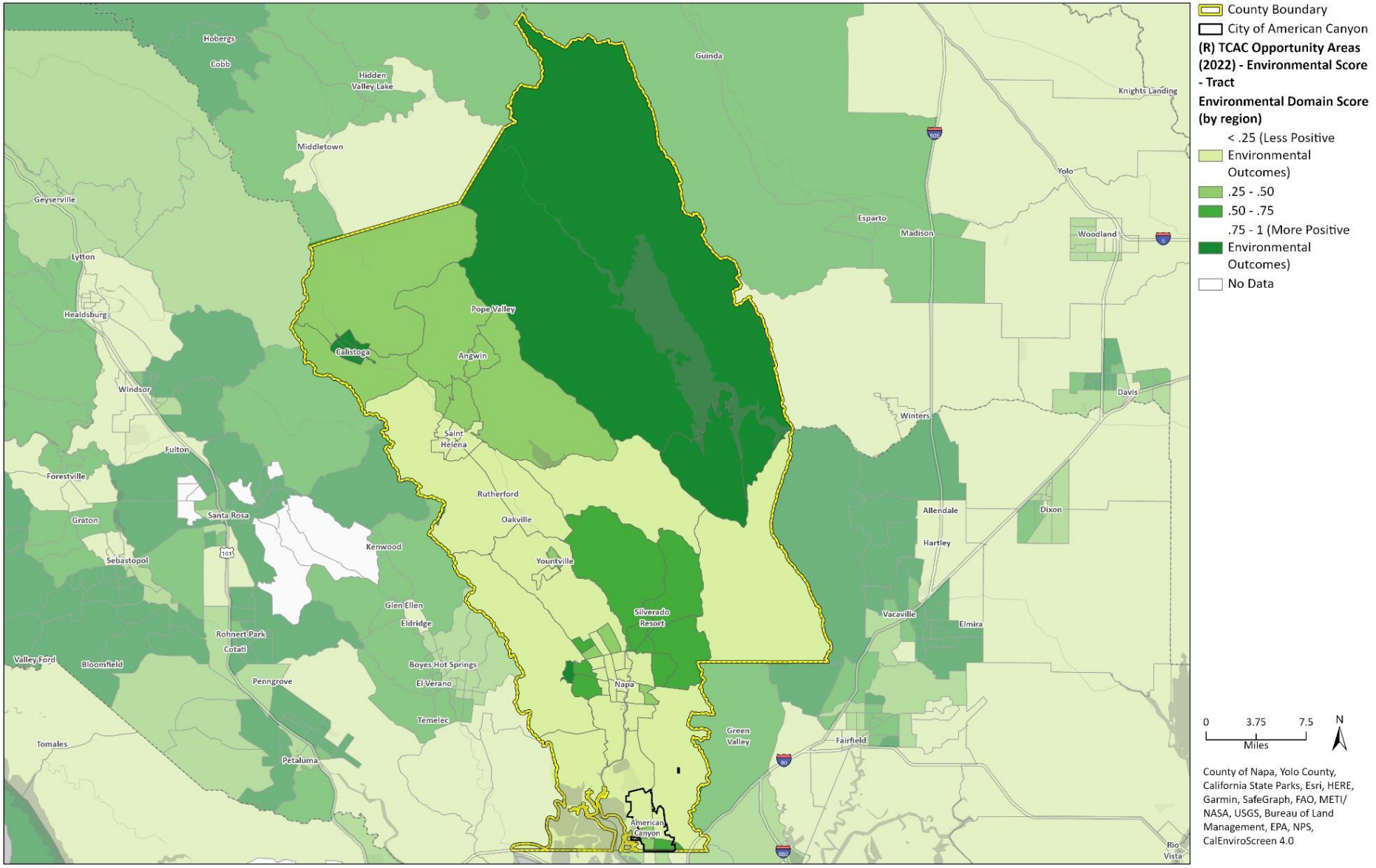
Source: CalEnviroScreen 4.0, 2022

Figure 4-28 CalEnviroScreen 4.0 Percentile Scores (American Canyon)



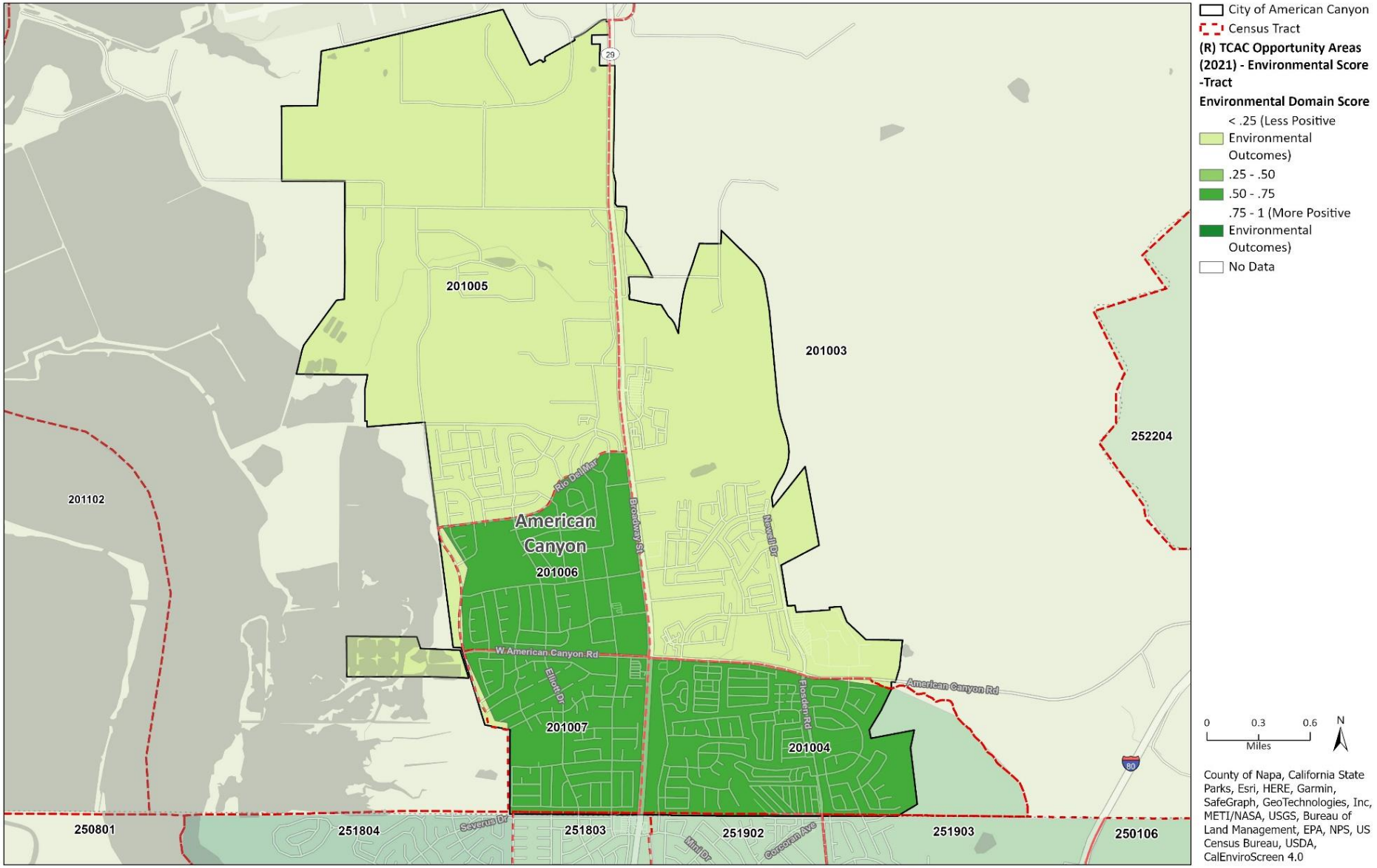
Source: CalEnviroScreen 4.0, 2022

Figure 4-29 TCAC Opportunity Areas – Environment (Napa County)



Source: California State Treasurer's Office, 2022

Figure 4-30 TCAC Opportunity Areas – Environment (American Canyon)



Source: AFFH Viewer, 2022

Disproportionate Housing Needs

Disproportionate housing needs refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need, or the total population experiencing that category of housing need in the applicable geographic area. To analyze the extent of disproportionate housing needs, this section reviews data on housing cost burden, overcrowding, homelessness, and substandard housing conditions.

Housing Cost Burden

"Housing cost burden" means that more than 30 percent of a household's total gross income is spent on housing costs (rent, mortgage, utilities, and other housing-related costs). Households spending over 50 percent on housing costs are considered severely cost burdened. The higher the housing cost burden, the more likely residents are to live in overcrowded and substandard conditions and are less likely to afford to relocate. Low-income households and persons in protected classes disproportionately experience severe housing problems. Housing problems are households that has one or more of the following problems: lacks a complete kitchen facility, lacks complete plumbing facility, a household that is overcrowded, or a household that is cost burdened.

REGIONAL TRENDS

Overpayment (housing cost burden) is prevalent throughout the county. Urban areas of Napa County, especially in the City of Napa, northeastern, and southeastern parts of the county had the greatest proportion of renters overpaying for housing, as shown in Figure 4-31. Areas near the City of Napa had 60 to 80 percent of renters overpaying for housing and areas in the northeast and southeast areas of the county had 40 to 60 percent of renters overpaying. Overpayment by homeowners was also prevalent throughout the county, with at least 20 percent of homeowners overpaying in most areas in the county, as shown in Figure 4-32. Within northern areas of the county, 40 to 60 percent of homeowners spent more than 30 percent of their household income on housing.

LOCAL TRENDS

CHAS Data for American Canyon shows that approximately 85 percent of extremely low-income households spend more than 50 percent of their income on housing, which is considered severely cost burdened. Approximately 90 percent extremely low-, very low-, and low-income households that rent in American Canyon reported experiencing at least one housing problem (the housing unit lacks complete kitchen facilities, the unit lacks complete plumbing facilities, the household is overcrowded, or the household is cost burdened). Renter households are not necessarily more likely to be housing cost burdened

than those that own. Table 4-7 shows housing cost burden of lower-income households in American Canyon. Among very low-income and low-income residents, renters were more likely to be cost burdened than those who own their home. However, among extremely low-income residents, owners were more likely to be cost burdened than renters. Additional information regarding cost burden is in Chapter 2, *Housing Needs Assessment*.

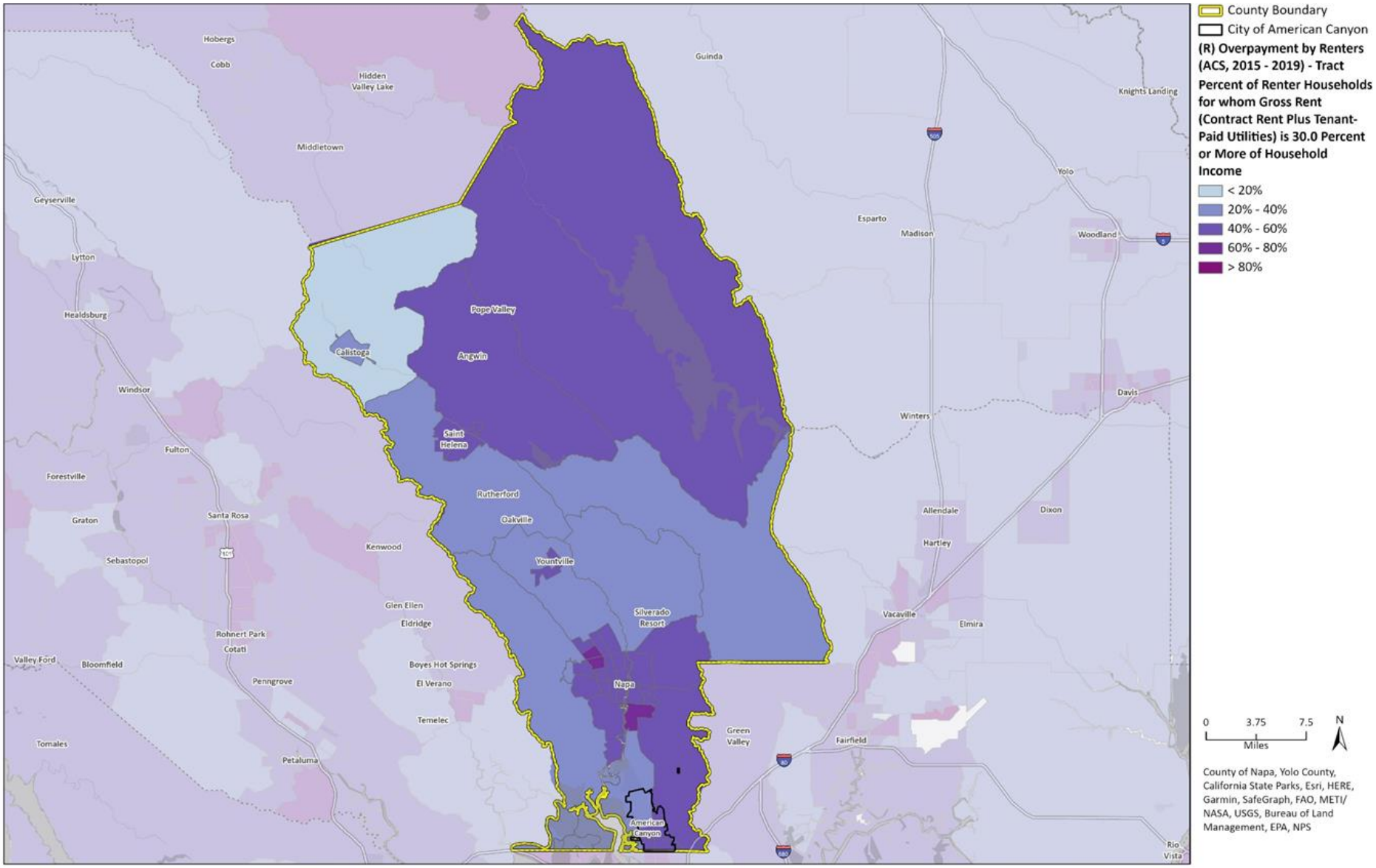
Housing cost burden among renters and owners varied across American Canyon. As shown in Figure 4-33, most of the city had between 40 and 60 percent of renters experiencing housing cost burden, according to 2015-2019 ACS estimates. In the northwest portion of the city between 20 and 40 percent of renters were cost burdened. This area is primarily zoned industrial and has low residential density. Similarly, several areas of the city had between 40 and 60 percent of owners who were cost burdened, specifically the northwest and southeast portions of the city, as shown in Figure 4-34. The rest of the city had between 20 and 40 percent of owners who were cost burdened.

Table 4-7 Housing Cost Burden of Lower-Income Households (2014-2018)

Household by Type, Income, and Housing Problem	Renters	Percent	Owners	Percent	Total House-holds	Percent
Extremely Low-Income (0-30 % AMI)	255		275		530	
With Cost Burden >30%	224	87.84%	255	92.73%	480	90.57%
With Cost Burden >50%	220	86.27%	230	83.64%	450	84.91%
Very Low-Income (0-30 % AMI)	175		325		500	%
With Cost Burden >30%	130	74.29%	125	38.46%	265	53.00%
With Cost Burden >50%	90	51.43%	70	21.54%	75	15.00%
Low-Income (51-80 % AMI)	240		600		840	%
With Cost Burden >30%	165	68.75%	270	45.00%	185	22.02%
With Cost Burden >50%	35	14.58%	115	19.17%	100	11.90%
Moderate & Above Income (>80% AMI)	560		3,010		3,570	
With Cost Burden >30%	133	26.6%	205	18.6%	338	21.1%
With Cost Burden >50%	8	1.6%	60	5.4%	68	4.2%
Total	1,230		4,210		5,440	

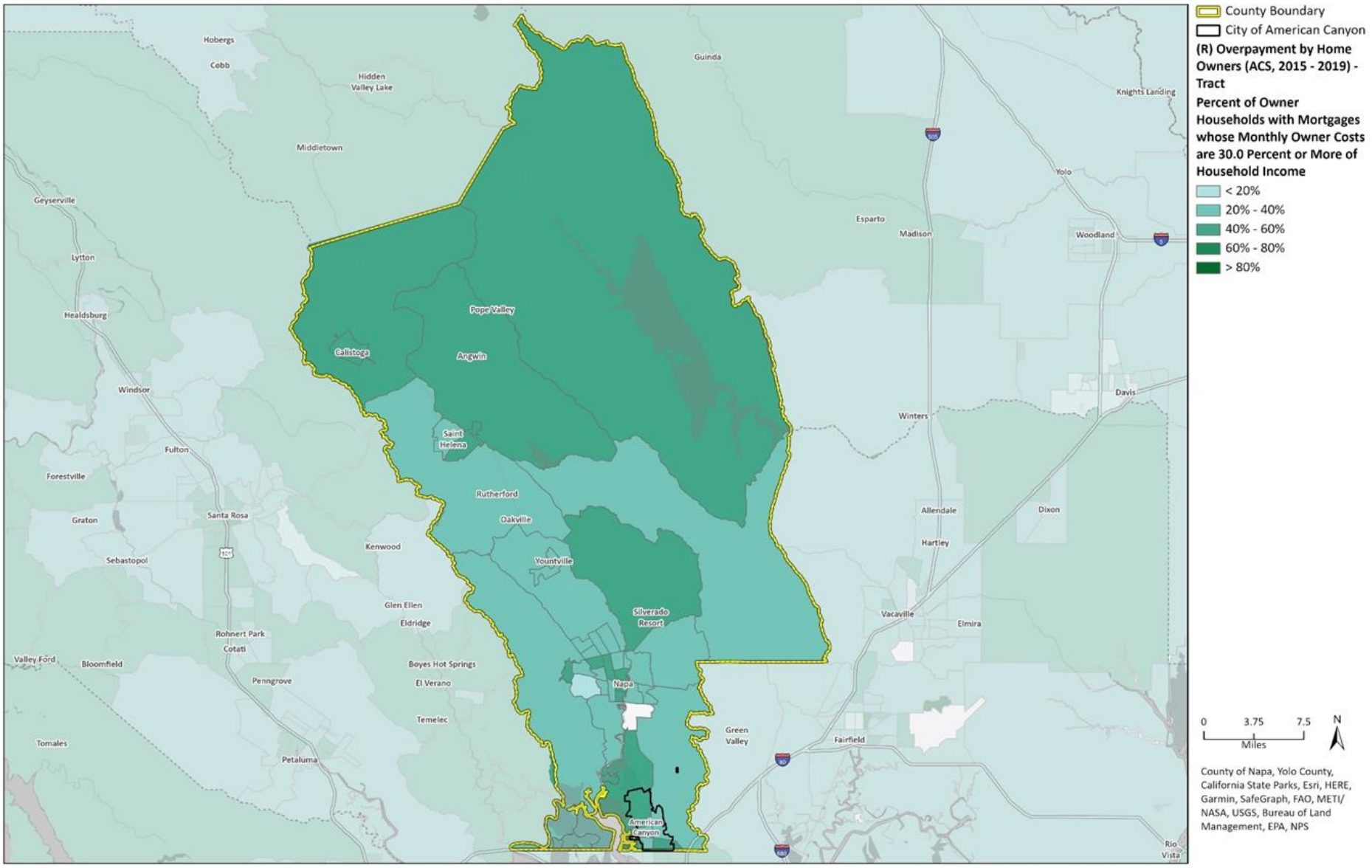
Source: HUD Comprehensive Housing Affordability Strategy (CHAS), 2014-2018

Figure 4-31 Overpayment by Renters (Napa County)



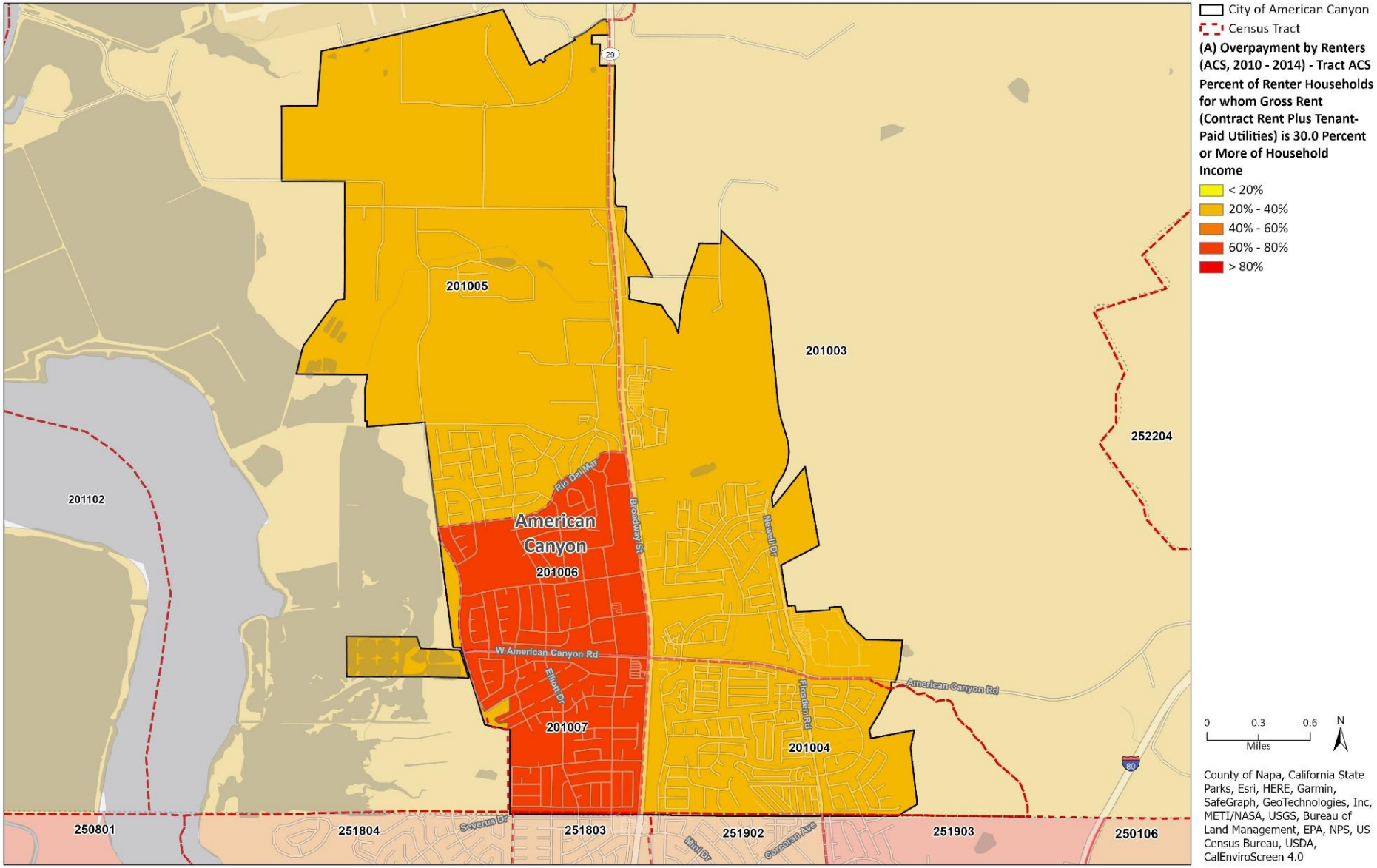
Source: AFFH Viewer, 2022

Figure 4-32 Overpayment by Homeowners (Napa County)



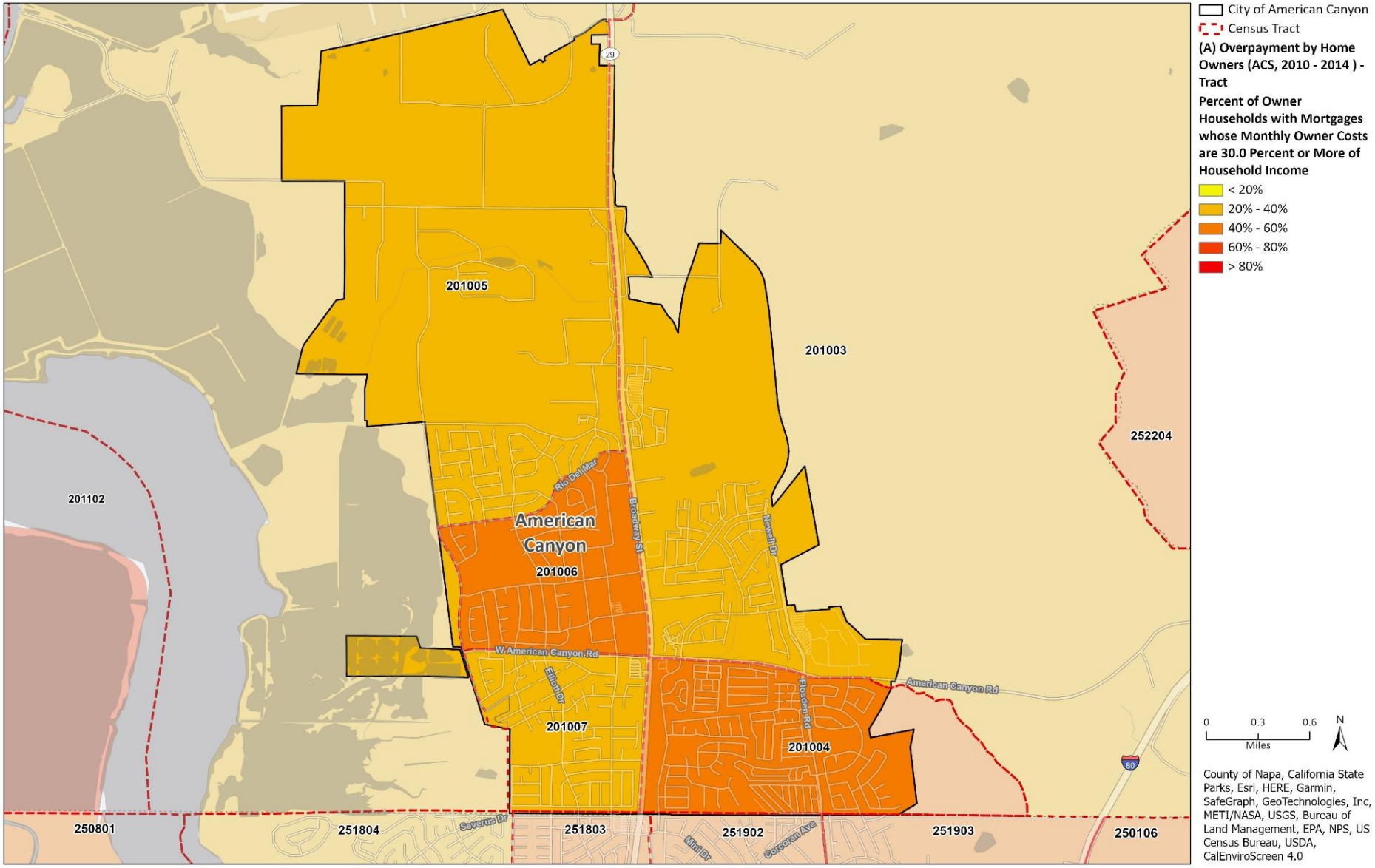
Source: AFFH Viewer, 2022

Figure 4-33 Overpayment by Renters (American Canyon)



Source: AFFH Viewer, 2022

Figure 4-34 Overpayment by Homeowners (American Canyon)



Source: AFFH Viewer, 2022

Overcrowding

Overcrowding is defined as housing units with more than one person per room (including dining and living rooms but excluding bathrooms and kitchen) while severe overcrowding refers to more than 1.5 persons per room. Large families generally have special housing needs due to lower per capita income, the need for affordable housing, or the need for larger units with three or more bedrooms, resulting in overcrowding. Some households may not be able to accommodate high-cost burdens for housing and accept smaller housing or reside with other individuals or families in the same home. Potential fair housing issues emerge if non-traditional households are discouraged or denied housing due to a perception of overcrowding. Household overcrowding is reflective of various living situations: housing unit is inadequately sized to meet a household's needs; the necessity or desire to have extended family members reside in an existing household; or unrelated individuals or families share a single housing unit.

Not only is overcrowding a potential fair housing concern, but it can also potentially strain physical facilities and the delivery of public services, reduce the quality of the physical environment, contribute to a shortage of parking, and accelerate the deterioration of homes. As a result, some landlords or apartment managers may be more hesitant to rent to larger households, thus making access to adequate housing even more difficult. According to local fair housing service providers and property managers, addressing the issue of large households is complex as there are no set of guidelines for determining the maximum capacity for a unit. Fair housing issues may arise from policies aimed to limit overcrowding that have a disparate impact on specific racial or ethnic groups with higher proportion of overcrowding.

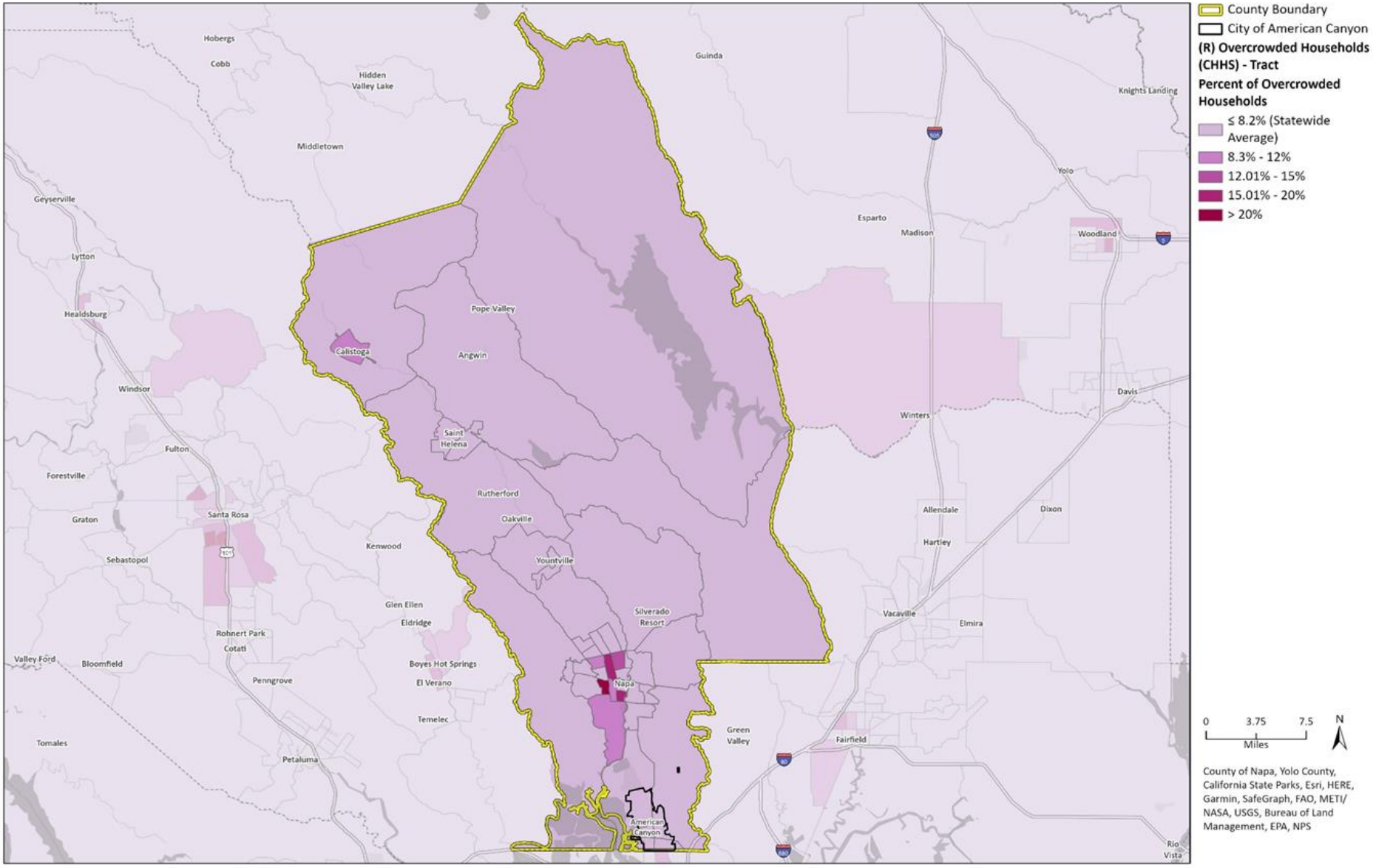
REGIONAL TRENDS

In Napa County, approximately six percent of occupied housing units are overcrowded. Overcrowding is more common in renter households than owner households in Napa County. According to 2015-2019 ACS estimates, three percent of owner-occupied housing units are overcrowded (more than 1.0 occupant per room) while about 12 percent of renter-occupied units are overcrowded. Less than one percent of owner households and 3.5 percent of renter households are severely overcrowded (more than 1.5 occupants per room). Figure 4-35 shows the percent of households in Napa County that are overcrowded. Urban areas, such as the cities of Napa and Calistoga have a higher proportion of overcrowded units compared to the rest of the county.

LOCAL TRENDS

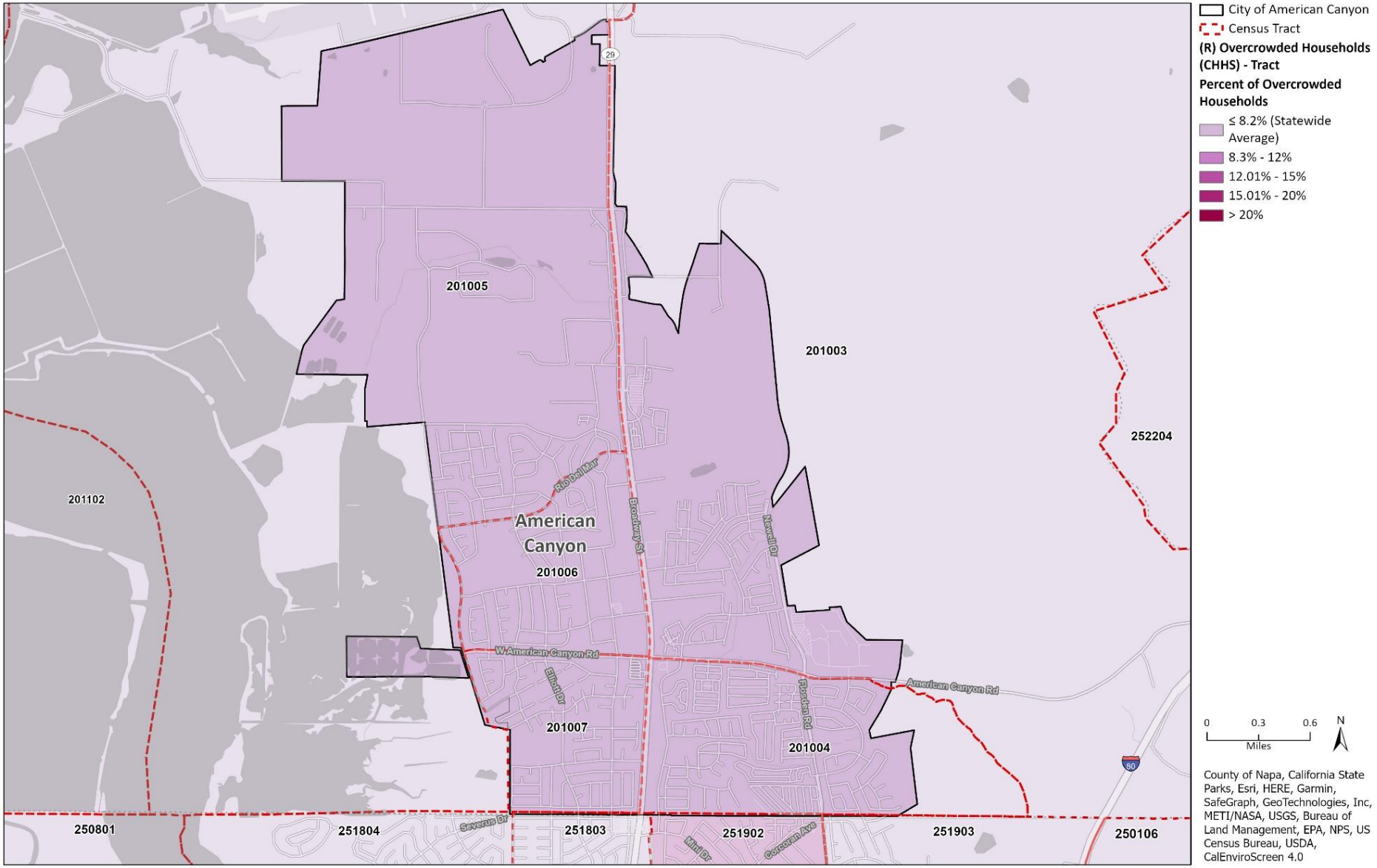
Based on 2015-2019 ACS estimates, 7.1 percent of households in American Canyon are overcrowded. Overcrowding is more common in renter households and among non-white residents in American Canyon. Less than two percent of

Figure 4-35 Overcrowded Households (Napa County)



Source: AFFH Viewer, 2022

Figure 4-36 Overcrowded Households (American Canyon)

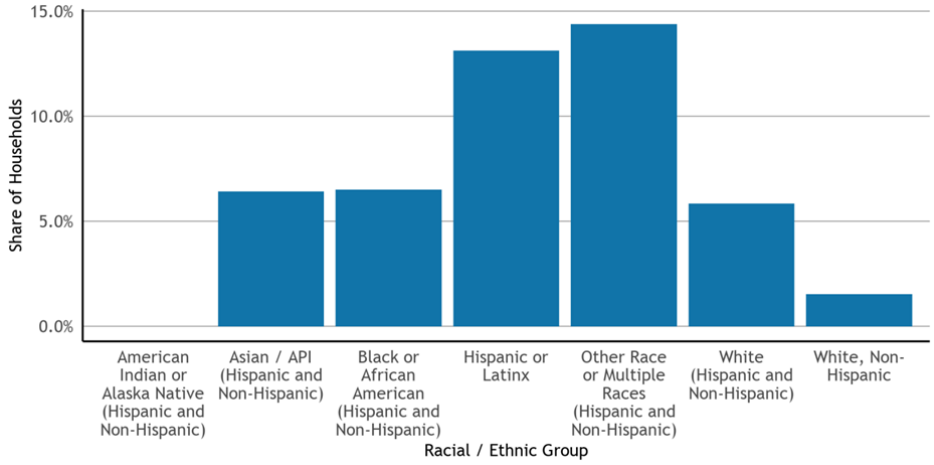


Source: AFFH Viewer, 2022

owner-occupied units are overcrowded and about 16.1 percent of renter occupied units are overcrowded. Figure 4-36 shows overcrowding in American Canyon is less than the statewide average, 8.2 percent.

Overcrowding remains low overall in the county, but there is a disproportionate impact of overcrowding in households primarily occupied by non-white racial/ethnic groups. According to ACS 2015-2019 estimates, 1.5 percent of non-Hispanic white households were overcrowded (more than one occupant per room), compared to Hispanic/Latino (13.1 percent), Asian (6.4 percent) and Black/African American (6.5 percent) households. Figure 4-37 shows overcrowding was a more common housing issue for residents who identified as Asian American/Asian Pacific Islander (API), Hispanic/Latino, Black/African American and those of other race or multiple races than for people who identified as white (non-Hispanic) or American Indian/Alaska Native. Overcrowding is also linked with household income. According to the 2013-2017 CHAS data for American Canyon, very low-income households reported the highest percentage of overcrowded conditions of all income groups (12.8 percent), followed by low-income households (51 to 80 percent AMI) at 6.7 percent.

Figure 4-37 Overcrowding by Race



Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25014

Housing Problems

HUD considers housing units to be “standard units” if they are in compliance with local building codes. Many federal and state programs use the age of housing as a factor to determine a community’s housing rehabilitation needs. Housing age can be an important indicator of housing condition in a community. Like any other tangible asset, housing is subject to gradual physical or technological deterioration over time. If not properly and regularly maintained, housing can deteriorate and discourage reinvestment, depress neighboring property values, and eventually impact the quality of life in a neighborhood. Typically, housing over 30 years old is more likely to have rehabilitation needs

that may include replacing plumbing, roof repairs, foundation work, and other repairs. Some older housing units may have health risks such as lead paint (pre-1978 built homes) and asbestos. Housing issues such as mold may elevate health conditions such as asthma. Residents who rent are at greater risk of exposure to deteriorating housing conditions due to the desire to keep their rents from rising or fear of losing their housing.

REGIONAL TRENDS

Housing problems are defined as units having incomplete kitchen facilities, incomplete plumbing facilities, more than one person per room, and households with a cost burden greater than 30 percent, while severe housing problems include all of the above except cost burden is greater than 50 percent. Forty percent of total households in Napa County experienced at least one housing problem, and another 21.8 percent of total households experienced severe housing problems. Housing problems were also reported to be higher among lower-income households, as shown in Table 4-8.

Table 4-8 Housing Problems (Napa County)

Household by Income	At Least One Housing Problem		No Housing Problems		Total
	House-holds	Percent	House-holds	Percent	House-holds Percent
Extremely Low-Income (0-30 % AMI)	3,840	81.9%	845	18.1%	4,690
Very Low-Income (0-30 % AMI)	4,185	78.6%	1,140	21.4%	5,325
Low-Income (51-80 % AMI)	4,420	61.6%	2,750	38.4%	7,170
Moderate Income (80-100% AMI)	2,220	49.7%	2,260	50.1%	4,470
Above Moderate Income (>100%_	4,965	18.1%	22,415	81.9%	27,380
Total	**19,630**		**29,405**		**49,030**

Source: HUD Comprehensive Housing Affordability Strategy (CHAS), 2014-2018

A housing unit is considered substandard if it lacks complete plumbing or kitchen facilities. According to 2015-2019 ACS estimates, 0.3 percent of housing units lack complete plumbing facilities and 1.5 percent lacked complete kitchen facilities in Napa County. Approximately 73.0 percent of housing units in the county were built prior to 1990, meaning these units are potentially in need of repair and modernization improvements.

LOCAL TRENDS

Approximately 36 percent of all households in American Canyon experienced at least one housing problem and about 22 percent experienced severe housing problems, slightly lower compared to county trends. Similar to county trends, housing problems in American Canyon were more common among lower-income households, as shown in Table 4-9.

Table 4-9 Housing Problems (American Canyon)

Household by Income	At Least One Housing Problem		No Housing Problems		Total
	House-holds	Percent	House-holds	Percent	House-holds Percent
Extremely Low-Income (0-30 % AMI)	475	89.6%	55	10.4%	530
Very Low-Income (0-30 % AMI)	285	57.0%	210	42.0%	500
Low-Income (51-80 % AMI)	470	56.0%	370	44.0%	840
Moderate Income (80-100% AMI)	170	46.6%	195	53.4%	365
Above Moderate Income (>100%_	560	17.5%	2,640	82.4%	3,205
Total	**1,965**		**3,475**		**5,440**

Source: HUD Comprehensive Housing Affordability Strategy (CHAS), 2014-2018

According to the 2015-2019 ACS, 0.4 percent of the housing units in American Canyon lacked complete plumbing facilities and 0.6 percent lacked complete kitchen facilities, a similarly low percentage compared to the County. Compared to county trends, the housing stock in American Canyon is not as old—about 41 percent of the city's current housing stock is greater than 30 years old.

Persons Experiencing Homelessness

State law (Section 65583(a)(7)) requires municipalities to address the special needs of persons experiencing homelessness within their boundaries. "Homelessness," as defined by HUD, describes the condition of an individual, who is not imprisoned or otherwise detained, who:

- Lacks a fixed, regular, and adequate nighttime residence; and
- Has a primary nighttime residence that is:
  - A supervised publicly or privately operated shelter designed to provide temporary living accommodations (including welfare

hotels, congregate shelters, and transitional housing for the mentally ill);
- An institution that provides a temporary residence for individuals intended to be institutionalized; or
- A public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings.

Throughout Napa Country, homelessness has become an increasingly important issue. Factors that contribute to the rise in homelessness include a lack of housing affordable available for low- and moderate-income households, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidies, and lack of support for persons with extreme developmental, physical, and mental disabilities.

REGIONAL TRENDS

According to the Napa County Continuum of Care's January 2020 homeless point-in-time count, 464 persons were experiencing homelessness in the county, representing a 44 percent increase from 2019. The majority of people experiencing homelessness (72 percent) cited inability to afford rent as the primary barrier to finding permanent housing.

The 2020 point-in-time count found that 63 percent of the persons experiencing homelessness had been experiencing homelessness for over one year, and that nearly one in five people included in the count became homeless after an eviction, foreclosure, or rent increase. The survey found that 41 percent of the homeless population had at least one disabling condition. A majority of survey respondents identified as white (75 percent). Ten percent identified as American Indian or Alaska Native, and four percent identify as Black or African-American.[20]

LOCAL TRENDS

The 2020 Napa County homeless point-in-time count does not break down the number of individuals experiencing homelessness within each jurisdiction. Therefore, the City's share of the County's homeless population is unknown. According to discussions with community stakeholder, there are residents in American Canyon who experience homelessness and have trouble finding housing.

Displacement

Displacement, as defined by HCD, is used to describe any involuntary household move caused by landlord action or market changes. Shifts in neighborhood composition are often framed and perpetuated by established patterns of racial inequity and segregation. Movement of people, public policies, and investments, such as capital improvements and planned transit stops, and flows

[20] Napa County Continuum of Care, Napa Homeless Point-in-Time Count & Survey. 2020.

of private capital can lead to displacement. Displacement is fueled by a combination of rising housing costs, rising income inequality, stagnant wages, and insufficient market-rate housing production. Decades of disinvestment in low-income communities, coupled with investor speculation, can result in a rent gap or a disparity between current rental income of the land, and potentially achievable rental income if the property is converted to its most profitable use. These processes can disproportionally impact people of color, as well as lower income households, persons with disabilities, large households, and persons at-risk or experiencing homelessness.[21]

REGIONAL TRENDS

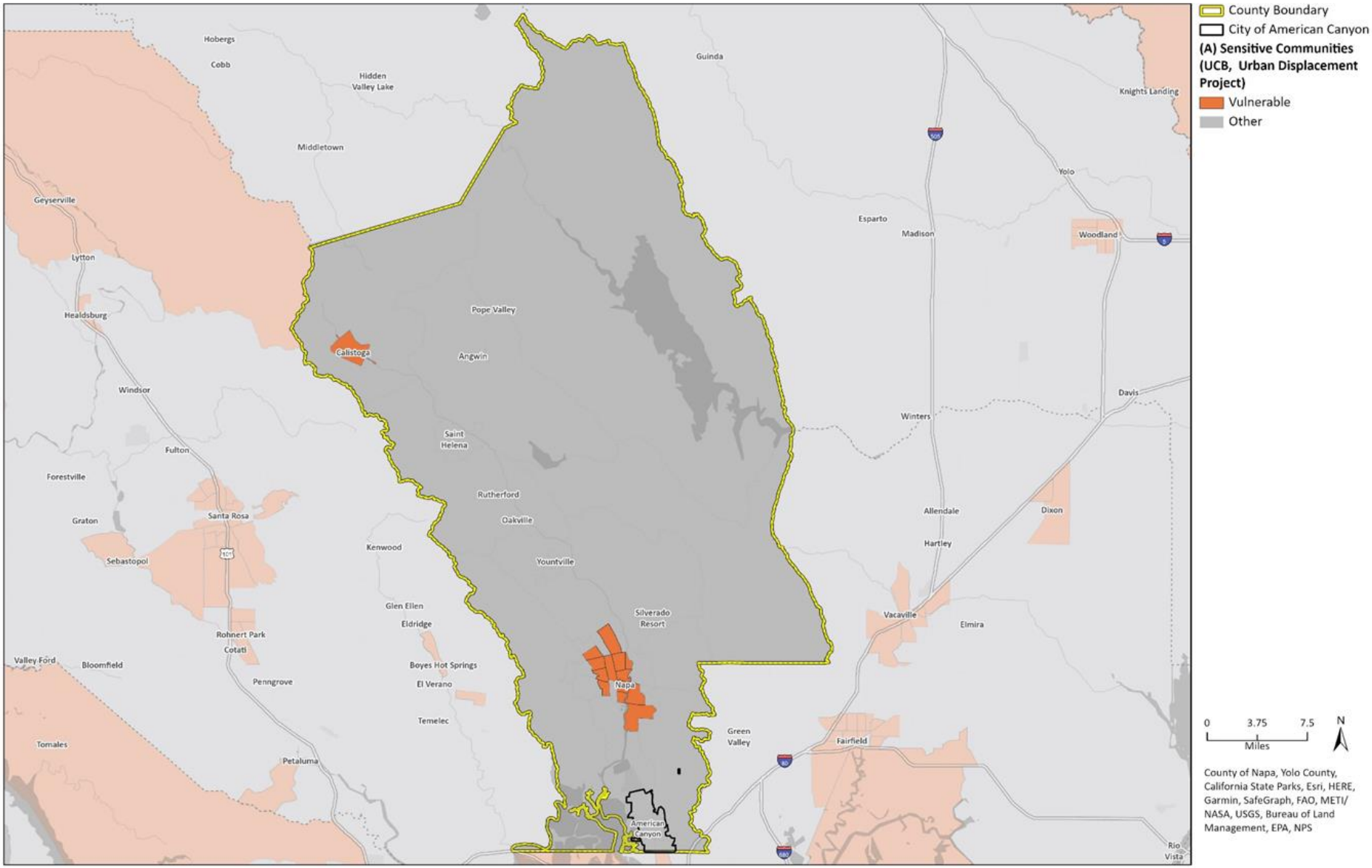
The Urban Displacement Project (UDP) is an initiative out of the University of California, Berkeley that conducts data-driven research to better understand gentrification and displacement to generate more equitable and inclusive cities. UDP provides data to identify "sensitive communities," communities that are vulnerable to displacement caused by housing costs or with market-based displacement pressures within or near the community. As shown in Figure 4-28, residents in portions of the cities of Napa and Calistoga live in what are called "sensitive communities," meaning they are vulnerable to displacement.[22]

LOCAL TRENDS

According to 2015-2019 ACS and UDP estimates, no households were at risk of displacement in American Canyon. No sensitive communities were identified in the city, as shown in Figure 4-29.

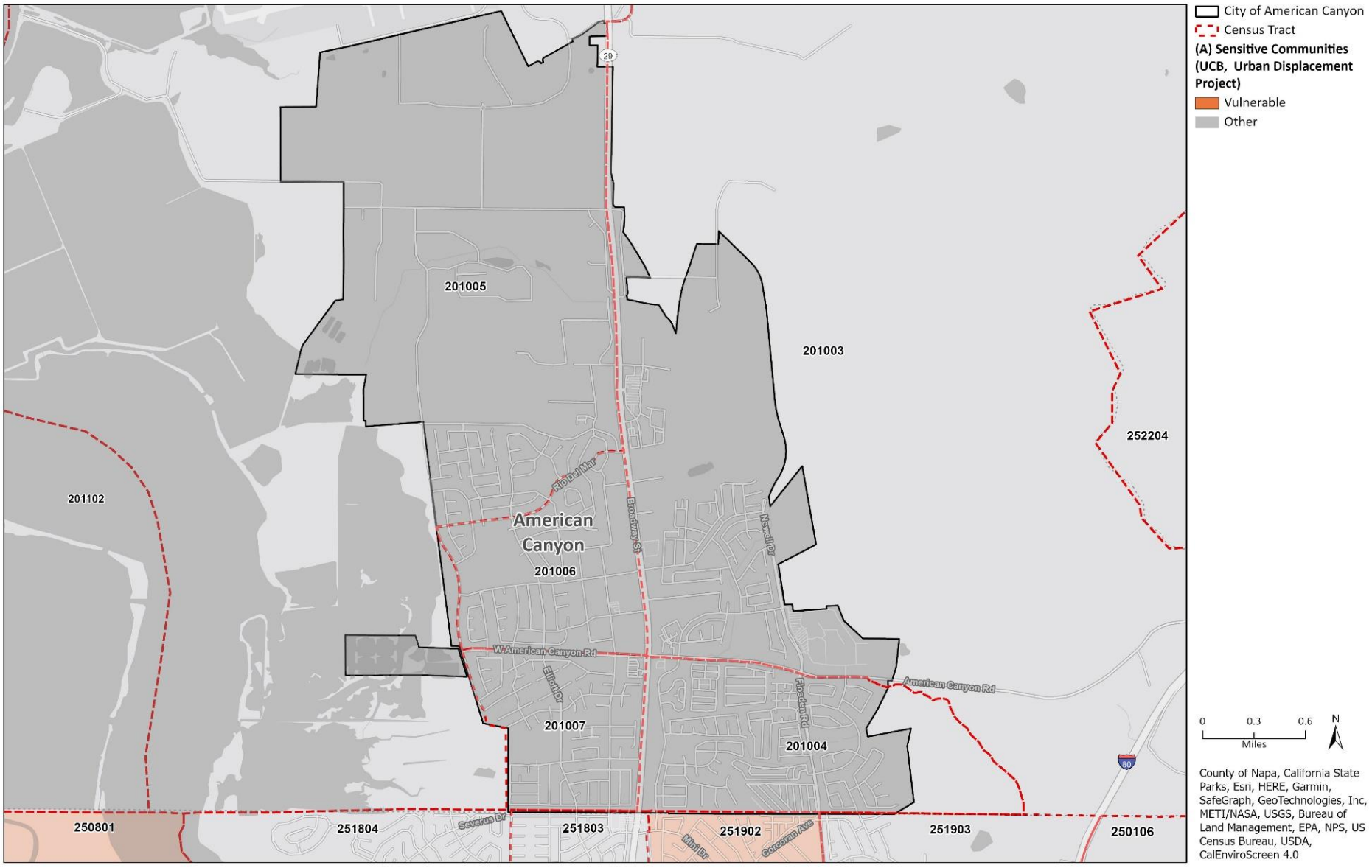
[21] HCD. 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf
[22] Urban Displacement Project, 2021. https://www.urbandisplacement.org/maps/sf-bay-area-gentrification-and-displacement/

Figure 4-38 Sensitive Communities (Napa County)



Source: AFFH Viewer, 2022

Figure 4-39 Sensitive Communities (American Canyon)



Source: AFFH Viewer, 2022

Contributing Factors

Contributing factors are issues that contribute to, perpetuate, or increase the severity of one or more fair housing issues. These factors have been identified through outreach and local knowledge, assessment of fair housing data collection and analysis, and the site inventory. Based on available data, including data summarized in this Assessment of Fair Housing as well as the above-summarized community input, the following are the most significant contributing factors to fair housing issues in American Canyon.

Segregation and Integration Patterns and Trends

As noted above, American Canyon is the most racially and ethnically diverse community in Napa County, and the fifth-most diverse city or county in the Bay Area. The data shows that there are only slight differences between census tracts in concentrations of racial/ethnic groups or special needs populations. However, community outreach conducted for this Housing Element update provided context for the data, and helped reveal the following contributing factors to segregation and integration patterns in American Canyon:

- The location, type, and availability of housing that is affordable: A shortage of affordable housing appropriate for family size, income, and special needs affects the ability of lower-income people and people experiencing homelessness to find adequate housing.
- Lack of services and information in multiple languages: While the City makes materials and information available in English and Spanish, there are multiple languages spoken in the city and the Regional Fair Housing Analysis drafted by the Napa Sonoma Collaborative identified language access as a contributing factor. See Other Relevant Factors, below.

Racially and Ethnically Concentrated Areas of Poverty (R/ECAPs)

There are no R/ECAPs in American Canyon.

Disparities in Access to Opportunities

The following contributing factors to disparities in access to opportunities in American Canyon include:

- Limited availability and type of public transportation: As discussed in Transit and Walkability, above, transit access is limited in Napa County and American Canyon, which is an impediment to fair housing choice and accessing opportunity for households without a car or those unable to drive to due disability.

- Low walkability: American Canyon has a low average walkability score per Walk Score. The EPA's walkability index is more granular and shows that downtown has the highest walkability scores in the city. However, community members reported low walkability, disconnected pedestrian routes, and a desire for more mixed-use neighborhoods.
- Location of employers: Most residents commute by car out of American Canyon for work. Long commutes cost households money and time, and limited jobs within walking, biking, or transit access limit opportunities for households without a car or those unable to drive due to disability.
- Location and type of housing that is affordable: As discussed previously, a shortage of affordable housing that is appropriate for family size, income, and special needs affects the ability of lower-income people and people experiencing homelessness to find adequate housing.
- Limited access to opportunity: As discussed in Disparities in Access to Opportunities, most of the city is considered lower resource. Education and economic outcomes are less positive throughout the city and environmental outcomes are less positive in the northern half of the city. Limited access to opportunity can mean people, especially lower-income households and people with disabilities, have limited economic mobility and lower quality of life.

Disproportionate Housing Needs

Disproportionate housing needs refers to the condition in which there are significant disparities in the proportion of members of a protected class (race, religion, marital status, disability, etc.) experiencing a category of housing need, or the total population experiencing that category of housing need in the applicable geographic area. These issues are discussed in more detail above. Contributing factors to disproportionate housing needs are:

- The availability of affordable units in a range of sizes: Overpayment is prevalent throughout the city, for renters and owners, which means that many households spend more than 30 percent of their income on housing, leaving little money left over for other critical essentials, including food and medicine. Overcrowding is more prevalent for renters than owner, suggesting a need for larger, affordable rental units.
- Lack of accessible housing for disabled persons and seniors: About 11 percent of American Canyon's population is living with one or more disabilities, and stakeholders reported a lack of housing options (both housing units and neighborhood characteristics) that provide access for the city's disabled population.

Local Area Knowledge

Although American Canyon has a low fair housing proportion than most communities, the AFFH analysis identified the southern portion of American Canyon generally experiences more fair housing issues than other areas of the city. Fair housing issues in this area include, lower median income, overpayment, and lower economic and education outcomes. The predominant population in this area of the city is Hispanic/Latino in the southwest area and Asian/Pacific Islander in the southeast area.

Stakeholder and Community Input

The City held two housing workshops to receive feedback from the community on housing issues and the Housing Element Update (on April 13, 2022, and April 27, 2022). During these workshops, participants frequently brought up concerns regarding increased traffic associated with new development, ensuring new development had adequate parking for residents, lack of pedestrian infrastructure and connectivity. Participants did not necessarily observe specific neighborhoods that appeared to lack infrastructure, but generally that areas along Highway 29 have gaps in sidewalks and noted that empty lots created an incomplete pattern of development and improvements.

The City also held stakeholder interviews (on March 21, 2022) with local fair housing providers, service groups, and representatives of special needs populations. Key feedback gained during stakeholder interviews included:

- There is a lack of affordable housing generally, especially for low-income seniors. There's a need for more supportive housing, and housing options for persons with disabilities. There is potential for a home-sharing program that can link older adults with unused space in their home with a renter.
- There is a need for walkable and mixed-use neighborhoods. People need to be able to access services, commercial centers, schools, parks, and churches in their neighborhood. Pedestrian infrastructure needs to be improved to better facilitate walking. Ensuring housing is located near services and amenities will help affordable projects compete for funding.
- There's a need to preserve naturally affordable housing options that are not deed-restricted.
- There's a lack of transportation options. American Canyon is not very walkable and not well connected to other jurisdictions via transit; therefore, cars are essential for getting around the City and connecting to neighboring communities. Stakeholder interviews with affordable and market-rate developers further revealed that although cars are necessary for most residents, parking requirements are a challenge for

developing affordable housing at sufficient densities. Alternate ways of meeting parking requirements can help alleviate those requirements.

- Mobile home park residents are disproportionately impacted by fair housing issues. Residents tend to be older adults, often disabled, and there may be cultural or language barriers.
- Stakeholders identified a lack of funding as a significant barrier to building affordable housing in the city. Projects in the City compete with other jurisdictions with greater funding and resources for limited state and federal funds.
- Community members interviewed during public workshops were not aware of many of the fair housing services provided by the City and its partners, and were not confident that they understood their rights under fair housing law.

Other Relevant Factors

Other relevant factors are those not previously discussed, but which were identified though community outreach conducted for this Housing Element update and by the Napa Sonoma Collaborative in the Regional Assessment of Fair Housing.

Language Spoken at Home

A significant proportion of American Canyon's population speak a language other than English at home. Of the population age five and over, 46.1 percent speak a language other than English (8,815 residents). Of those individuals, 42.6 percent (3,752 residents) speak English less than "very well."

Table 4-10 shows a breakdown of language spoken at home by residents over the age of 5 and what percent of residents speak English less than "very well" by language spoken at home.

Table 4-10 Language Spoken at Home

	Speak Language Other Than English		Speak English Less than Very Well	
Language	**Number**	**Percent**	**Number**	**Percent**
Only English	**10,296**	**53.9%**		
Language Other than English (Total)	**8,815**	**46.1%**	**3,752**	**42.6%**
Spanish	3,949	20.7%	1,694	42.9%
Other Indo-European	793	4.1%	276	34.8%
Asian and Pacific Islander	4,039	21.1%	1,773	43.9%
Other	34	0.2%	9	26.5%

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table S1601

In addition to limited English proficiency, many residents were born outside of the United States. Table 4-11 shows a breakdown of the top ten countries of birth for residents who were born outside the United States.

Table 4-11 Place of Birth (Foreign Born)

Place of Birth	Number
Total	**7,105**
Top 10 Countries	
Philippines	3,475
Mexico	1,634
India	291
Guatemala	211
China (excluding Hong Kong and Taiwan)	189
El Salvador	186
Vietnam	131
Panama	120
Pakistan	120
Korea	58

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B05006

Access to Financial Services

According to the Regional Fair Housing Analysis drafted by the Napa Sonoma Collaborative, in American Canyon, there are only two full-service brick-and-mortar branches of banks regulated by the Federal Deposit Insurance Corporation. Reduced access to full service, brick-and-mortar bank branches increases the likelihood of discrimination in lending and credit services and the likelihood of concentrated economic immobility. Financial institutions may be more likely to engage in predatory practices if physical access has diminished, which can further racial and socioeconomic inequities.[23]

Farmworker Housing

An estimated between 6,000 and 9,000 farmworkers are employed Napa County. Sufficient affordable housing options are lacking for farmworkers who are often lower income and have special housing needs, such as seasonal housing. The Napa Sonoma Collaborative's Regional Assessment of Fair Housing Analysis states that due to limited residential zoning and the lack of multi-family housing outside of urban areas, workers in the County must live in proximity to city centers. The number of farmworkers employed in American Canyon is unknown; however, the city's location in Napa County and its relative proximity to vineyards and wineries would imply a number of farmworkers are employed near to the city, and that they look for housing opportunities in the city.

[23] Napa Sonoma Collaborative Regional Contributing Factors, Page 1

Sites Inventory Analysis

American Canyon is able to accommodate its share of the Regional Housing Needs Assessment (RHNA) with a 20 percent buffer through planned and approved housing units that have not yet been built, known as "pipeline projects." These pipeline projects would be constructed within the 6th cycle planning period and include a range of housing types to fulfill all income categories from extremely low- to above moderate-income housing units. Table C13 and Figure 4-41 show an overview of the pipeline projects organized by site and by census tract. Sites are categorized into neighborhoods. Both tables summarize the number of proposed housing units in low, moderate, and high resource areas as well as the occurrence of fair housing indicators, including minority population, income, overpayment, etc.

Opportunity Areas

For purposes of evaluating fair housing, resource levels designated by HCD and TCAC opportunity maps identify areas with characteristics that support positive economic (low poverty, high employment, high median household income), educational (reading and math proficiency, high school graduation rates, low student poverty rates), and environmental outcomes (low exposure to pollution).

Most of the census tracts in American Canyon are ranked low-resource, except for the census tract located in the northeast part of the city that is ranked moderate-resource. This categorization indicates that most residents have low access to positive economic, educational, and environmental outcomes. Figure 4-41 shows the location of the pipeline projects overlaid with the TCAC Opportunity Map for composite score for each census tract (composite score accounts for economic, educational, and environmental outcomes). As shown in Figure 4-41, the majority of the pipeline projects are located in moderate-resource areas.

According to TCAC Opportunity Maps, the census tract with the highest economic score in American Canyon is in the northeastern portion of the city; however, the entire city has less positive economic outcomes. As shown in Figure 4-42, most of the pipeline projects are in the northeast area of the city which has a higher economic outcome than the rest of the city.

Similarly, the whole city has less positive education outcomes with the census tract with the lowest education score located in the southeast portion of the city. Figure 4-43 shows the location of the pipeline projects in relation to education outcomes. All pipeline projects are in the northern area of the city which has higher education scores than the southeast area of the city.

The city's environmental score is less positive in the northern half of the city and more positive in the southern half of the city. Figure 4-44 shows the location of the pipeline projects overlaid with TCAC Environmental Outcome Map. Most of the pipeline projects are in the northern part of the city which has lower environmental outcomes than the southern part of the city.

Improved Conditions

Demographic and socio-economic spatial patterns show that census tracts with low- and moderate-income households, predominantly Asian-American and Hispanic/Latino populations, and higher rates of housing problems are located throughout the southern, central, and eastern neighborhoods of the city. Most of the pipeline projects (representing about 43 percent of the total housing units included in the pipeline projects) are in moderate-resource areas of the city even though the majority of the city is considered low resource. Sites that accommodate housing unit densities appropriate for lower-income units are concentrated in the central and northern areas of American Canyon.

Exacerbated Conditions

As mentioned previously, most neighborhoods in American Canyon have a majority that are non-white. The neighborhoods that have the lowest median incomes are located in the southern area of American Canyon. These neighborhoods are predominantly Hispanic/Latino and Asian American/Pacific Islander. Pipeline projects with lower- and moderate-income housing units are located throughout the northern and central areas of the city. There were no areas in the city identified as at risk for displacement. Thus, the Sites Inventory does not exacerbate vulnerable conditions.

Racially/Ethnically Concentrated Areas of Poverty and Affluence

American Canyon has no racially/ethnically concentrated areas of poverty (per HUD's definition). There are several tracts in the southern part of the city with LMI populations that are predominantly Asian-American and Hispanic/Latino. Neighborhoods west of Highway 29 and in the northwest part of American Canyon have some of the highest median income levels in the city and are predominantly white. The affordable pipeline projects are located in the north and central parts of the city closest to transit, services, and employment.

Access to Opportunity

The City has five census tracts, of which four are categorized as low resource. One census tract located in the northeast part of the city is considered moderate-resource. The majority of pipeline projects (representing about 43

percent of the total housing units in the pipeline projects) are located in the census tract categorized as moderate-resource, with the remaining pipeline projects (about 57 percent of the total housing units) located in census tracts categorized as low resource. Pipeline projects include housing in all income ranges.

Disproportionate Housing Needs

As shown in Table 4-12, approximately 57 percent of the housing units in the sites inventory are in low-resource areas and 43 percent are in moderate-resource areas. There are no high-resource areas in American Canyon.

Table 4-12 Pipeline Projects by Opportunity Areas

Opportunity Category	Proposed Sites Inventory Housing Unit Allocation				
	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
Low Resource	26	39	0	816	881
Moderate Resource	168	82	408	0	658
High Resource	0	0	0	0	0
Total	**194**	**121**	**408**	**816**	**1,539**

Subsidized Housing

The Housing Authority of the City of Napa administers the Housing Choice Voucher (HCV) program in American Canyon. The HCD program provides direct assistance to rent-burdened households. There are 129 households receiving HCVs in all census tracts in American Canyon. The two northernmost census tracts include areas in the unincorporated county.

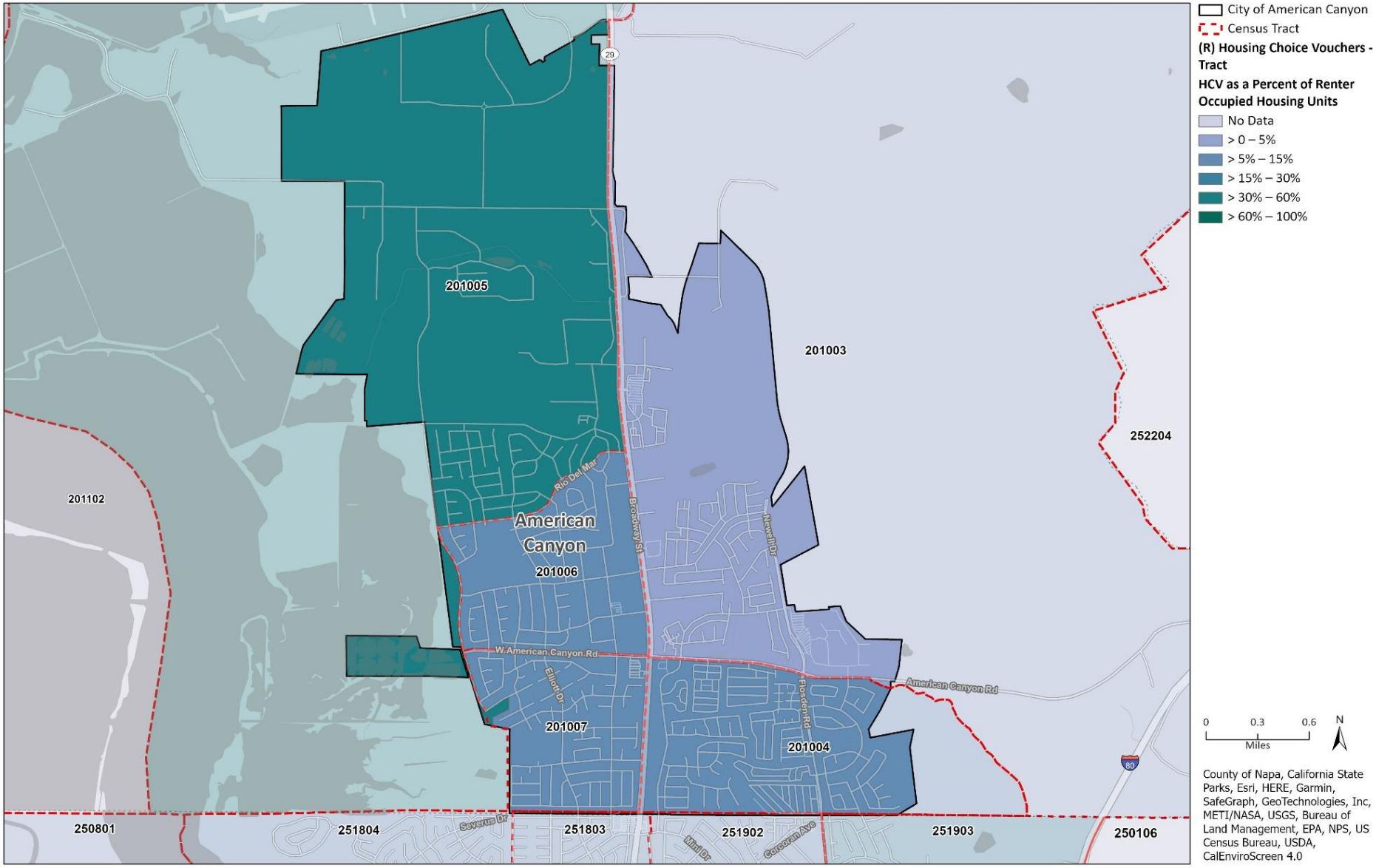
Figure 4-40 shows HCV as a percent of renter-occupied units by census tract. In census tract located in the northwest area of the city, approximately 40 percent of renter-occupied units receive HCVs. This census tract includes areas in the unincorporated parts of the county.

Table 4-13 Site Inventory Overview (Site Basis)

Site ID	Census Tract	Capacity			AFFH Indicators					
		Lower	Moderate	Above Moderate	% Minority	Income	TCAC	Overpayment	Overcrowded	Displacement[24]
Lemos Point	201003	184	2	0	90.73%	$145,543	Moderate	34.77%	6.47%	N/A
Watson Ranch: Lot 14, 15	201003	0	0	98	90.73%	$145,543	Moderate	34.77%	6.47%	N/A
Watson Ranch: Lot 7, 9	201003	0	0	165	90.73%	$145,543	Moderate	34.77%	6.47%	N/A
Watson Ranch: Lot 10	201003	0	0	219	90.73%	$145,543	Moderate	34.77%	6.47%	N/A
Canyon Estates	201003	0	0	35	24.16	$93,750	Moderate	34.77%	6.47%	N/A
Sun Square	201003	20	0	0	90.73%	$145,543	Moderate	34.77%	6.47%	N/A
Napa Junction	201003	46	406	0	90.73%	$145,543	Moderate	34.77%	6.47%	N/A
TOTAL		**250**	**408**	**517**						N/A
Oat Hill	201005	0	0	291	77.42%	$123,393	Low	35.00%	5.30%	N/A
Rio Del Mar	201006	0	0	3	60.22%	$90,833	Low	35.94%	3.95%	N/A
West Carolyn	201006	0	0	4	60.46%	$96,364	Low	35.00%	5.30%	N/A
Napa Cove	201006	65	0	1	60.22%	$90,833	Low	35.94%	3.95%	N/A
Total		**65**	**0**	**8**						
Total		**315**	**408**	**816**						

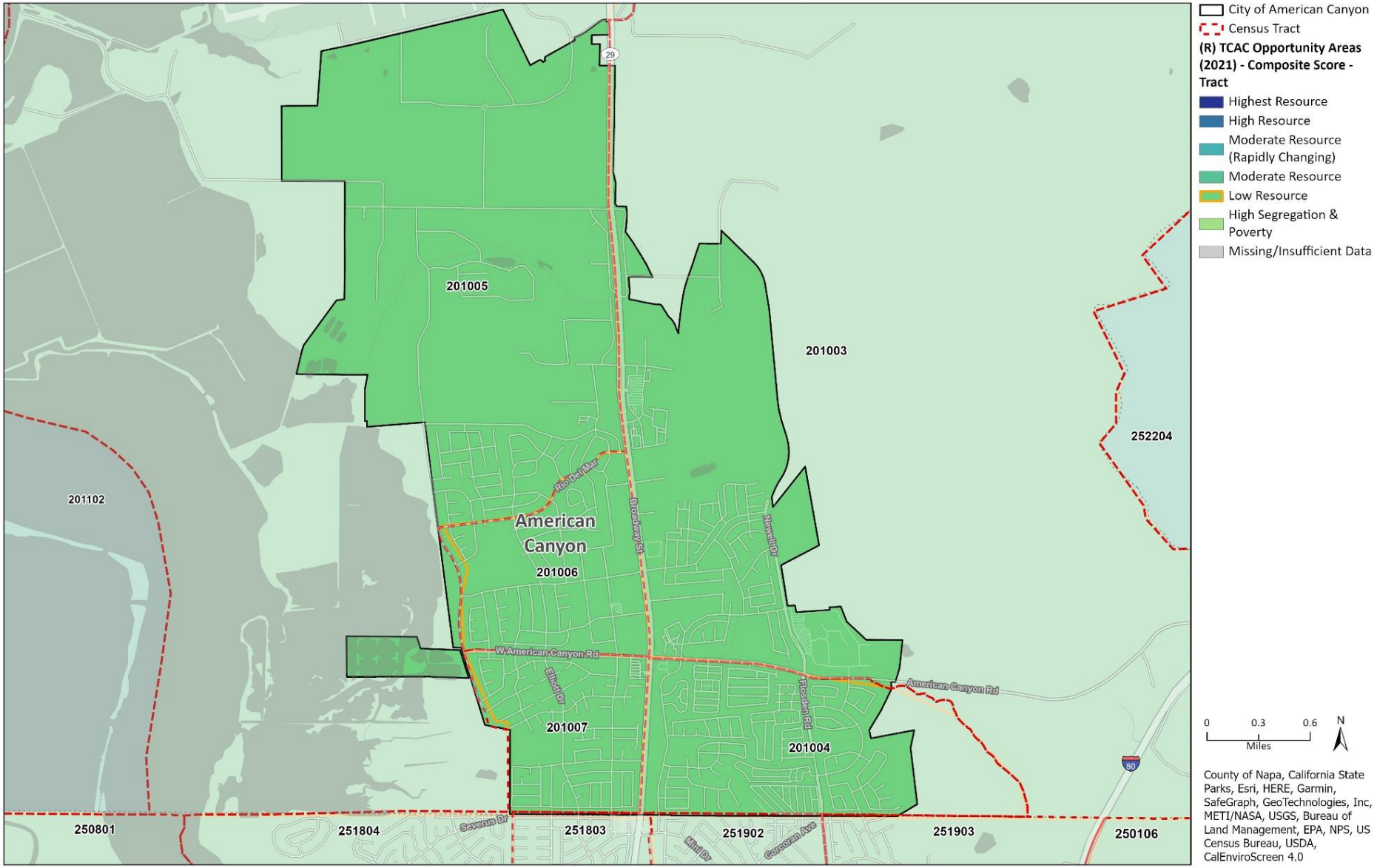
[24] No areas in American Canyon were determined by the Urban Displacement Project to be "vulnerable" per the Sensitive Communities dataset. Source: HCD AFFH Data and Mapping Resources, Sensitive Communities (UCB, Urban Displacement Project), 2022. https://affh-data-resources-cahcd.hub.arcgis.com/

Figure 4-40 Housing Choice Vouchers (American Canyon)



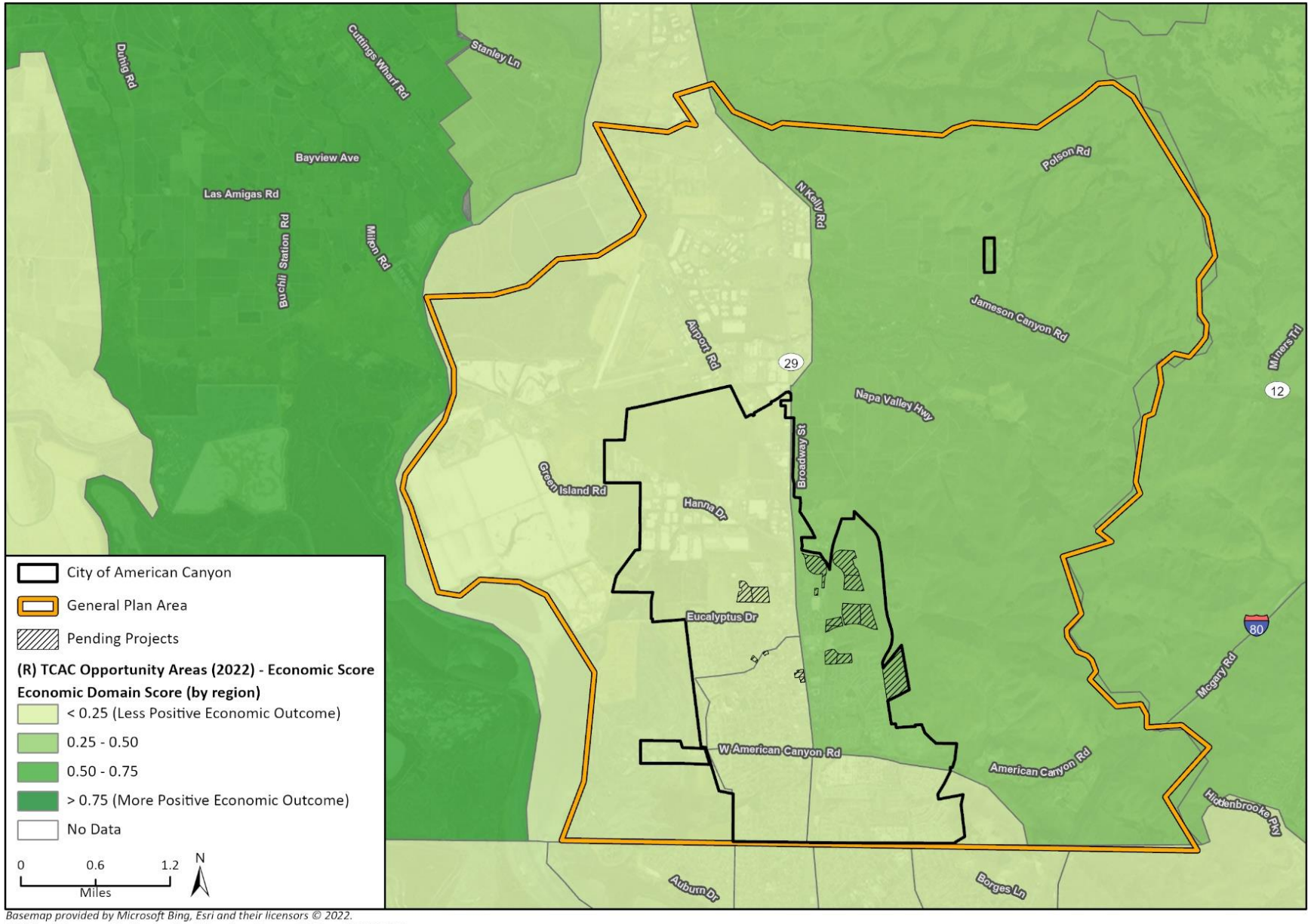
Source: AFFH Viewer, 2022

Figure 4-41 TCAC Opportunity Areas (Composite Score)



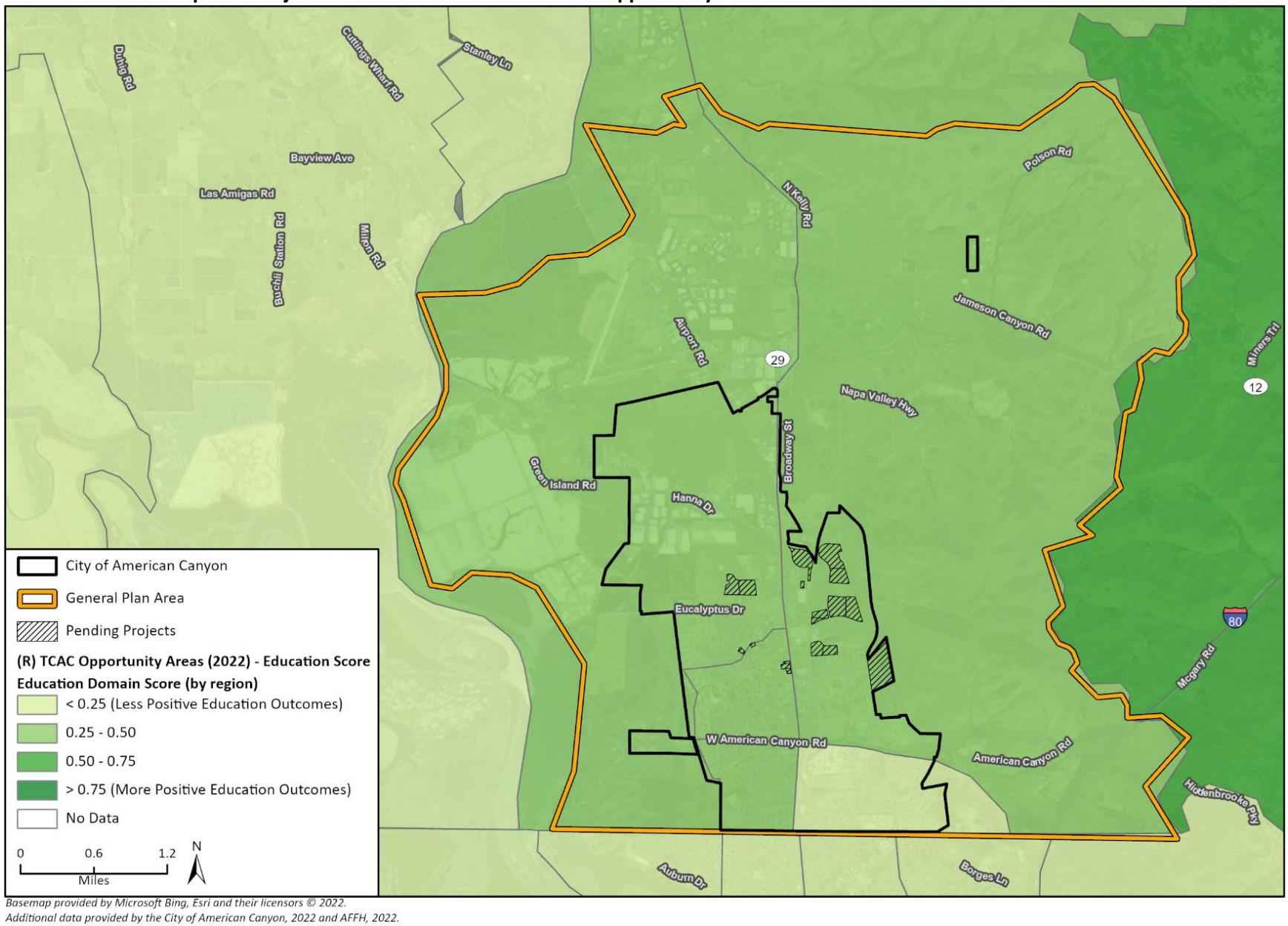
Source: California State Treasurer's Office, 2022

Figure 4-42 Location of Pipeline Projects in Relation to TCAC Economic Opportunity Areas



Source: California State Treasurer's Office, 2022

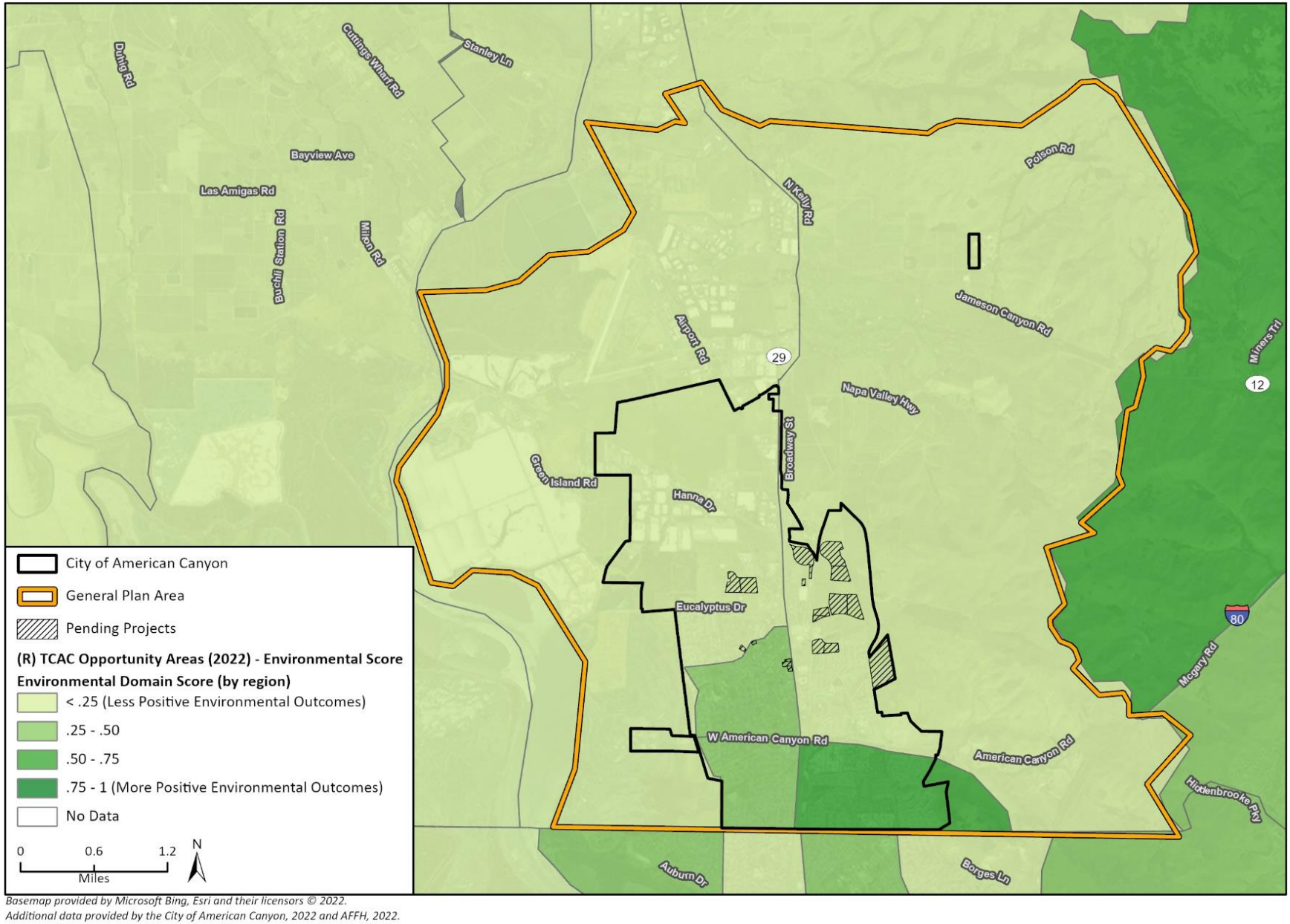
Figure 4-43 Location of Pipeline Projects in Relation to TCAC Education Opportunity Areas



Basemap provided by Microsoft Bing, Esri and their licensors © 2022.
Additional data provided by the City of American Canyon, 2022 and AFFH, 2022.

Source: California State Treasurer's Office, 2022

Figure 4-44 Location of Pipeline Projects in Relation to TCAC Environmental Opportunity Areas



Source: California State Treasurer's Office, 2022

Fair Housing Priorities and Policies

Based upon the analysis conducted in this AFFH document, Table 4-14 highlights the prominent fair housing issues and contributing factors that hinder access to safe, affordable, and vibrant housing for American Canyon residents. Furthermore, the findings of this analysis were used to develop meaningful actions and metrics and milestones that promote inclusive communities, increase housing opportunities, and address racial/ethnic and economic disparities within the city.

Table 4-14 Fair Housing Issues, Contributing Factors, and Meaningful Actions

AFH Identified Fair Housing Issue	Contributing Factors	Meaningful Actions
Outreach	• Lack of language access	• Provide housing resources in multiple languages on the City's website.
Fair Housing Enforcement and Outreach Capacity	• Lack of local private fair housing outreach and enforcement • Lack of local public fair housing enforcement	• Participate in FHNV meetings, at least once annually, to coordinate regional responses to housing discrimination issues. • At least once annually, obtain feedback through a multimedia campaign, including public surveys, focused discussions, and in-person to obtain public input and feedback on fair housing issues. • Work with the FHNV to conduct random testing at least once every five years. Specifically, with the release of the 2020 Census, determine the appropriate biases be tested in the city. • At least once a year during the 2023 – 2031 planning period, collaborate with FHNV to mutually resolve rent disputes and provide education to tenants and landlords on their rights. • Conduct at least one fair housing workshop annually with targeted populations, including mobilehome parks. • Involve neighborhood groups and other community organizations when conducting outreach and education activities. • Conduct an annual workshop and partner with local organizations including the Housing Authority and Fair Housing Napa Valley to present free homeownership education seminars in lower-income neighborhoods.
Disproportionate Housing Needs and Disparities in Access to Opportunity	**Housing Cost** • Dominance of existing single-family housing types, which are typically more expensive than multi-family housing • Location and type of existing affordable housing, especially for extremely low-income households • High rates of housing cost burden among renter and owner-occupied households • Increasing housing costs • Cost of repairs or rehabilitation **Funding** • Shortage of public (local, state, or federal) funds invested in the development of affordable housing and social services **Land Use and Zoning** • Lack of supportive housing in community-based settings • Limiting local land use policies	**Housing Cost** • Support private programs for shared living that connect those with a home and are willing to share living accommodations with those that are seeking housing, particularly persons with disabilities, seniors, students, and single person households. • At least once a year during the 2023 – 2031 planning period, review and propose updates to the City's existing Inclusionary Zoning Ordinance. • Provide rehabilitation financing assistance for at least 5 households annually during the 2023 – 2031 planning period. • Develop a targeted program or enhance existing program and assist lower-income residents with affordable homeownership and rental opportunities. **Funding** • Seek funding opportunities to facilitate lower-income housing. **Land Use and Zoning** • Throughout the 2023 – 2031 planning period, evaluate and update existing zoning to ensure compliance with state-mandated streamlining requirements (ADUs, area planning, and objective design standards). • Invest and encourage outside investment in infrastructure improvements throughout the city, particularly to increase connectivity and fill gaps. • Amend the standards for transitional housing in the Zoning Ordinance. **Alternative Modes of Transportation**

AFH Identified Fair Housing Issue	Contributing Factors	Meaningful Actions
	• Lack of services and accessible housing for senior and disable residents **Alternative Modes of Transportation** • Limited options for alternative modes of transportation	• Work with VineGo and American Canyon Transit to expand transit options in American Canyon, focusing on areas that are not within 0.5 miles of a transit stop. • Expand the bicycle and pedestrian infrastructure network throughout the city to expand bikability and walkability, especially near residential neighborhoods and commute corridors. • Provide support for the Napa-Sonoma ADU Center, which provides free education, outreach, and resources for homeowners interested in building ADUs. • By 2031, update the City's accessibility program with emphasis on improving access to public buildings, facilities and housing, and infrastructure improvements including sidewalks and pedestrian crossings to increase accessibility for all residents of the city, especially for persons with disabilities.

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Chapter 5
Constraints

Constraints to adequate and affordable housing can be caused by market, governmental, infrastructure, and environmental factors. These factors may constrain affordable housing and market-rate housing developers, and individuals' ability to finance home purchase and rehabilitation.

These constraints may cause housing to become unaffordable to low- and moderate-income households or uneconomical for developers. Constraints to housing production significantly impact households with lower incomes and special needs. For these reasons, State law requires that Housing Elements analyze potential and actual governmental and non-governmental constraints to the production, maintenance, and improvement of housing for persons of all income levels and disabilities.

The constraints analysis must demonstrate local efforts to remove barriers to achieve housing production goals and housing for persons with disabilities. When constraints preclude housing goals, Housing Element law requires jurisdictions address and, where appropriate and legally possible, remove governmental constraints to maintenance, improvement, and development of housing. When housing production constraints are caused by City regulations or land use controls, appropriate programs to mitigate these constraints are included in the Housing Plan.

Key Findings

- Several Zoning Ordinance provisions constrain housing and/or are inconsistent with state laws passed since the last Housing Element update. These include accessory dwelling units, emergency shelters, low-barrier navigation centers, floor area ratio standards, density bonus law, manufactured housing, and transitional and supportive housing.
- Growth management policies in the Land Use Element that constrain housing in ways that are inconsistent with State Law will was removed with a General Plan update in April 2023 (Resolution 2023-05).
- Subjective design requirements constrain housing development. For example, the Zoning Code requires all manufactured homes to be designed and located in a way that is considered aesthetically harmonious with the surrounding houses and neighborhood. Design requirements such as exterior siding material must be compatible with adjacent residential structures, and the prohibition of shiny or metallic

finishes. These design requirements are subjective in the permitting decision-making process.

- In stakeholder interviews conducted for this Housing Element update,[1] developers reported that lack of available private, state, federal and local funding, combined with the cost of building infrastructure or conducting studies, are major constraints to development of affordable housing. Developers also expressed openness to reduced parking standards to facilitate higher-density housing.

Governmental Constraints

Actions by the City may impact the price and availability of housing in American Canyon. Policies and regulatory actions such as land use controls, site improvement requirements, building codes, fees, and affordable housing policies may impact the price and availability of housing in the city. The following section describes these governmental constraints.

Transparency in Development Regulations

To increase transparency in the development process, the City's website publishes resources that help developers and homeowners navigate the residential development and home improvement processes. The majority of the information is located under the Community Development Services Department webpages[2] which include the following:

- Application and forms for building and planning permits and code enforcement complaints
- Documents such as the Zoning and Subdivision ordinances
- Planning documents such as the General Plan and specific plans
- Fee schedule

Land Use Controls

The City regulates the type, location, density, and scale of residential development primarily through its General Plan and Zoning Ordinance. The General Plan Land Use Element outlines the community vision through land use designations. Land use designations categorize regions of the city with designated allowable densities and uses. Land use designations are implemented by the Zoning Ordinance, which identifies zoning district development standards. Zoning districts are parcel-specific identifications that provide allowable height, required setback, densities, and more (discussed further in *Residential Development Standards*).

[1] Stakeholder interviews, March 14, 2022
[2] https://www.cityofamericancanyon.org/government/community-development/planning-zoning

General Plan

The General Plan includes designations that permit a range of residential development types from low-density development (one to two units per gross acre) to high-density residential (20 units per gross acre). Multifamily residential uses are allowed in the Neighborhood Commercial (CN) and Community Commercial (CC) land use designations. (Table 5-1)

State law[3] established the following "default" density standards in estimating potential units by income range:

- A density standard of up to 15 units per acre (primarily for single-family homes) is assumed to facilitate housing that can accommodate above moderate-income households.
- A density standard of 16 to 19 units per acre (primarily for medium-density multi-family developments) would facilitate housing that can accommodate moderate-income households.
- A density standard of 20 or more units per acre (primarily for higher-density multi-family developments) that can accommodate lower-income households.

Based on the established assumptions regarding affordability, Residential High (RH-2) is the only General Plan designation that can be assumed to accommodate development of housing appropriate for lower-income households. There are 15.59 acres of RH-2 land and of that, 0.62 acres is vacant. While there is a limited amount of land available to facilitate affordable housing by default, the City has adopted a series of specific plans which include requirements for the provision of affordable units. As a result, the City is meeting its share of the Regional Housing Needs Allocation (RHNA) through pipeline projects, so the availability of land is not a constraint to meeting the City's RHNA. Through Program A, the City will monitor the progress of pipeline projects toward meeting the RHNA, and the amount of appropriately zoned land to ensure availability of sites appropriate for higher-density and affordable housing.

The Neighborhood Commercial (CN), Community Commercial (CC), and Special Study (SS) designations have floor area ratio (FAR) requirements as opposed to maximum unit per acre allowances. FAR regulates how large the floor area can be in a development (Figure 5-1). It is determined by dividing the development floor area by the parcel area. For example, an FAR of 1.0 equals allows for development area that is equivalent to the area of the parcel. If the development is multiple stories, the total area of all floors must not surpass that of the parcel.

[3] https://www.hcd.ca.gov/grants-funding/active-funding/iigp/docs/ab2348stat04ch724.pdf

Table 5-1 General Plan Land Use Designations

General Plan Designation	Allowable Residential Uses	Allowable Density (du/ac) or Floor Area Ratio (FAR)
Residential Estate (RE)	• Single-family detached dwelling units • Single-family semi attached ("0-lot line") if clustered to preserve open space	1-2 du/ac
Residential Low (RL)	• Single-family detached dwellings units • Single-family semi attached ("0-lot line") if clustered to preserve open space	2-5 du/ac
Residential Low-1 (RL-1)	• Single-family detached dwellings units • Multifamily dwelling for a maximum of 15 percent of the total units allowed on prescribed density, if clustered to preserve open space	2-5 du/ac
Residential Low- 2 Multifamily (RL-2)	• Single-family detached dwellings units • Multi-family dwelling units on 10 acres	• Single family: 2-5 du/ac • Multifamily: 12-16 du/ac
Residential Medium (RM)	• Multi-family dwelling units • Mobile homes	5-12 du/ac
Residential High (RH-1)	• Multi-family dwelling units	12-16 du/ac
Residential High (RH-2)	• Multi-family dwelling units	20 du/ac
Neighborhood Commercial (CN)	• Multi-family dwelling units for a maximum of 50% of the site	FAR of 0.35*
Community Commercial (CC)	• Multi-family dwelling units for a maximum of 50% of the site west of Broadway and 60% east of Broadway	FAR of 0.35 (multi-family portion 16-20 du/ac)[4]*
Special Study (SS)	• Uses determined by study and amendment of General Pan	1 du/ 40 ac
Town Center (TC)	Specific uses outlined in sub-designations within the Watson Ranch Specific Plan: • Single-family detached dwellings units • Duplexes, triplexes, and fourplexes • Multifamily dwelling • Mixed use live/work units	MDR-12: 2-12 du/ac MDR-16: 8-16 du/ac HDR: minimum 20 du/ac
Residential Overlay Zone	• Multi-family dwelling units on sites identified in the previous Housing Element*	20 du/ac

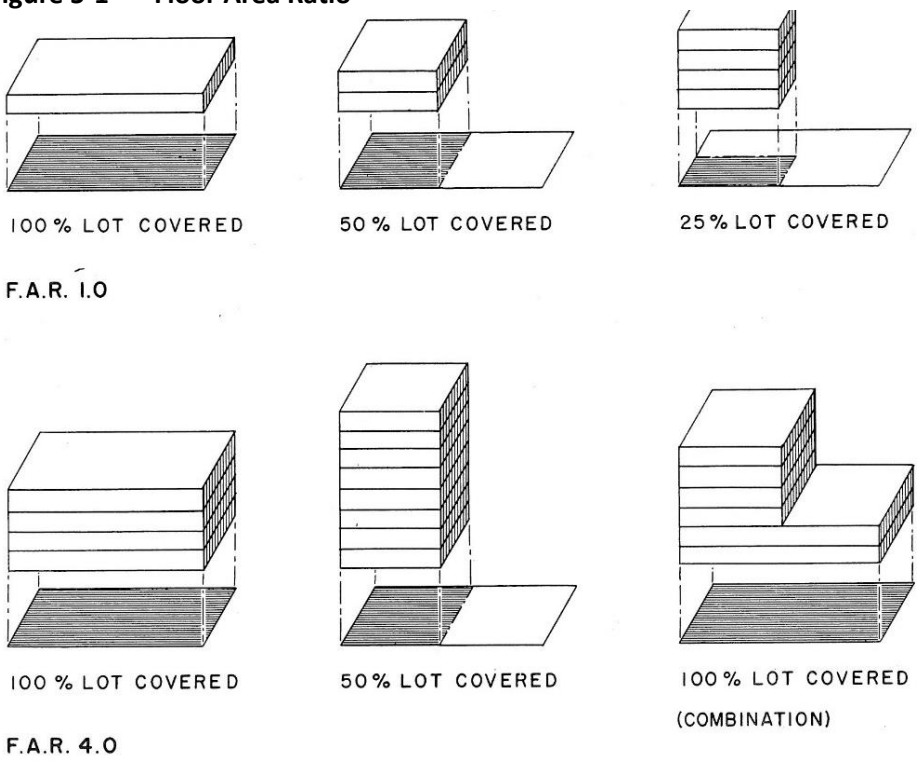
** General Plan policies that allow for varying densities or other standards for sites in the Housing Element site inventory will be modified under Program D for consistency with this Housing Element update.*

Source: American Canyon General Plan Land Use Element, 1994.

[4] American Canyon General Plan Land Use Element, Policy 1.15.1. https://lf.cityofamericancanyon.org/WebLink/DocView.aspx?id=46454&dbid=1&repo=AmericanCanyon&cr=1

There are no state standards similar to the default density standards regarding affordability and FAR. In the CN and CC designations, the FAR is 0.35, meaning the total building area may not surpass 35 percent of the parcel size. Pursuant to recent state law,[5] local agencies are not permitted to impose an FAR standard less than 1.0 on a housing development project that consists of three to seven units, or less than 1.25 on a housing development project that consists of eight to 10 units. The CN and CC districts are mostly built-out and the City has several residential and mixed-use zoning districts to accommodate the City's RHNA allocation. Nevertheless, because the City's General Plan FAR limitations are not consistent with state law, they are considered a constraint to housing. Through Program C, the City will update the CN and CC land use designations to comply with state law.

Figure 5-1 Floor Area Ratio



Source: American Planning Association[6]

[5] Government Code sections 54237, 54237.7, and 54239.4.
[6] Floor Area Ratio, American Planning Association. Historic PAS Report Series, Information Report No. 11. 1958. Accessed: https://www.planning.org/pas/reports/report111.htm.

The City of American Canyon adopted its current General Plan in 1994 with amendments to several elements over the years. In early 2020, the City kicked off the comprehensive General Plan update.[7] The first phase "Technical Update" is anticipated to be completed in 2023. The update will include changes to all Elements to address internal consistency including this Housing Element Update and comply with state housing laws. For example, the Land Use Element contains policies that allow increased density on sites in the Housing Element site inventory, which is not required for this Housing Element. Program D will address consistency issues between the updated Housing Element and the existing General Plan.

GROWTH MANAGEMENT POLICIES

On April 4, 2023, the City Council approved a General Plan Amendment to delete General Plan Goal 1B (Resolution 2023-05). This goal contained several policies to pace the rate of the city's growth with infrastructure improvements. Specifically,

Since 1994, Goal 1B has not constrained housing approvals. However, deletion of Goal 1B, the City has removed a potential constraint to future development.

Specific Plans

A specific plan is a planning document that implements goals and policies of the General Plan for an area in the city with unique land use needs. These plans contain more detailed development standards and implementation measures to which future projects located within a specified geographic area must adhere. The City of American Canyon has three residential specific plans— the Southeast Area Specific Plan (SEASP), Watson Ranch Specific Plan (WRSP), and the Broadway District Specific Plan (BDSP).

SOUTHEAST AREA SPECIFIC PLAN

Adopted in 1999, the Southeast Area Specific Plan (SEASP) is a detailed planning document which provides a land use and policy framework for the residential development of 405 acres in the Vintage Ranch and La Vigne neighborhoods. Today, except for a few isolated parcels, the SEASP is built out.

WATSON RANCH SPECIFIC PLAN

Adopted in 2018, the Watson Ranch Specific Plan (WRSP) is a detailed planning document which provides a land use and policy framework for future development of 309 acres east of Broadway, and north of the Vintage Ranch

[7] City of American Canyon, 2022. https://www.cityofamericancanyon.org/government/community-development/planning-zoning/general-plan-update

neighborhood.[8] Within the City of American Canyon General Plan, the WRSP area is designated as Town Center (TC).

The WRSP includes the following zones which allow for residential development:

- High Density Residential (HDR)
- Medium Density Residential (MDR-12 and MDR-16)
- The Napa Valley Ruins & Gardens (NVR&G): a mixed-use town center area with civic, retail, entertainment, commercial, visitor serving, and residential uses.

In 2019, the City Council approved a 50-year Development Agreement with the project proponent. The Development Agreement "vests" the developer's right to construct the project as it was approved in the Specific Plan. Since approval of the Development Agreement, the City has approved the Lemos Pointe apartments (186 units), Lot 10 (219 units); Lot 14/15 (98 units).

BROADWAY DISTRICT SPECIFIC PLAN

The Broadway District Specific Plan (BDSP) was adopted in 2019 as a land use and urban design framework for development of 345 acres on properties located on both sides of Broadway extending 2.38 miles north from the county line to Green Island Road. This area includes distinct gateway areas as well as the "core" of the Broadway District containing diverse commercial uses and residential neighborhoods. The plan reinforces Main Street as the pedestrian-oriented town center and employs a "Modern Farmhouse" and "Modern Industrial" aesthetic to create a unified character.

The Broadway District Specific Plan includes the following zones that allow for residential development:

- Downtown Core (DC)
- Broadway Residential (BR)
- Business Park (BP)
- Local Serving Mixed Use (LSMU)
- Medium Density Residential (MDR)
- Community Commercial (CC)
- Neighborhood Commercial (CN)

The Broadway District allows higher densities and height limitations compared to most of the city which is discussed in the *Zoning Ordinance* section.

Since approval of the BDSP, the City has approved the Napa Cove apartments (66-units), the Sun Square mixed use project (20-units) and is reviewing the

[8] Historically known as Broadway where it passes through American Canyon, the primary road through Napa Valley became known as Highway 29 (also referred to as State Route 29) after joining the state highway system in 1931.Broadway District Specific Plan. 2020. Accessed: https://www.cityofamericancanyon.org/home/showpublisheddocument/17886/637123528315700000

Residences at Napa Junction (453 units) and the Crawford Way Townhomes (100-units).

Broadway District Design Guidelines

The Broadway District Specific Plan includes design guidelines which may constrain housing development. The plan states that building architecture should favor a "Modern Industrial" and "Modern Farmhouse" aesthetic. This criterion requires a reinterpretation of traditional farmhouse and industrial architecture to accommodate new concepts of design that relax traditional rules while preserving utility, indoor/outdoor, and form following function objectives that gave rise to the traditional styles. The traditional styles are described below:

- **Traditional Farmhouse architecture** is unpretentious, straightforward, functional, and very efficient. This aesthetic is characterized by strong indoor/outdoor design that may feature a wraparound porch, symmetrical design, wood building exteriors, and shallow roofs.
- **Traditional Industrial architecture** is characterized by the lack of pretension and the way utilitarian surfaces, and functional materials and objects showcase the integration of form and function. Design characteristics generally include durable exterior materials such as brick, wood and metal, large skylights, "oversized" elements such as doors and windows, and exposed functional elements such as beams, duct work and pipes.

The plan also states that developments should incorporate elements that provide indoor/outdoor interface (e.g., porches, stoops, skylights/clear stories, etc., building materials that reflect local environment (e.g., wood and stone), are durable (e.g., brick, concrete, and steel) or reflect traditional farm or industrial materials, and incorporate architectural details to break-up building walls, create shadow lines and increase architectural interest.

Compliance with these design standards is determined by the Planning Commission during the design permit process. Discretionary approval processes may introduce considerable unpredictability, delays, and additional expense to the permitting process and therefore may be considered a constraint to housing development. The design permit process is discussed further in Processing and Permit Procedures below.

Zoning Ordinance

The City regulates the type, location, density, and scale of residential development primarily through the Zoning Ordinance, as well as specific plan development codes. A zoning district is assigned to every parcel in the city and the Zoning Ordinance identifies compatible uses.

There are seven residential districts in American Canyon, each with distinct development standards such as setbacks, height limits, and lot coverages. Development standards may constrain housing development if they are too restrictive.

The City's Zoning Ordinance allows residential uses in the following districts:

- Residential Estate (RE): Provides for residential estate areas where the minimum lot size is one acre.
- Rural Residential (RR): Provides for very low-density residential uses and related activities in existing or proposed large-lot residential neighborhoods, and in the peripheral foothill areas of the city. There are three separate RR districts:
    - Rural Residential Hillside (RRH): Requires a minimum lot size of twenty thousand square feet and imposes special development standards.
    - RR-20000: Requires a minimum lot size of twenty thousand square feet.
    - RR-10000: Requires a minimum lot size of ten thousand square feet.
- Residential Suburban (RS): Provides for low-density residential uses and related activities in areas of the city predominated by subdivisions with single-family lot patterns. There are two separate RS districts:
    - RS-8000: Minimum lot size of eight thousand square feet
    - RS-6500: Minimum lot size of six thousand five hundred square feet.
- Medium Residential (RM): Accommodates multifamily residential uses in areas of minimal constraints and ready access to transportation and services, with single-family uses allowed under some circumstances in conformance with the general plan. Development in the RM district shall be within the range of five to 12 units per gross acre.
- Town Center Residential Medium 12: Accommodates single and multi-family dwelling units up to 12 dwelling units per acre.
- Town Center Residential Medium 16: Accommodates single and multi-family dwelling units up to 16 dwelling units per acre.
- Broadway District Residential: Accommodates single and multi-family dwelling units up to 20 dwelling units per acre.
- Broadway District Business Park: Accommodates single and multi-family dwelling units up to 20 dwelling units per acre.
- Broadway District Local Serving Mixed use: Accommodates single and multi-family dwelling units up to 20 dwelling units per acre. High Residential (RH): Provides for high-density multifamily residential uses in areas of minimal constraints and ready access to transportation and

services, and to provide a range of housing opportunities. There are two separate RH districts:

  - RH-1: density range of 12 to 16 units per gross acre
  - RH-2: density of 20 units per gross acre.

- Broadway District Downtown Core: Accommodates multi-family dwelling units up to 35 dwelling units per acre.
- Town Center High Density: Accommodates multifamily dwelling units with no limit to density.
- Community Commercial (CC): accommodates a broad range of commercial uses that will serve local residents and the greater community and reduce the need for external trips to adjacent jurisdictions for goods and services, and provide shopping and service opportunities for commuters, visitors, and tourists. Also accommodates multifamily residential uses, especially in conjunction with a commercial use.
- Neighborhood Commercial (CN): encourages a limited range of retail and service commercial uses that are oriented to the day-to-day needs of the local residents, at a scale compatible with adjacent neighborhoods. Also accommodates multifamily residential uses, especially in conjunction with a commercial use.
- Light Industrial (LI): accommodates the continuation of existing and the development of new light manufacturing uses, research and development, offices, and similar uses. These districts allow the development of emergency shelters but no other residential uses are permitted.

Zoning for a Variety of Housing Types

Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage development of a variety of housing types for all economic segments of the population. Persons and households of different ages, types, incomes, and lifestyles have a variety of housing needs and preferences that evolve over time and in response to changing life circumstances. This includes single-family homes, multi-family housing, accessory dwelling units, mobile homes, agricultural employee housing, homeless shelters, and transitional housing, among others.

Table 5-2 summarizes the residential uses allowed by zone and permit type and is followed by a description of the residential uses that are defined in the Municipal Code.

ACCESSORY DWELLING UNITS

Under state law (Government Code Section 65852.2), an accessory dwelling unit (ADU) provides complete independent living facilities for one or more persons (i.e., living, sleeping, eating, cooking, and sanitation). It must be located on the same parcel on which a single-family dwelling or multifamily development is located. The ADU may be attached to or converted from a portion of the primary dwelling unit or separate from the primary structure (detached).

ADUs must be permitted ministerially in all zoning districts that allow residential uses. In American Canyon, ADUs are permitted in any residential zoning district and where an existing, non-conforming residential use has previously been established.

A junior ADU (or JADU) is a dwelling unit limited to 500 square feet and converted from a portion of a single-family home. It must contain a kitchen, but bathroom facilities may be shared with the primary dwelling unit. Owner occupancy of the primary dwelling unit is required, and no parking may be required. JADUs must be ministerially permitted in zoning districts that allow single-family residences. Government Code Section 65852.22 establishes minimum standards for JADUs.

The city's Accessory Dwelling Unit ordinance (American Canyon Municipal Code Section 19.39.040) was updated to comply with State Law in 2023 (Ordinance 2023-03). This ordinance defines ADU as one additional attached or detached residential dwelling unit one thousand two hundred square feet or less that is on the same parcel as a single-family dwelling, and provides permanent and independent provisions for living, sleeping, eating, cooking, and sanitation for one or more persons. An ADU also includes the following:

- An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code.
- A manufactured home, as defined in Section 18007 of the Health and Safety Code.

ADUs are allowed by right in any zone where residential uses are permitted. One detached ADU and one JADU are permitted per single-family parcel. An existing multifamily dwelling is permitted up to two detached accessory dwelling units on the same lot. Section 19.39.505 contains development standards for ADUs.

The 2023 Accessory Dwelling Unit Ordinance contains design standards in Section 19.39.090. These standards are listed below:

19.39.090 Design standards.

Accessory dwelling units shall comply with the following design standards that are intended to maximize the compatibility of accessory dwelling units with the neighborhoods in which they are located.

A. The accessory dwelling unit shall comply with any City adopted objective design standards applicable to ADUs.

B. An accessory dwelling unit connected to an onsite water treatment system requires a percolation test completed within the last five years, or, if the percolation test has been recertified, within the last ten years. (Ord. 2020-04 § 1, 2020; Ord. 2017-05 § 2, 2017)

Table 5-2 Zones and Allowable Residential Uses

Allowable Residential Uses	MHP	TC MDR12	TC MDR16	TC HDR	Broadway Residential	Bus Park	Downtown Core	Local Serving Mixed Use	RE	RR	RRH	RR-20000	RR-10000	RS	RS-8000	RS-6500	RM	RH	RH-1	RH-2	RO	CC	CN	LI	REC
Accessory Dwelling Unit	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C		
Junior Accessory Dwelling Unit	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Emergency Shelter																	C	C				P		P	
Employee Housing									P	P	P	P	P	P	P	P									
Manufactured/Mobile Homes[1]	P	P	P		P				C	C				C											
Mobile Home Park	C																C	C							
Mixed-Use Development						P	P	P														P	P		
Multi-Family Development																	P	P	P	P	P	P	P		
• Garden Apartment		P	P	P	P	P	P	P									P	P							
• Townhouses		P	P	P	P	P	P	P									P	P	P	P		P	P		
Residential Care Facility		P	P		P				P	P		P	P	P	P	P	P	P	P	P					
Senior Citizen Housing Development[2]	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P	P		
Single-Room Occupancy Development																		P							
Single-Family Development	See Single Family Uses below																								
• Detached Single-Family Residential3		P	P		P				P	P	P	P	P	P	P	P	P[2]	P[2]							P
• Semi-Detached Single-Family Residential4			P	P	P	P				P		P	P	P	P	P	P	P							

Notes:

1 Manufactured homes are allowed on permanent foundations wherever single-family homes are allowed, and subject to the same development standards to which a conventional single-family residential dwelling is subject. Manufactured homes on temporary foundations are conditionally permitted as shown.

2 "Senior housing project" is defined as any project qualifying as senior housing under state or federal law that, at the time of initial city approval, received a concession or incentive (Section 19.34.030). Senior housing projects are permitted depending on the housing type (e.g., multifamily development).

3 General Plan Policy 1.8.3 precludes the development of single-family subdivisions in the RM and RH land use designations unless certain criteria are met.

4 General Plan Policy 1.7.1 allows for the development of single-family detached and semi-detached dwelling units in the RE land use designation at a density of one to two units per acre.

Source: American Canyon Municipal Code, Section 19.10.040, Permitted uses.

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Section 19.11.040 of the Zoning Ordinance allows ADUs to be conditionally permitted in the CN and CC zones. State law requires that ADUs be ministerially permitted in all residential and mixed-use zones, broadly construed to mean any zone where residential uses are permitted by-right or by conditional use.[9] Although the CN and CC zones both allow multifamily residential uses, these districts have no multifamily uses and are mostly built-out. Nevertheless, the ADU conditional use permit requirement in these districts is inconsistent with state law. Program G would modify sections 19.11.040 and 19.42.020(F) of the Zoning Ordinance to comply with state ADU law.

EMERGENCY SHELTERS

Government Code Section 65583(a)(4) requires identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The identified zone or zones shall include sufficient capacity to accommodate the City's need for emergency shelters.

The City allows emergency shelters by right within the LI and CC zones, meaning emergency shelters are not subject to any discretionary action in these zones. Emergency shelters are also permitted as "congregate living facilities" by right in the Broadway Specific Plan Broadway Residential and Business Park districts.[10] Emergency shelters are also permitted within the medium density residential (RM), high density residential (RH) with approval of a conditional use permit and subject to the location restrictions identified in this section.

Land zoned LI, CC, Broadway District Residential and Business Park are centrally located zoning districts, with access to major thoroughfares, professional and medical offices, retail (e.g., drugstores), and restaurants. The Broadway Residential district is primarily a residential district, and the Business Park district allows retail, office, and residential uses. None of the districts allow uses in which hazardous conditions are inherent, and all are appropriate for human habitability. The Napa Cove affordable apartment project that is a pipeline project under construction is located in the Broadway District Residential zoning district. The Residences at Napa Junction, a pipeline project under review is located in the Business Park zoning district. The Sun Square mixed use residential project, a pipeline project that was approved by the Planning Commission on April 27, 2023, is located in the Community Commercial zoning district. All these projects are desirable because they are located near transit, services, and retail.

After taking into account existing development, access, and availability of infrastructure, there are 38 parcels totaling over 306 acres of vacant land in the

[9] California Department of Housing & Community Development, Accessory Dwelling Unit Handbook, December 2020. https://www.hcd.ca.gov/accessory-dwelling-units

[10] City of American Canyon, Broadway Specific Plan, page 2-7. https://www.cityofamericancanyon.org/government/community-development/planning-zoning/environmental-review-specific-plan-documents

CC and LI zoning districts. There is sufficient land available to accommodate at least one emergency shelter, which would accommodate the city's homeless needs (see Chapter 3, Housing Needs Assessment). There were 464 individuals identified as experiencing homelessness in Napa County in 2020, with an unreported number residing in American Canyon. The availability of land for emergency shelters is not considered a constraint to the development of emergency shelters.

Housing Element law (Government Code 65583) mandates that emergency shelters may only be subject to standards that apply to residential and commercial development within the same zone, except a city may use standards to regulate the number of beds, and staff parking (provided the standards are not more stringent than other residential or commercial uses within the same zone), length of stay, and other minor standards. The American Canyon Zoning Code was amended on April 18, 2023 to delete on-site parking for occupants at Emergency Shelters (Ordinance 2023-03).

The City's Emergency Shelter Ordinance (Chapter 19.38) requires a management plan for all emergency shelters to address management experience, good neighbor issues, transportation, client supervision, client services, and food services. The plan must be submitted to and approved by the community development department prior to operation of the emergency shelter. The plan shall include a floor plan that demonstrates compliance with the physical standards of Chapter 19.38. The operator of each emergency shelter shall annually submit the management plan to the planning, inspections and permitting department with updated information for review and approval.

Because Program C deleted resident parking standards for emergency shelters all other development standards are consistent with state law.

Low Barrier Navigation Centers

With state adoption of Assembly Bill (AB) 101 in 2019, cities are required to allow low barrier navigation centers as a permitted use in mixed use zones and other nonresidential zones that permit multi-family residential development. Per AB 101, a low barrier navigation center is defined as:

> *"a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing."*

When compared to traditional emergency shelters, a Low Barrier Navigation Center may provide more client services and flexibility, such as allowing pets or permitting partners to share living space. AB 101 also requires local jurisdictions to act on a complete low barrier navigation center application within 60 days.

The City's Zoning Code has not been updated to permit low barrier navigation centers. The lack of an Ordinance to address this land use is a constraint to housing for unsheltered individuals. The City will revise emergency shelter provisions in the Zoning Code, consistent with AB 101 (Program C).

EMPLOYEE/FARMWORKER HOUSING

The Employee Housing Act (Division 13, Part 1 of the Health and Safety Code) requires employee (farmworker) housing for six or fewer persons be permitted by right in single-family zones. In agricultural zones, employee housing consisting of 12 units, or 36 beds must be permitted by right.

The City must allow employee housing for six or fewer persons by right in single-family zones to be consistent with the Employee Housing Act. Section 19.05.040 of the City's Municipal Code defines employee housing as follows:

> *"Housing for six or fewer employees in a single-family dwelling shall be deemed a single-family use and shall be treated the same as any single-family dwelling in districts where single-family dwellings are allowed. Employee housing shall not be included within the definition of a boarding house, rooming house, hotel, dormitory or other similar term that implies the employee housing differs in any way from a family dwelling and shall not constitute a change in occupancy for purposes of local building codes. It shall not be subject to any fees to which other family dwellings of the same type in the same zone are not likewise subject."*

These provisions are consistent with state law.

The City must also allow larger farmworker housing developments by right in agricultural zones. The City has no agricultural zones, but larger farmworker housing is conditionally permitted in the CC zone. Municipal Code Section 19.05.040 defines farm employee housing as "living quarters provided on agriculture district property for the use of workers employed in agricultural activities." The City conditionally permits farm employee housing in the CC zone. The CC zone is not an agricultural district, so the conditional permit requirement in that zoning district is consistent with the Employee Housing Act.

MANUFACTURED/MOBILE HOMES

A mobile home or manufactured home is defined in Health and Safety Code Sections 18007 to 18008 as a structure which is transportable in one or more sections, is eight feet or more in body width, or 40 feet or more in body length, in the traveling mode, or, when erected onsite, is 320 or more square feet. Mobile homes are defined as being constructed prior to June 15, 1976, while a manufactured home is constructed on or after the same date. Manufactured housing and mobile homes can be an affordable housing option for low- and moderate-income households. Government Code Section 65852.3 requires manufactured homes to be allowed on permanent foundations wherever single-

family homes are allowed, and subject to the same development standards to which a conventional single-family residential dwelling is subject.

Manufactured homes are reviewed in accordance with Zoning Code Section 19.10.130. This section of the City's Zoning Code is meant to provide placement opportunities and general development standards for manufactured homes in single-family residential districts. Section 19.10.130 is consistent with State law because manufactured homes on permanent foundations are allowed wherever single-family homes are allowed.

Manufactured homes not on a permanent foundation are conditionally permitted in RE, RR, and RS zones. The Zoning Code requires that all manufactured homes are designed and located to be harmonious within the context of the surrounding houses. This includes design requirements such as exterior siding material compatible with adjacent residential structures, and the prohibition of shiny or metallic finishes. Applicant designs are reviewed by the Community Development Director prior to the issuance of building permits. These design requirements are subjective. Therefore, they represent a housing constraint. Program C would modify the Zoning Ordinance to apply only the requirements for a single-family dwelling unit to installation of a manufactured home.

MIXED-USE DEVELOPMENT

Mixed-use development is not defined or listed as a permitted use in the Zoning Ordinance, but mixed-use structures are allowed in the CC and CN zones. In the Broadway District Specific Plan Area, mixed-use development is allowed in Broadway Residential, Business Park, Downtown Core, and Local Serving Mixed Use zoning districts.

MOBILE HOME PARKS

Mobile home parks are defined in the City's code as "a site developed for the long-term placement of mobile homes" (Section 19.05.040). The City permits manufactured homes (on permanent foundations) in single-family districts, consistent with State law. Mobile home parks are an important source of existing affordable housing in the city. There are several mobile home parks located in the southeastern portion of the city, south of American Canyon Road and east of Broadway. Most of the manufactured home subdivisions and mobile home parks have been in existence prior to the City's incorporation. There are no current applications for additional mobile home parks.

American Canyon has a Mobile home Park Rent Stabilization Program (Zoning Code Chapter 15.04). This ordinance requires that a park owner shall not increase the rent more frequently than on an annual basis, and when they do, it cannot be greater than the Consumer Price Index. No increase of more than six percent shall be permitted unless otherwise determined by a mediation panel or an arbitrator.

Mobile home parks are allowed in the MHP Overlay District through approval of a Design Permit. A mobile home subdivision is allowed with a Conditional Use Permit.

MULTI-FAMILY DEVELOPMENT

A multi-family dwelling is defined as "three or more dwelling units on a lot. Multi-family residential units may share one or more common walls and include townhomes and garden apartments" (Section 19.05.040 of the Zoning Code). Multi-family housing is permitted in the following zoning districts:

- Town Center Residential Medium 12
- Town Center Residential Medium 16
- Broadway District Residential
- Broadway District Business Park
- Broadway District Local Serving Mixed use
- RH-1: density range of 12 to 16 units per gross acre
- RH-2: density of 20 units per gross acre.
- Broadway District Downtown Core
- Town Center High Density
- Medium Density Residential
- Community Commercial
- Neighborhood Commercial

Multi-family residential development requires a Site Plan as part of the Design Permit process. Like single-family dwellings, multi-family dwellings are permitted by-right and subject to a ministerial Design Permit review by the City Planning Commission. The Design Permit review ensures that codified development standards and applicable environmental review are addressed by the project.

Townhouses are defined as "a one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls" (Section 19.05.040). Townhouses are allowed in the following zoning districts:

- Town Center Residential Medium 12
- Town Center Residential Medium 16
- Medium Density Residential
- Broadway District Residential
- Broadway District Business Park
- Broadway District Local Serving Mixed use
- RH-1: density range of 12 to 16 units per gross acre
- RH-2: density of 20 units per gross acre.
- Broadway District Downtown Core
- Town Center High Density

- Community Commercial
- Neighborhood Commercial

Garden apartments are a form of multi-family development defined as "a multifamily development of one or more two- or three-story structures containing up to twenty units each that has units located one over the other, with integrated off-street parking, open space and recreation" (Section 19.05.040). Garden apartments are allowed in the following zoning districts:

- Town Center Residential Medium 12
- Town Center Residential Medium 16
- Medium Density Residential
- Broadway District Residential
- Broadway District Business Park
- Broadway District Local Serving Mixed use
- RH-1: density range of 12 to 16 units per gross acre
- RH-2: density of 20 units per gross acre.
- Broadway District Downtown Core
- Town Center High Density
- Community Commercial
- Neighborhood Commercial

RESIDENTIAL CARE FACILITIES

The California Community Care Facilities Act (Health and Safety Code Section 1500) defines a residential care facility as:

> *"any facility, place, or building that is maintained and operated to provide nonmedical residential care, day treatment, adult daycare, or foster family agency services for children, adults, or children and adults, including, but not limited to, the physically handicapped, mentally impaired, incompetent persons, and abused or neglected children."*

Residential care facilities serving six or fewer persons (small residential care facilities) are defined a residential use of property, subject to the same development standards as other residential uses on that lot (Health and Safety Code Section 1566.3).

The City's Zoning Code Section 19.05.040 defines a Residential Care Home as:

> *"Provision of twenty-four-hour nonmedical care of six or fewer persons in need of personal services, supervision, protection or assistance essential for sustaining the activities of daily living, or twenty-four-hour care for six or fewer foster children. This classification includes only those services and facilities licensed by the state for such purposes. Small group homes without personal services shall have the same standards and processing as residential care homes."*

Small residential care facilities (defined in the Zoning Code as residential care homes) are permitted in the RE, RR, RS, RM, and RH zones. Program C will amend the Zoning Ordinance to permit small residential care facilities in the RRH district to comply with requirements in state law that small facilities be allowed where single-family residences are allowed.

Title 14 of the City's Municipal Code, Sewer and Sanitation Services (Section 14.08.010), defines a Residential Care Facility as:

> *"any family home, group care facility, or similar facility which is occupied by **seven or more persons** not related by blood, which provides twenty-four-hour nonmedical care of persons in need of personal services to sustain the activities of daily living, which facility has received licensing from the state of California" (Section 14.08.010). This classification includes only those services and facilities licensed by the state for such purposes."*

This definition aligns with the definition of large residential care facility in state law, but Residential Care Facilities are not permitted in any zoning district. Program C would amend the Zoning Code to add a definition of large residential care facilities and establish a process for permitting large facilities, subject to objective standards similar to other residential uses in the same district.

SINGLE-FAMILY DEVELOPMENT

Under Section 19.05.040 of the City's Zoning Code, single-family residences are defined as:

- Single-family residential, detached: a dwelling unit located on a separate lot which has no common walls with any other dwelling unit. Detached single-family residential include mobile homes placed on a permanent foundation.
- Single-family residential, semidetached: a one-family dwelling attached to one other one-family dwelling by a common vertical wall, with each dwelling located on a separate lot.

A dwelling unit means one or more rooms with a single kitchen, designed for occupancy by one family for living and sleeping purposes. (See Definition of Family, below.)

Single-family residences are permitted by-right in all residential zones in the city except High Density in Watson Ranch. Developments of three or more single-family dwellings are subject to ministerial Design Permit review by the Planning Commission.

TRANSITIONAL HOUSING AND SUPPORTIVE HOUSING

State Housing Element law defines transitional housing as:

> *"buildings configured as rental housing developments, but operated under program requirements that require the termination of assistance and recirculating of the assisted unit to another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance" (Government Code Section 65582(j)).*

Transitional housing is a type of housing that facilitates the movement of homeless individuals and families to permanent housing. Transitional housing may take several forms, including group quarters with beds, single-family homes, and multi-family apartments. Transitional housing residents are usually provided supportive services to assist them to achieve greater economic independence and a permanent, stable living situation (often six months to two years).

Supportive housing is defined as:

> *"housing with no limit on length of stay, that is occupied by the target population, and that is linked to an onsite or offsite service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community" (Government Code Section 65582(g)).*

Supportive housing provides housing and social services for homeless individuals and families, people with disabilities, and special needs populations. Similar to transitional housing, supportive housing may take several forms, including group quarters with beds, single-family homes, and multi-family apartments.

State law (Government Code Section 65583(c)(1)(C)(3)) requires cities and counties to permit transitional housing and supportive housing as a residential use subject only to the same restrictions that apply to other residential uses of the same type in the same zone. Supportive housing must also be permitted by right in zones where multi-family and mixed uses are permitted, subject to certain standards (Government Code Section 65651(a)).

The City amended the Zoning Ordinance on December 16, 2014, with subsequent amendments as recent as 2018, to allow transitional and supportive housing as permitted uses in zones allowing residential use, in accordance with state law, including adoption of the following definitions:

> *<u>Transitional housing</u>: a type of supportive housing used to facilitate the movement of homeless individuals and families to permanent housing. A homeless person may live in a transitional dwelling for no less than six months while receiving supportive services that enable independent living. Transitional housing units are residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zoning district.*

> *Supportive housing: permanent rental housing that provides a range of support services designed to enable residents to maintain stable housing, improve his or her health status, lead fuller lives, and when possible, work in the community. Supportive housing units are residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zoning district.*

AB 2162, which went into effect on January 1, 2019, allows supportive housing up to 50 units by-right in multi-family and mixed-use zones and precludes cities from imposing parking requirements on supportive housing developments located within one-half mile of a public transit stop.

Because AB 2162 imposes additional standards that were not required in 2018, the current ordinance is a constraint to the development of supportive housing. To achieve compliance, the City will update the Zoning Ordinance, as discussed in Program C.

The City's standards are consistent with state law, and do not present a constraint to the development of transitional and supportive housing.

SINGLE-ROOM OCCUPANCY (SRO) UNITS

Single-room occupancy (SRO) units are not defined in state law, but under Housing Element law, cities must facilitate SROs as a form of housing for special needs populations (Government Code Section 65583(c)(1)). An SRO unit usually occupies between 200 to 350 square feet. SROs are an important source of affordable private housing for lower-income individuals, seniors, persons with disabilities, and formerly homeless people. The Zoning Ordinance defines SROs as:

> *"a type of group residential use where there are at least five single rooms with no more than two occupants in each unit that complies with the regulations in Section 19.10.160. The single rooms are habitable rooms that may have a bathroom and/or limited cooking facilities and are intended for combined living and dining purposes."*

SROs are allowed in the RH district.

Development Standards

Table 5-3 outlines residential development zoning standards. Table 5-4 outlines Watson Ranch Specific Plan zoning districts development standards. Table 5-5 outlines the Broadway District Specific Plan zoning district development

Table 5-3 Citywide Development Standards

Zoning	Min. Lot Area (square feet)	Front Setback (feet)	Side Setback, 1st Story (feet)	Side Setback, 2nd Story (feet)	Street Side Setback of Corner Lot (feet)	Rear Setback (feet)	Max. Height (feet)	Max. Dwelling Units per Acre (du/ac)	Max. Lot Coverage
RE	43,560	10% of lot depth	10% of lot width	10% of lot width	10% of lot width	25% of lot depth	35	1	30%
RRH	20,000	30	15 ft. with no less than 35 ft. between homes on adjoining parcels	20	25	30	35	1	60% of approved building envelope
RR-20000	20,000	20	10	10	10	20	35	2	30%
RR-10000	10,000	20	10	10	10	20	35	4	30%
RS-8000	8,000	15	5	8	10	20	35	6	40%
RS-6500	6,500	15	5	8	10	15	35	7	40%
RM	20,000	15	5	10	10	10	40	Per General Plan	50%
RH	20,000	20	5	10	10	10	40	Per General Plan	50%
RH-1	20,000	20	5	10	10	10	40	16	50%
RH-2	20,000	20	5	10	10	10	40	20	50%
RO	See Underlying Zoning District standards								
CC	1 acre	20	20	10	15	10	35	20 west of Broadway; 35 east of Broadway per General Plan Policy 1.15.1	50% west of Broadway, 60% east of Broadway
CN	10,000	10	10	10	10	20	30	20 per General Plan Policy 1.14.1	50% west of Broadway, 60% east of Broadway
LI	20,000	20	5	10	15	10	40	Emergency Shelter per Chapter 19.38	70%
REC	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1 Dwelling Unit permitted per ACMC Table 19.15.030	N/A

Source: American Canyon Municipal Code.

Table 5-4 Watson Ranch Specific Plan Development Standards

Zoning	Min. Lot Area (square feet)	Front Setback (feet)	Internal Lot Setback (feet)	Corner Lot Side Setback – 2nd & 3rd Story (feet)	Corner Lot Covered Porch Side Setback (feet)	Rear Setback (feet)	Max. Height (feet)	FAR	Max. Dwelling Units per Acre (du/ac)	Max. Lot Coverage
MDR-12	3,200	15	5	10/15	6	15	35	0.7	12	55%
MDR-16	1,500	10	3	8/10	6	10	35	0.7	16	55%
HDR	20,000	15	10	15/15	10	10	40	1	Unlimited	50%

Source: American Canyon Municipal Code.

Table 5-5 Broadway Specific Plan

Zoning	Min. Lot Area	Setback from Broadway (feet)	Side Yard Setback (feet)	Side Corner Lot Setback (feet)	Front Setback (feet)	Rear Setback (feet)	Max. Height (feet)	FAR	Max. Dwelling Units per Acre (du/ac)	Max. Lot Coverage	Open Space Requirement
Downtown Core	1 acre	30	10	15	–	10	24 feet when setback at least 15 feet from a public right-of- way	24 feet when setback at least 15 feet from a public right-of- way	35	n/s	Ground floor Patios 100 square feet minimum 8-feet deep Balconies 50 square feet minimum 6-feet deep
Broadway Residential	1 acre	30	10	15	–	10	24 feet when setback at least 15 feet from a public right-of-way. 42 feet when setback 30 feet from a public right-of-way.	0.7	–	55%	Ground floor Patios 100 square feet minimum 8-feet deep Balconies 50 square feet minimum 6-feet deep
Medium Density Residential	20,000 square feet	15	10	15		10	40	1		50%	

Zoning	Min. Lot Area	Setback from Broadway (feet)	Side Yard Setback (feet)	Side Corner Lot Setback (feet)	Front Setback (feet)	Rear Setback (feet)	Max. Height (feet)	FAR	Max. Dwelling Units per Acre (du/ac)	Max. Lot Coverage	Open Space Requirement

Zoning	Min. Lot Area	Setback from Broadway (feet)	Side Yard Setback (feet)	Side Corner Lot Setback (feet)	Front Setback (feet)	Rear Setback (feet)	Max. Height (feet)	FAR	Max. Dwelling Units per Acre (du/ac)	Max. Lot Coverage	Open Space Requirement
Local Serving Mixed Use	1 acre	30	10	15	15	10	24 feet when setback at least 15 feet from a public right-of-way. 42 feet when setback 30 feet from a public right-of-way	–	20	N/A	Ground floor Patios 100 square feet minimum 8 feet deep Balconies 50 square feet minimum 6 feet deep
Business Park	1 acre	30	10	15	15	10	24 feet when setback at least 15 feet from a public right-of-way. 42 feet when setback 30 feet from a public right-of-way	–	–	60%	Ground floor Patios 100 square feet minimum 8-feet deep Balconies 50 square feet minimum 6-feet deep
Southeast Area Specific Plan	20,000		5 feet, 1 story, 10 feet, 2 story	10	15	10	42 feet; 15 feet accessory structure		18	50%	

Source: American Canyon Municipal Code.

standards. The Specific Plans are each identified because they regulate development through different standards. The maximum height throughout the city ranges from 30 to 40 feet, which equates to a maximum of approximately two to four stories. Maximum lot coverage ranges from 30 to 60 percent.

Parking Standards

Parking increases the cost to build housing and may reduce potential density on a site because developers must reserve land for parking or build costly parking structures. According to the Terner Center for Housing Innovation at UC Berkeley, parking can cost $25,000 to $75,000 per space to construct.[11] Requiring less parking not only reduces the project cost but allows more space to build housing units.

State Density Bonus law[12] allows a reduced parking standard. This state affordable housing parking standard is 0.5 parking spaces per unit for affordable and senior housing development and no more than 0.3 parking spaces per unit for special needs housing development.

The Parking Code (Chapter 19.21) permits reductions in parking for several circumstances. These include:

- Alternate parking requirements for uses that demonstrate parking demand comparable to another use (ACMC Section 19.21.030(A.3)).
- Parking shared with another use that generates parking needs primarily at different times, and that cooperatively establish and operate shared parking facilities (ACMC Section 19.21.030(B)).

The City's parking requirements are summarized in Table 5-6. During stakeholder interviews[13] conducted for this Housing Element update, developers commented that the City's parking requirements are not prohibitive given the context of American Canyon as a car-dependent community. However, some developers expressed a need for decreased parking requirements for certain housing types, stating that in special circumstances, parking spaces were underutilized. The City will explore additional opportunities for reduced parking standards through Programs F, K, and N.

[11] Terner Center for Housing Innovation at UC Berkeley, 2016. Available at: http://ternercenter2.berkeley.edu/proforma/
[12] Government Code Section 65915-65918
[13] Market-rate and affordable housing developer stakeholder interview. March 14, 2022

Table 5-6 Parking Standards by Residential Use

Types of Use	Number of Required Parking Spaces
Single-family residential Two-family residential	• 2 covered spaces
Multifamily residential Accessory unit	• Studio: 1 covered space • Unit with 1 bedroom: 1 covered, plus 0.5 uncovered spaces • Unit with 2 or more bedrooms: 1 covered space plus 1 uncovered space • Plus 1 guest space per 4 units
Secondary unit (ADUs)	• 1 space (covered or uncovered)
Mobilehome park	• 1 covered space plus 1 uncovered space per unit, plus 0.5 guest spaces per unit
Senior citizen housing development	• 1 space per 1.5 units
Long term care facility	• 1 space per 2 beds

Source: American Canyon Municipal Code.

Density Bonus

State Density Bonus Law (Government Code Section 65915-65918) requires the City to approve certain incentives to developers that provide affordable or senior housing. The amount of the density bonus is set on a sliding scale, based upon the percentage of affordable units at each income level, with a maximum density bonus of 50 percent.

Density bonus law also requires qualifying projects be provided up to three incentives or concessions. The number of required incentives or concessions is based on the percentage of affordable units in the project. An incentive or concession is defined as:

- A reduction in site development standards or a modification of zoning code or architectural design requirements, such as a reduction in setback or minimum square footage requirements;
- Approval of mixed-use zoning; or
- Other regulatory incentives or concessions which actually result in identifiable and financially sufficient cost reductions.

Chapter 19.27 of the City Zoning Ordinance was most recently updated to comply with state law in 2018. Since that time, Density Bonus Law has been amended. The City's density bonus ordinance is not consistent with new changes to state Density Bonus Law in the following ways:

- The highest density bonus allowed is 35 percent, instead of 50 percent as required by state law.
- Parking requirements are higher than the maximums allowed by state law. Under current Density Bonus Law, qualifying projects are automatically eligible for a ratio or 1.5 spaces per each two- and three-

bedroom unit, and no parking may be required for 100 percent affordable projects near transit stops and affordable senior housing projects. Other qualifying projects near transit are also eligible for reduced parking requirements.

- The number of concessions for which a project is eligible is based on a lower percentage of affordable units that the City's code currently allows.

Programs C and P commits the City to updating the Zoning Ordinance to meet new standards in state law.

Inclusionary Housing Program

Inclusionary housing programs require a certain percentage of units in a market-rate development be designated as affordable units. American Canyon's inclusionary housing program (Zoning Code Section 19.28.040) applies to rental and ownership projects containing 10 or more dwelling units when initial sales prices or rents will be affordable only to above moderate-income households.

In 2009, the *Palmer/Sixth Street Properties vs. City of Los Angeles* case prohibited inclusionary requirements on rental projects in California. To address this legal change, the City adopted a Housing Nexus Impact Fee in 2016. The Affordable Housing Nexus fee is assessed on new development as follows:

- A per square foot fee on each new apartment rental unit
- A per square foot fee on each new ownership residential dwelling unit if constructing on-site affordable housing as part of the project is not financially feasible.
- A per square foot fee on each new nonresidential development

Funds generated by the Affordable Housing Nexus fee are used for a variety of affordable housing programs that support needs identified in this Housing Element.

In 2017, the California Legislature passed 15 bills to facilitate all types of housing—especially affordable housing. Assembly Bill 1505 was signed into law September 29, 2017 and became effective January 1, 2018. AB 1505 superseded the Palmer decision, which allowed the City to reinstate inclusionary requirements on new rental projects. In October 2019, the City updated the Inclusionary Housing Ordinance to reinstate inclusionary requirements for rental projects.

In conjunction with reinstating inclusionary requirements, state law requires local jurisdictions to accommodate a wide variety of alternative measures to achieve affordable housing when inclusionary requirements are determined to be a barrier to affordable housing. The 2019 ordinance accommodates a wide range of alternatives.

The program requires projects provide affordable units as follows:

- Ownership projects shall provide at least 10 percent of applicable project units at prices or rents affordable to low-income households. Such inclusionary units may be either ownership units or rental units.
- Rental projects shall provide at least five percent of applicable project units at prices or rents affordable to low-income households, and five percent affordable to very low-income households.
- Where an odd number of inclusionary units are required of a rental housing project, a larger number of units affordable to very low-income households shall be provided (e.g., if the inclusionary requirement equals three units, two shall be affordable to very low-income households and one shall be affordable to a low-income household). If only one inclusionary unit is required, such unit must be affordable to a very low-income household.

The program offers alternative methods for meeting the inclusionary housing requirement:

- The developer may provide a site for the construction of affordable housing in lieu of constructing inclusionary housing units.
- Housing Nexus Fee: The developer may pay an in-lieu fee as an alternative when the construction of such units is infeasible.

In-lieu fees are deposited into the City's housing fund and are used to provide housing affordable to very low- and low-income households (Zoning Ordinance Section 19.28-050).

During stakeholder interviews[14] conducted for this Housing Element Update, market-rate housing developers commented that market-rate renters and home purchasers subsidize the cost of affordable housing. This subsidy drives up prices for market rate rents and home purchases. Additionally, developers suggested that affordable housing should not be provided by an inclusionary program (e.g., collecting a fee to fund affordable housing or infrastructure to support new housing for low-income residents).

The City of American Canyon's inclusionary requirements are similar to other jurisdictions within Napa County. In response to developer concerns that inclusionary requirements are a barrier to providing market-rate housing, the city offers in-lieu fees and other alternatives to avoid over-burdening housing costs.

The City's inclusionary requirements do not pose a constraint to residential development and are one of the key programs to assist in providing housing affordable to low- and moderate-income households. However, developers have suggested that there are policy changes that might provide more incentives to

[14] Developer stakeholder roundtable. March 14, 2022

projects providing affordable units on site rather than paying the in-lieu fee. Through Program V, the City will examine changes to the inclusionary program that would increase the supply of affordable housing.

Local Ordinances

MOBILEHOME PARK CONVERSION ORDINANCE

City Zoning Code Chapter 19.32 ensures that any proposed mobile home park conversion to any other use occurs consistent with these standards:

- adequate notice,
- evaluate social and fiscal impacts prior to consideration of a proposed conversion, and
- park residents are provided relocation and other assistance consistent with California Government Code Sections 65863.7 and 66427.4.

In addition, the conversion may also require City Council approval of a tentative subdivision map, design permit, and a use permit.

Mobile home parks provide a significant source of naturally occurring affordable housing, and their preservation ensures continued occupancy by lower-income households. This ordinance is not considered a constraint due to its protection of existing mobile home parks.

RENTAL HOUSING CONVERSION

Chapter 18.32 of the Subdivision Ordinance regulates rental property condominium conversions.

The ordinance includes a variety of requirements. These include:

- building condition reports (Section 18.32.040)
- tenant notification (Section 18.32.050)
- tenant exclusive right to purchase (Section 18.32.050 (c))
- tentative map approval (Section 18.32.060)
- compliance with the Inclusionary Housing Ordinance (Section 18.32.090)
- payment of a fee of $5,000 per unit, which is deposited in the City's housing fund.

The condominium conversion ordinance is intended to preserve rental housing and is therefore not a constraint to the development or preservation of affordable housing.

SENIOR HOUSING CONVERSION ORDINANCE

Senior housing projects are protected under Zoning Ordinance Chapter 19.34, Conversions of Senior Housing to Non-Senior Housing, which states that no senior housing project shall convert to a non-senior housing project unless the

project first obtains a conversion permit. Conversion permits are approved by the Planning Commission, subject to a public hearing.

This ordinance provides additional protection for this housing for a special needs population to remain as such and not convert to market-rate housing.

HISTORIC PRESERVATION

There are no known designated historic resources in American Canyon that would constrain the development of housing throughout the city.

Housing for Persons with Disabilities

As discussed in *Chapter X: Housing Needs Assessment*, approximately 11.3 percent of American Canyon residents have a disability. Persons with disabilities have a wide range of housing needs which vary depending on severity and level of accessibility needed. Physical, mental, and/or developmental disabilities may prevent a person from working, restrict one's mobility, or make it difficult to care for oneself. The City strives to create "barrier-free" housing, making housing more accessible to critical services and transit. American Canyon has several guidelines that it follows, such as the Federal Fair Housing Act and the California Building Code to increase accessibility and safety in housing developments.

DEFINITION OF FAMILY

Local jurisdictions may restrict access to housing for households that do not meet the jurisdiction's definition for "family." A restrictive definition of "family" that limits the number of individuals living together may illegally limit the development and siting of group homes for persons with disabilities, but not for housing families that are similarly sized or situated. The Zoning Ordinance defines "family" as "one or more individuals occupying a dwelling unit and living as a single household unit" (Section 19.04.030) This definition is not considered restrictive.

REASONABLE ACCOMMODATION PROCEDURES

Both the Federal Fair Housing Act and the California Fair Employment and Housing Act direct local governments to make reasonable accommodations (i.e., modifications or exceptions) in their zoning laws and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. For example, it may be a reasonable accommodation to waive a setback requirement so that a paved path of travel can be provided to residents who have mobility impairments.

The City adopted a reasonable accommodation ordinance (Chapter 19.52) in 2009, which contains a formal procedure for an individual with a disability seeking equal access to housing to request reasonable accommodation.

Requests for reasonable accommodation shall be made in a manner prescribed within this section.

- Requests for reasonable accommodation shall be submitted by completing the city of American Canyon Request for Reasonable Accommodation Form and submitting it to the community development department and specifying the following information:
    - Name and address of the individual(s) requesting reasonable accommodation;
    - Name, address and telephone number of the property owner(s)
    - Address of the property for which accommodation is requested
    - The current actual use of the property;
    - Description of the requested accommodation and the zoning code provision, regulation(s), policy or procedure for which accommodation is requested;
    - The basis for the claim that the individual is considered disabled under the acts; and
    - Reason that the requested accommodation is necessary for the individual(s) with the disability to use and enjoy the dwelling.
- If the project for which the request for reasonable accommodation is being made also requires some other discretionary approval (including, but not limited to, a conditional use permit, design review, general plan amendment, zoning change, annexation, etc.), then the applicant shall file the information required by this section together for concurrent review with the application for discretionary approval.
- No application fee shall apply to a request for reasonable accommodation (unless the request is being made concurrently with an application for some other discretionary approval, in which case the applicant shall pay only the required application fee for the discretionary approval).
- Any information related to a disability status and identified by an applicant as confidential shall be retained in a manner so as to respect the privacy rights of the applicant and shall not be made available for public inspection.
- A request for reasonable accommodation in regulations, policies, practices and procedures may be filed at any time that the accommodation may be necessary to ensure equal access to housing. A reasonable accommodation does not affect an individual's obligations to comply with other applicable regulations not at issue in the requested accommodation.
- If an individual needs assistance in making the request for reasonable accommodation, the city will provide assistance to ensure that the process is accessible.

A request for reasonable accommodation may be made by any person with a disability, their representative, or an entity, developer, or provider of housing for individuals with disabilities, when the application of a land use or zoning regulation, policy, practice, or procedure acts as a barrier to housing opportunities. Those requesting reasonable accommodation must complete the Request for Reasonable Accommodation Form and submit it to the Community Development Department. The written decision to grant or deny a request shall be based on the following findings:

- That the housing will be used by a person with a disability.
- That the request for reasonable accommodation is necessary to make specific housing available to a person with a disability.
- That the requested reasonable accommodation would not impose an undue financial or administrative burden on the city.
- That the requested reasonable accommodation would not require a fundamental alteration in the nature of a City program or law, including but not limited to land use and zoning.

There is no fee to request a reasonable accommodation. Requests for reasonable accommodations are reviewed by the Community Development Director. The City has received three reasonable accommodation requests since 2009. All three requests were approved administratively, and no fee was charged. The City's reasonable accommodation procedure does not constrain a person's equal access to housing.

Building Code

For new construction the City's building department requires new housing to comply with the 1998 amendment to the Fair Housing Act, with multifamily development also subject to the Americans with Disabilities Act (ADFA) standards. These standards assure that all new apartment buildings are subject to requirements for unit "adaptability" on ground floor units. Adaptable units are built for easy conversion to disabled access, such as doorway and hallway widths, and added structural support in the bathroom to allow the addition of handrails.

In addition to land use controls, local building codes also affect the cost of housing. While the incorporation of these measures may raise the cost of construction, these standards are necessary to prevent much more costly damage related to a potential seismic or fire episode. No restrictions or amendments were adopted that are more restrictive than California law, however, inherently, anything that adds to the cost of housing is a constraint to housing. Enforcement of the CBC is required by California law and does not constrain the production or improvement of housing. The City adopted the following state building codes:

- 2022 California Building Code (Volumes 1 and 2)
- 2022 California Residential Code
- 2022 California Electrical Code
- 2022 California Plumbing Code
- 2022 California Mechanical Code
- 2022 California Energy Code
- 2022 California Green Building Standards Code (CalGreen) (no CalGreen tiers are adopted locally)

Code Enforcement staff respond to complaints regarding Zoning Ordinance violations which affect the safety, quality of life, and appearance of the City. Code enforcement practices are a regular function of cities and are not generally considered a constraint to the development of housing. However, code enforcement practices may create a burden for lower-income households if they are required to rehabilitate their homes to bring them into compliance with the code. Program I will direct funds to low-cost rehabilitation loan programs for lower-income homeowners.

ENERGY CONSERVATION

As stated above, the city of American Canyon has adopted the 2022 California Energy Code. In 2012, the City adopted the Energy Efficiency Climate Action Plan.[15] The plan provides feasible strategies and measures that cost-effectively reduce energy use and energy-related greenhouse gas emissions in both municipal operations and across the community. The General Plan update underway at the time of adoption of this Housing Element will include new energy conservation strategies consistent with state law.

[15] American Canyon Energy Efficiency Climate Action Plan, 2012. Accessed: https://www.cityofamericancanyon.org/home/showpublisheddocument/5024/637123541056170000

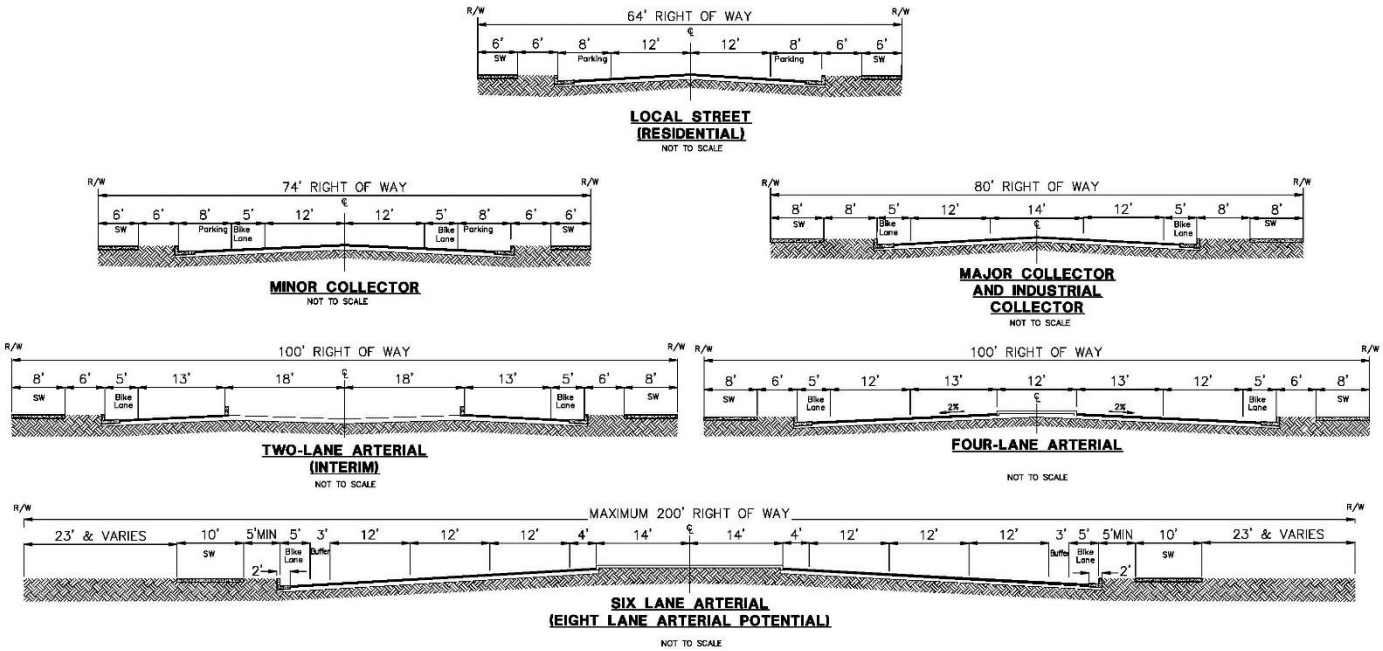
On and Off-Site Improvements

In most areas of the city, all utilities, such as sewer lines, water lines, stormwater mains, natural gas, and electrical service exist along at least one side of each street. Few infill parcels would require significant upgrade or extension of utilities to serve a development site. In areas where curbs, gutters, sidewalks, improved streets, and utilities exist, it is likely that off-site improvements would not be required. In unimproved areas, the City would typically require installation of utilities, curbs, gutters, and sidewalks, and upgrading the facing street to the centerline to City standards.[16]

American Canyon has adopted a list of Engineering Standards for all forms of public infrastructure. These standards apply to any new development in the City except for alternate standards adopted in the General Plan or a Specific Plan. The Engineering Standards are available on the City's website at this address: https://www.cityofamericancanyon.org/home/showpublisheddocument/17854/637123540662870000.

The General Plan Circulation Element provides street cross section standards as shown below. These sections include street widths, sidewalk, parkway landscaping, center median standards, on-street parking and bicycle lane requirements:

Figure 2 Standard Street Cross Sections



[16] City of American Canyon Housing Element, 2015. https://lf.cityofamericancanyon.org/WebLink/DocView.aspx?id=46458&dbid=1&repo=AmericanCanyon

- Circulation Element Policy 1.2 states that planned improvements may be phased as development occurs and need for increased capacity is identified.

- Policy 1.19 supports Complete Streets to further mobility of all types, including transit, bicyclists, and pedestrians consistent with the City's Complete Streets Resolution 2012-72.

- Policy 1.21 allows the City Engineer to approve an exception to the City standards when the city standard would conflict with the need for right-of-way and physical impacts on private or public properties, environmental impacts caused by implementing the city standard, and other technical considerations.

The City addresses governmental constraints for infrastructure by allowing the City Engineer, through a ministerial process, approve engineering standard deviations when it can be demonstrated that a modified standard is more feasible without compromising public safety.

The City further addresses governmental constraints for affordable housing by supporting grants to pay for infrastructure. For example, the Valley View affordable senior apartment project was awarded a $1 million Community Development Block Grant (CDBG) to pay for needed sewer upgrades to serve the project.

The Broadway District Specific Plan (BDSP) is a 300- acre neighborhood located in the central part of the city. The BDSP plans for an additional 1,200 mostly multi-family dwelling units. The central city location accommodates new, affordable housing near jobs, transit, services, and retail in infill locations where infrastructure is already available or needs minor upgrades. Constructing higher-density housing in the central part of the city in in-fill parcels makes efficient use of existing infrastructure at a lower potential cost than a greenfield site.

The City is limits governmental constraints by conducting Programmatic Environmental Impact Reports (PEIRs). PEIRs evaluate infrastructure needs for a larger area ahead of time. Residential projects within a PEIR will have the infrastructure needs identified which speeds review time. Both the BDSP and Watson Ranch Specific Plans have a PEIR.

As discussed below in Watson Ranch, the City is amenable to improving developer certainty and reduce governmental constraints by approving a Development Agreement. A Development Agreement limits the City's ability to change development regulations and costs for developing in the City.

The Watson Ranch Specific Plan (WRSP) was adopted in 2018. This Specific Plan accommodates 1,253 market-rate dwelling units with no limit to density bonus and affordable housing. Currently, 186 affordable inclusionary apartments are under construction. The WRSP includes specific standards for certain

infrastructure improvements. These standards are intended to foster a more urban, walkable neighborhood. Listed below are the WRSP Street sections.

7.3.1 FOUR LANE ARTERIAL / TWO LANE MAJOR COLLECTOR (NEWELL DRIVE)

Newell Drive will consist of two sections, one south of Rio Del Mar and the other north of Rio Del Mar.

South of Rio Del Mar, this arterial will consist of two vehicular lanes in each direction separated by a landscaped median. On-street bike lanes and 8-foot wide sidewalks separated from the travel ways by 6-foot wide landscaped parkways are also included in the 100-foot wide right-of-way. (See Figure 7.3.1a)

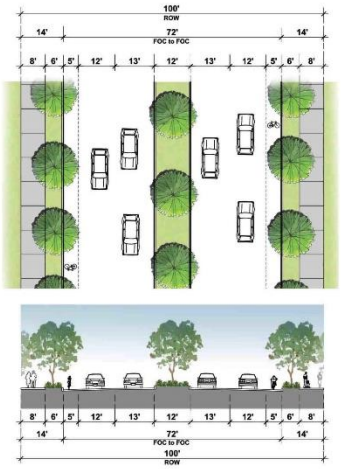


Figure 7.3.1a: Four Lane Arterial (Newell Drive south of Rio Del Mar)

North of the intersection with Rio Del Mar, the road classification changes to a 2 lane Major Collector. Improvements include two 12-foot lanes of travel, a 14-foot median, 5-foot class II bike lanes, an 8-foot wide parkway and 8-foot sidewalk on each side. (See Figure 7.3.1b)

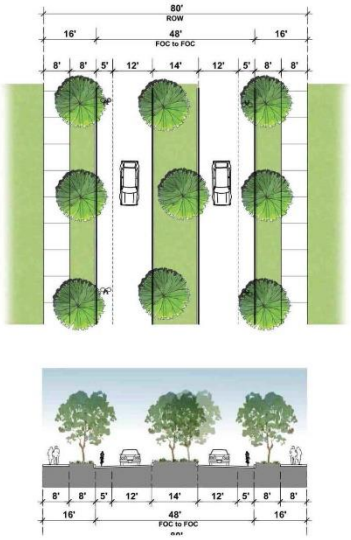


Figure 7.3.1b: Two Lane Major Collector (Newell Drive north of Rio Del Mar)

7.3.2 MODIFIED MAJOR COLLECTOR (RIO DEL MAR EXTENSION)

This two lane modified collector is proposed as an east-west extension from the existing Rio Del Mar linking to the extension of Newell Drive. This portion of Rio Del Mar consists of a 69.5-foot wide road section within a 105.5-foot wide right-of-way. The paved section will accommodate two 12-foot wide travel lanes, a 14 median that accommodates turn lanes, a 5-foot wide on-street bike lane on the north side, and 8-foot wide parking bays on the north side. Diagonal parking is provided on the south side along the frontage of the NVR&G. The class II bike lane on the south side is routed off street in conjunction with the River to Ridge trail or as a separate Class I bike lane or Class IV cycle track. Alternately, "back-in" diagonal parking may be considered along the NVR&G frontage. The roadway has a vertical curb and gutter and curb returns have a 20-foot radius. An 8-foot wide sidewalk is provided on the north side of the street and separated from the travel lanes by an 8-foot wide parkway strip. The River to Ridge Trail runs along the south side of the road as a 12-foot wide multi-purpose trail for pedestrians and bicycles, separated from the parking areas by a minimum 8-foot wide parkway strip. Where this street runs along the NVR&G, the paving may extend to the curb, thus eliminating the parkway strip and forming more

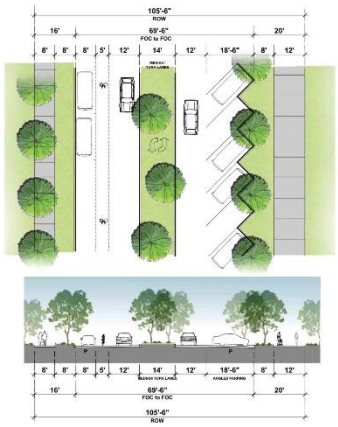


Figure 7.3.2a: Modified Collector (Rio Del Mar extension - in front of NVR&G)

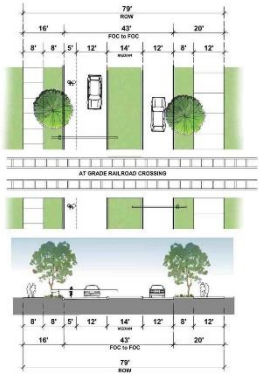


Figure 7.3.2c: Modified Collector (Rio Del Mar extension - at grade crossing)
Final grade crossing design is subject to C.P.U.C. approval and must meet C.P.U.C. regulations for vehicular, bicycle and pedestrian safety crossing features. Figure 7.3.2c is conceptual only and may be subject to change.

7.3.8 RESIDENTIAL ALLEY

Alleys are generally located behind residential lots, providing service access and resident vehicular access to garages. Alleys have a minimum travel way of 20 feet within a 20-foot wide access easement or right-of-way. Garage doors must be setback a minimum of 14 feet from the centerline of the paved surface. No resident or guest parking is allowed within the alley except in designated parking spaces or full length driveway aprons. Alleys are encouraged to be used extensively to minimize the garage dominant streetscape and encourage pedestrian/bicycle activity.

Points of access and certain segments may vary from this minimum standard to accommodate public safety vehicles and garbage trucks. (See Figure 7.3.8)

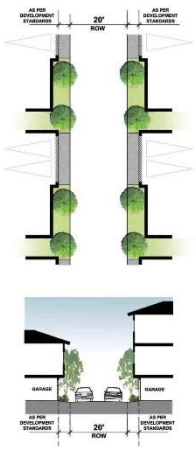


Figure 7.3.8: Residential Alley

7.3.6 MODIFIED LOCAL STREET (RESIDENTIAL) – B

The Modified Local Street (Residential) - B is a street that is unique to the WRSP Area and provides connection from development parcels along the Southern boundary to Vintage Ranch and from Vintage Ranch to the Rio Del Mar extension. The street has a 32-foot wide paved section within a 58-foot wide right-of-way. The paved section accommodates two travels lanes with on-street parking on one side.

A 10-foot wide sidewalk is provided on one side separated from the travel lane by a 6-foot wide parkway strip. A 10-foot wide landscape parkway is provided opposite the side containing the 10-foot sidewalk. (See Figure 7.3.6)

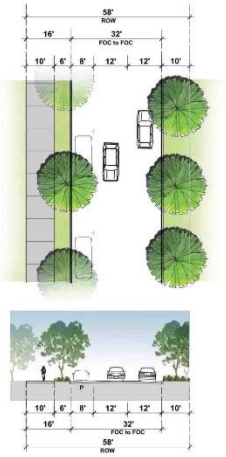


Figure 7.3.6: Modified Local Street (Residential) - B

7.3.5 MODIFIED LOCAL STREET (RESIDENTIAL) - A

The Modified Local Street (Residential) - A is a street that is unique to the WRSP Area and provides access within residential neighborhoods. This street has a 36-foot wide paved section within a 58-foot wide right-of-way. The paved section accommodates two travel lanes with on-street parking on both sides.

The roadway has a vertical curb and gutter, and curb returns have a 20-foot radius. 5-foot wide sidewalks are provided on both sides and are separated from the parking areas by a 6-foot wide parkway strip. (See Figure 7.3.5)

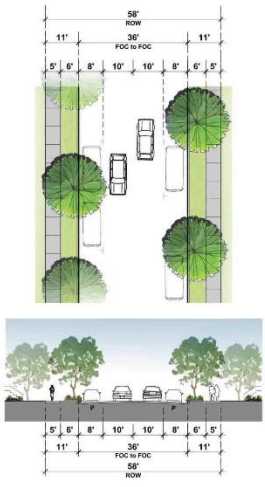


Figure 7.3.5: Modified Local Street (Residential) - A

7.3.4 LOCAL STREETS (RESIDENTIAL)

The primary purpose of the Local Street (Residential) is to provide access to the proposed elementary school. It consists of a 40-foot wide road section within a 64-foot wide right-of-way. The paved section can accommodate two travel lanes and on-street parking on both sides.

The roadway has a vertical curb and gutter, and curb returns have a 20-foot radius. 6-foot sidewalks provided on both sides and are separated from parking areas by a 6-foot wide parkway strip. (See Figure 7.3.4)

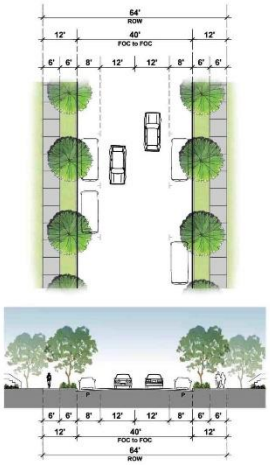
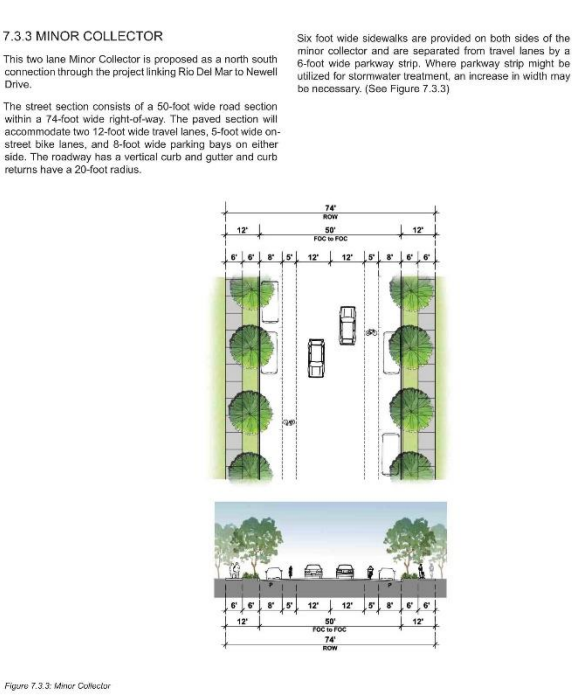


Figure 7.3.4: Local Streets (Residential)

safety crossing



7.3.3 MINOR COLLECTOR

This two lane Minor Collector is proposed as a north south connection through the project linking Rio Del Mar to Newell Drive.

The street section consists of a 50-foot wide road section within a 74-foot wide right-of-way. The paved section will accommodate two 12-foot wide travel lanes, 5-foot wide on-street bike lanes, and 8-foot wide parking bays on either side. The roadway has a vertical curb and gutter and curb returns have a 20-foot radius.

Six foot wide sidewalks are provided on both sides of the minor collector and are separated from travel lanes by a 6-foot wide parkway strip. Where parkway strip might be utilized for stormwater treatment, an increase in width may be necessary. (See Figure 7.3.3)

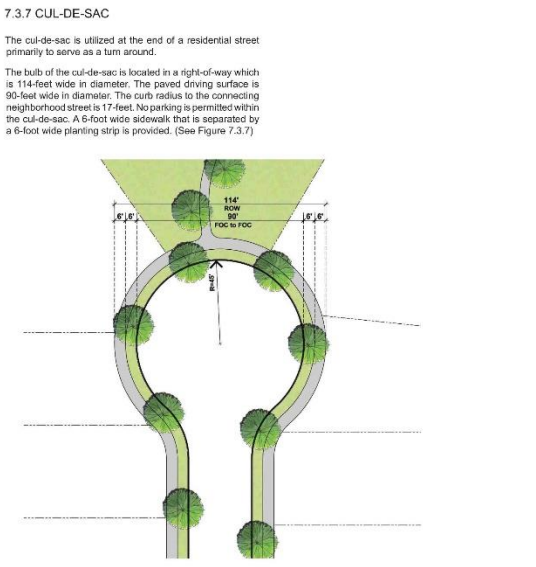
Figure 7.3.3: Minor Collector



Figure 7.3.2e: Modified Collector (Rio Del Mar extension - from SR 29 to western property boundary)

To further improve financial feasibility for Watson Ranch, the City and Developer entered into a Development Agreement in 2019. The Development Agreement provides the developer a vested right to construct the Watson Ranch project for 30 years including:

- No reduction in the total number of residential dwelling units or non-residential building units, uses, square footage, floor area ratio, size, height or number of buildings, or other improvements otherwise allowed by the Applicable Law.
- No new City Laws that limit, control, or otherwise regulate the availability of public or private utilities, services, or facilities otherwise allowed by the Applicable Law, including without limitation, water, wastewater, storm water, gas, electricity, telecommunications, roadways, access points, schools, parks, trails, and/or other public and private improvements of the Project.



7.3.7 CUL-DE-SAC

The cul-de-sac is utilized at the end of a residential street primarily to serve as a turn around.

The bulb of the cul-de-sac is located in a right-of-way which is 114-feet wide in diameter. The paved driving surface is 90-feet wide in diameter. The curb radius to the connecting neighborhood street is 17-feet. No parking is permitted within the cul-de-sac. A 6-foot wide sidewalk that is separated by a 6-foot wide planting strip is provided. (See Figure 7.3.7)

Figure 7.3.7: Cul de sac

- No new City Laws that limit, control, or otherwise regulate the rate, timing, phasing or sequencing of the approval, development, or construction of all or any part of the Project (or Property) in any manner, or take any action or refrain from taking any action that

results in Developer having to substantially delay construction of the Project on the Property or require the acquisition of additional permits or approvals by the City or other public agency other than those required by the Applicable Law.

- No new City Laws that limit or control the location of buildings, structures, grading, access, roadways, schools, parks, trails, and/or other public and private improvements of the Project in a manner that is inconsistent with or more restrictive than the limitations in the Applicable Law (including Project Approvals).
- No new City Laws that limit the processing and/or timing of Project Approvals.
- No new City Laws that impose any hourly wage, salary, work pay or other worker-compensation-related regulation or policy on the Project not agreed to by Developer.
- Except as allowed by the Development Agreement, no new City Laws that impose any City law, ordinance, fee, tax, regulation not in force and effect on December 31, 2017, except those required by state and/or federal law and/or by state and/or federal courts.

The limitations on future city policies and/or laws provide the developer with financial certainty related to governmental constraints to construct the project with known City standards and regulations for a 30-year period, which is anticipated to equal or surpass the buildout term of the project.

In Watson Ranch, with narrower street standards than the citywide standards, the developers of Lots 14/15 and Lot 10 single family subdivisions received City Engineer approval of street standard exceptions for: 1) beveled curb and gutter; 2) a reduction in local street widths; 3) a narrower cul-de-sac radius; and 4) a modification to storm drain pip surcharging. These design exceptions reduced the cost to provide safe infrastructure to 317 single-family homes.

American Canyon is not an entitlement jurisdiction. Thus, the City must compete for limited Community Development Block Grant (CDGB) funds. In the case of the 70-unit Valley View Affordable Seniors Housing Project, a wastewater main needed to be upgraded to serve the project. The City was successful in obtaining a $1 million CDBG grant to fund the wastewater main upgrade project.

In stakeholder interviews conducted for this Housing Element Update, affordable and market-rate developers reported that required infrastructure improvements constrain housing by adding cost, and participants suggested funding infrastructure through other means.

Under Program O, the City would apply for Community Development Block Grant funds that could offset the cost of on- and off-site improvements for affordable housing.

Fees

The City requires a variety of fees to cover the cost of processing development requests, providing public facilities and services to new development, and mitigating the environmental impacts of new development. Although these fees are necessary to meet City service and environmental standards, they can have a substantial impact on the cost of housing, particularly affordable housing.

In stakeholder interviews conducted for this Housing Element Update with affordable and market-rate developers working in American Canyon and nearby cities, the cost of fees was not reported to be prohibitive to building housing. Rather, the overall cost of construction and the limited funds available for affordable housing were more of a constraint. Affordable housing in-lieu fees, as discussed above, were reported to be a constraint to developing affordable market-rate housing, in that market-rate units in the same development subsidize the cost of providing units or paying the fee.

In the case of the 66-unit Napa Cove affordable housing project, the City supported the applicant with their California Tax Credit Allocation Committee (TCAC) funding application. The City also streamlined the development application review to just a few weeks, and supported the applicant's application for project-based vouchers. Reducing processing time and bringing "outside" funding for affordable housing augments the limited housing nexus fees and inclusionary housing from other residential projects.

Program U would help alleviate the impact of fees on the provision of affordable housing, by providing fee deferrals or fee reductions, or using the Affordable Housing Fund to subsidize fees, as appropriate.

DEVELOPMENT FEES

Development fees (sometimes referred to as "impact" fees) are required to offset the cost of provision of public services such as: traffic, park, water and sewer capacity, civic facilities, and affordable housing (see Inclusionary Housing Program, above). Other agencies that are independent from the City collect impact fees. These include the American Canyon Fire Protection District, and State-mandated school impact fees.

The City's most recent Affordable Housing Nexus Study[17] analyzed four residential development prototypes and identified the associated development impact fees collected by the city for all sources plus outside agencies (i.e.: Fire

[17] City of American Canyon, Affordable Housing Nexus Study Background Report, 2016. https://www.cityofamericancanyon.org/home/showpublisheddocument/7925/637121856997970000

District and School District) (Table 5-7). The estimations show that per unit, apartments ("stacked flat apartment") have the lowest per-unit fees, at $21,899, followed by townhomes at $36,448. However, by total cost for 100 units, a townhome has the lowest fees, at $3,644,800. For the four prototypes, the development fees make up 7.3 to 13.9 percent of the total development cost. Comparatively, in Napa County, based on a 2,800 square foot single-family home, the total development fees would amount to $45,322 per unit, or $16.19 per square foot. This represents a less than six percent of the average construction cost of $784,000.[18] The County fee percentage of the total development costs is smaller than the 8.5 percent cost for the same size single-family home in American Canyon. However, homes in the County often do not have access to urban services that are disproportionately needed by lower-income residents. These typically include a lack of essential potable water and sewer services that must be provided at higher cost with on-site well and septic system. Other urban services not generally available in the unincorporated County that are available in American Canyon include proximate access to public transit, parks, and civic facilities. Considering the City of American Canyon provides additional services disproportionately needed by lower-income residents, the residential impact fees are comparable to Napa County.

[18] Napa County 2022 Housing Element Public Draft. https://www.countyofnapa.org/DocumentCenter/View/25221/Public-Review-Draft-Napa-County-Housing-Element-Update-6-9-22?bidId=

Table 5-7 Development Fees

Fee	Large Lot Single Family	Small Lot Single Family	Townhouse	Stacked Flat Apartments
Prototype Square Footage	*321,000*	*268,000*	*140,000*	*181,100*
Units	*100*	*100*	*100*	*100*
School Fees	$1,373,880	$1,147,040	$599,200	$0
Water Capacity Fees	$1,246,200	$1,246,200	$1,246,200	$1,620,000
Wastewater Capacity Fees	$801,600	$801,600	$801,600	$1,042,000
Traffic Mitigation Fee	$439,400	$439,400	$439,400	$26.96
Parks and Rec Fee	$439,400	$439,400	$439,400	$878,800
Fire Facilities Impact Fee	$65,805	$54,940	$28,700	$50,326
General Plan Update Fee	$6,800	$6,800	$6,800	$13,600
Total Fees (% of total development cost)	**$4,456,585 (8.5%)**	**$4,218,880 (9.5%)**	**$3,644,800 (13.9%)**	**$4,379,726 (7.3%)**
Total Development Fees Cost	$52,701,709	$44,533,632	$26,167,570	$60,405,582
Total Fees Per Unit	**$44,566**	**$42,189**	**$36,448**	**$21,899**
Total Development Fees Cost/Unit	$527,017	$445,336	$261,676	$302,028
Total Fees Per Net Sq. Ft.	**$13.88**	**$15.74**	**$26.03**	**$24.18**
Total Estimated Development Fees Cost/ Sq. Ft.	$164.00	$166.00	$187.00	$334.00

[1] Assumes 2,000 square feet per single family unit

[2] Assumes 1300 square feet per townhome unit

[3] Assumes 800 square feet per multifamily unit

[4]Assumes 500 square feet pre ADU

[5]SFD = ITE Code 210 (9.52 trips/day)

[6]MFD = ITE Code 221 (5.44 trips/day)

[7]Townhome = ITE Code 220 (6.65 trips/day)

Source: American Canyon, 2022.

Source: City of American Canyon.

BUILDING PERMIT FEES

Table 5-8 summarizes the City's building permit fees for single family and multifamily development. Normally, permit fees would have a minimal impact on housing costs because most the fees are flat rate charges, not per unit charges, and can be spread over the entire development.

Table 5-8 Residential Building Permit Fees

Applications	Fee
Building Permit – Single Family & New Construction	
1-1,500 square feet	$1,533
1,501-3,000	$1,952
3,001-4,500	$2,349
4,501-6,000	$3,178
6,001 + square feet- additional time per 200 square feet	$113
Electrical Permit	$45
Mechanical Permit	$45
Building Permit Issuance	$30
Building Permit – Multifamily & New Construction	
1-5,000 square feet	$2,317
5,001-10,000	$3,136
10,001-15,000	$4,656
15,001-30,000	$6,262
30,001-50,000	$8.480
50,001 + square feet- Additional time per 5,000 square feet	$692
Other Inspections and Fees (including inspection of fire sprinkler systems)	
Inspections outside of normal business hours	$312 minimum, plus the hourly rate of the Building Inspector I and II for each additional hour over 2 hours
Re-inspection fees	$139 minimum, plus the hourly rate of the Building Inspector I and II for each additional hour over 1 hour
Inspection for which no fees are specifically indicated	$139 (hourly rate)

Source: City of American Canyon 2021-2022 Fee Schedule.

PLANNING FEES

Planning fees that cover the cost of reviewing and approving the entitlement plans. Once the entitlement is approved, there are planning fees to review and inspect the construction. Fees are charged to cover the costs of City staff review and processing of applications and permits related to housing development. A project's application fees are estimated upon submittal, and the developer pays a deposit covering the estimate. Actual staff time spent on the project is then deducted from the deposit amount, and any unspent remainder is refunded. Typical fees for housing projects are listed in Table 5-9.

Table 5-9 Residential Planning Permit Fees

Applications	Fee
Planning Approvals	
Design Permit, director review	$3,549
Design Permit, Planning Commission review	$7,799
Major Conditional Use Permit	$7,799
Minor Conditional Use Permit	$1,974
Other	
Pre-application	$813
Variance	$1,827
Minor Variation	$1,283
Minor Modification	$1,935
Pre-zoning/Rezoning	$3,578
Zoning Ordinance Amendment	$8,008
General Plan Amendment	$8,008
Specific Plan Amendment	$7,179
Temporary Trailer Permit	$99
Zoning Clearance	$66
Planning Plan Check (General)	$174
Classifications of Use	$158
Land Divisions	
Parcel map	$3,436
Tentative subdivision map	$7,832
Lot line adjustment	$1,753
Lot merger	$3,426
Reversion to acreage map	$1,753
Map extension	$987
Final map review	$365
Environmental Review	
Categorical Exemption	$132
Initial Study	$13,893
CEQA Document Administration and Review	$7,717
Mitigation Monitoring	$1,458

Source: City of American Canyon 2021-2022 Fee Schedule.

Processing and Permit Procedures

The evaluation and review process required by City procedures contributes to the cost of housing in that holding costs incurred by developers are ultimately reflected in the selling price of the home. The City Council and Planning Commission govern the review process in American Canyon, or depending on the project, it might be reviewed by the Community Development Director.

PERMIT TYPES

There are two basic development permits in the City of American Canyon, and any new development is subject to one or the other, but never both for the same project.

Residential development is considered “by-right” in Residential zoning districts.

The time frames, procedures, and application fees for processing both Design Permits and Conditional Use Permits are identical. The major differences are in the required findings. A Design Permit must adhere to the development standards of the underlying Zoning District unless a Density Bonus is a part of the applicant’s request, or the project provides affordable housing, in which development standard waivers and concessions are permitted.

Conditional Use Permit

In the City of American Canyon, the only residential use that requires a Conditional Use Permit is farm employee housing in the Community Commercial and Neighborhood Commercial Districts. For this type of residential project, the Conditional Use Permit findings are required to receive approval from the Planning Commission:

1. The proposed use is consistent with the policies and programs of the general plan and any applicable master or specific plan.
2. The proposed use is consistent with the purpose(s) and standards of the applicable zoning district(s).
3. The proposed use complies with applicable policies of the Napa County Airport land use compatibility plan.
4. The project site is physically suitable for the type and intensity of land use being proposed.
5. The proposed use will not be a nuisance or materially detrimental to the general health, safety, and welfare of the public or to property and residents in the vicinity.
6. The site for the proposed use has adequate access and meets parking and circulation standards and criteria.
7. There are adequate provisions for water and sanitary services, and other public utilities to ensure that the proposed use would not be detrimental to public health and safety.

Findings 4 and 5 are considered a constraint to the development of farm employee housing due to the subjective nature of the requirements, and therefore, ability for bias to impact the outcome of the Planning Commission's decision. Through Program C, the city would adopt changes to the Zoning Ordinance to allow farm employee housing to be approved with a Design Permit, rather than a Conditional Use Permit, to limit discretion in the review and approval of housing development applications.

Design Permit

A Design Permit is required for any new structures, except individual single-family detached dwellings that are not part of a new subdivision. However, when a builder constructs three or more single-family dwellings in a single subdivision in one year, or on a single block in one year if the lots are not located within a subdivision, the dwelling units shall be subject to approval of a Design Permit. Additionally, any alteration of a residentially zoned parcel over one acre is subject to a Design Permit.

Design Permits for two-family dwellings and multi-family projects with fewer than five units are approved by the Community Development Director. Public hearings are not required. Planning Commission approval of a Design Permit (Chapter 19.41 of the Zoning Code) is required for any multifamily dwellings of five or more units in the Residential Medium and Residential High Districts.

The following areas of design shall be considered in reviewing design permits:

A. Site Planning.

    1. Appropriateness of setbacks, site coverage, building heights, and outdoor use areas,
    2. Adequacy of parking, and vehicular and pedestrian circulation,
    3. Relationship to abutting or adjacent sites and land uses; minimization of impacts on residential districts,
    4. Preservation of natural site amenities,
    5. Use of landscaping, outdoor lighting, and outdoor furniture,
    6. Usability of public and private open spaces.

B. Structural Design.

    1. Scale, mass, bulk, and proportions,
    2. Compatibility with the desirable qualities of the area and/or streetscape,
    3. Compatibility of building materials and detailing for all structures,
    4. Relationship to other structures and accessory elements on a site,
    5. Screening of utility and mechanical facilities,
    6. Design of fences and walls,

7. Use of architectural elements that contribute to visual interest and variety, including variation to wall planes, multiple roof lines and defined entries. (Ord. 2001-02 § 1, 2001)

Approval of a Design Permit application may be granted by the appropriate decision-making authority only if all of the following findings are made (Section 19.41.050):

A. The project complies with all applicable provisions of the Zoning Ordinance and any applicable approvals granted for the project by any decision-making authority.
B. The project and its design complies with any applicable design guidelines.
C. The project and its design complies with all applicable general plan policies.
D. The project complies with applicable policies of the Napa County Airport land use compatibility plan.
E. The project's quality and character are compatible with the surrounding area, unless physically deteriorated or blighted, and will not be materially detrimental to existing development.
F. The proposed design is compatible with existing development in the area in terms of scale, height, bulk, proportion, materials, cohesiveness, color, and the preservation of privacy.
G. The design improves the community's appearance by avoiding both excessive variety and monotonous repetition.
H. The proposed design promotes a harmonious transition in terms of scale and character between areas of different general plan land use designations and zoning districts.
I. The proposed design provides for adequate and safe on-site vehicular and pedestrian circulation. (Ord. 2010-03 § 3, 2010; Ord. 2001-02 § 1, 2001)

Requirements such as "compatible with existing development," "improves the community's appearance," and "harmonious transition," may allow for bias in the interpretation of the design guidelines, and therefore are considered a constraint to housing. Through Program C, the City would adopt changes to the Zoning Ordinance to limit subjectivity in the review and approval of housing development applications.

Timing

The time between application submittal and project approval varies depending on the magnitude and complexity of the development proposal. Factors that can affect the length of development review on a proposed project include a requirement to hold a public hearing, the level of environmental review required, and the completeness of the application submittal. The Permit

Streamlining Act governs the processing time for all planning applications in any jurisdiction. Multi-family housing construction tends to be more complex and usually requires more time between entitlement and building permit issuance (six to 12 months). The average time for processing multi-family entitlements is 23 weeks. Projects which do not require a General Plan Amendment or Zone Change are processed in an average of 14 weeks.

Table 10 Processing Timeframes for Residential Projects Approved Since 2020

Project Name	File #	Application Type	Description	Environmental Review	Submittal Date	Approval Date	Processing Time
Napa Cove	PL21-0027	Design Permit	66 Affordable Apartments	Addendum to Program EIR	10/1/21	12/16/21	11 weeks
WRSP Lot 10	PL21-0014	Design Permit, Tentative Subdivision Map	219 Single Family Homes	Addendum to Program EIR	6/4/21	9/30/21	17 weeks
Lemos Pointe	PL21-0004	Design Permit	186 Affordable Apartments	Addendum to Program EIR	2/25/21	5/27/21	16 weeks
WRSP Lot 14/15	PL20-0032	Design Permit, Tentative Subdivision Map	98 Single Family Homes	Addendum to Program EIR	9/11/20	12/15/20	13 weeks
Oat Hill Residential	PL20-0022	General Plan Amendment, Zone Change, Tentative Subdivision Map, Airport Land Use Commission Override, Design Permit	291 Condominiums	Negative Declaration	8/17/20	9/30/21	58 weeks

Note:

- The City did not deny any residential projects during the 5th Cycle Housing Element period (2015-2023).
- Average processing time when the project is consistent with a Program EIR is 14 weeks.
- The City concurrently approved the Oat Hill residential Design Permit with a General Plan Amendment, Zone Change, plus supported an override of the Napa Airport Land Use Commission denial.

Source: City of American Canyon, 2023

In American Canyon, the average time between project approval and requests for building permits is typically three to six months but varies by type of project. Single-family homes usually experience the least delay (two to four months).

The processing times for multi-family developments do not pose a constraint to development. In stakeholder interviews conducted for this Housing Element update,[19] developers reported lack of funding for affordable housing being a greater constraint than City processes.

[19] Stakeholder interviews, March 14, 2022

Non-Governmental Constraints

Many factors affecting housing costs are related to the larger housing market. Land costs, construction costs, and labor costs all contribute to the cost of housing and can hinder the production of affordable housing. Additionally, the availability of financing can limit access to homeownership for some low-income households.

Housing Market and Affordability

A variety of factors impact housing costs and can provide barriers for potential homeowners. For example, market forces on the economy and the subsequent effects on the construction industry may act as a barrier to housing production.[20] Since the 2008 recession, national construction costs for multifamily projects rose by 25 percent. This dramatic rise in construction costs can make a project financially infeasible.[21] While economic recessions can result in lower sales volumes and therefore prices,[22] the COVID-19 pandemic created a global economic recession which had a unique impact on the housing market than typical recessions in the past. Lower interest rates and households spending more time at home created a demand for housing, and homeowners were more reluctant to list their home during a pandemic.[23]

Low inventory and associated high home prices made it difficult for lower-income or first-time homebuyers to purchase homes entering the market. According to Zillow, the typical home value of homes in American Canyon is $806,879 (as of July 2022). This value represents a 15.01 percent increase over the past year.[24] This price increase is considered a constraint to purchasing a home. However, it is generally consistent with regional price increases. In Napa County, the median home value in July 2022 was $931,000. This is a 12.8 percent increase over the last year.[25] As discussed in the *Housing Needs Assessment,* American Canyon has the lowest typical home value compared to other jurisdictions in the county and is lower than the countywide average home value. (Table 5-11)

[20] National Association of Home Builders. Material Cost Affect Housing Affordability. https://www.nahb.org/advocacy/top-priorities/material-costs
[21] Terner Center for Housing Innovation, The Hard Costs of Construction: Recent Trends in Labor and Materials Costs for Apartment Buildings in California. 2020. https://ternercenter.berkeley.edu/wp-content/uploads/2020/08/Hard_Construction_Costs_March_2020.pdf
[22] Joint Center for Housing Studies of Harvard University. Past Recessions Might Offer Lessons on the Impact of COVID-19 on Housing Markets. https://www.jchs.harvard.edu/blog/past-recessions-might-offer-lessons-on-the-impact-of-covid-19-on-housing-markets]
[23] Anenberg, E and Ringo, D. Housing Market Tightness During COVID-19: Increased Demand of Reduced Supply? Board of Governors Federal Reserve. July 8, 2021. https://www.federalreserve.gov/econres/notes/feds-notes/housing-market-tightness-during-covid-19-increased-demand-or-reduced-supply-20210708.htm
[24] https://www.zillow.com/american-canyon-ca/home-values/
[25] https://www.zillow.com/napa-county-ca/home-values/

Under Program T, the City will apply for funds to help first-time or lower-income homebuyers purchase a home.

Table 5-11 Median Home Value Comparisons, 2016-2022

Jurisdiction/Region	Median Home Value 2016	Median Home Value 2022	Percent Increase
Vallejo	$352,000	$585,199	39%
American Canyon	**$517,000**	**$778,216**	**34%**
Napa	$638,000	$900,065	29%
Napa Metro	$642,000	$910,270	29%

Source: Zillow.com 2022.

Construction Costs

Construction costs depend on several factors: type of construction, custom versus tract development, cost of materials, site conditions, finishing details, amenities, size, and structural configuration.

The California Construction Cost Index (CCCI) is based on the Building Cost Index (BCI). These indices provide average estimates for San Francisco and Los Angeles only and are produced by the Engineering News Record (ENR). According to the CCCI, construction costs have risen 24 percent in California since June 2016.[26]

Housing prices are influenced partly by the types of construction materials used. Homes in American Canyon are generally wood frame construction, finished with stucco, wood siding, or shingles. This type of construction is the least expensive conventional method—brick, stone, and concrete block are more costly. Composition shingle and built-up roofs, which are found on a large share of the community's homes, are also the least expensive, followed by wood shingle, wood shake, concrete tile, metal tile, and clay tile.

Hard construction costs have climbed statewide, but they are the most expensive and have risen most dramatically in the San Francisco Bay Area. While normalized statewide costs increased 25 percent between 2008-2009 and 2018, costs for projects in the Bay Area rose 119 percent over the same period, reaching more than $380 per square foot in 2018. A number of factors are likely contributing to the rapid escalation of construction costs in the Bay Area. For one, wages are higher in the region, reflecting higher costs of living. In 2018, the San Francisco and San Jose Metropolitan Statistical Areas had the two highest hourly median wages in the state, which could contribute to comparatively higher construction costs overall.[27]

[26] DGS California Construction Cost Index CCCI. 2021. https://www.dgs.ca.gov/RESD/Resources/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI

[27] A number of factors are likely contributing to the rapid escalation of construction costs in the Bay Area. For one, wages are higher in the region, reflecting higher costs of living.23 In 2018, the San Francisco and San Jose Metropolitan Statistical Areas had the two highest hourly median wages in the state, which could contribute to comparatively higher construction costs overall.

According to the California Homebuilding Foundation, formerly the Construction Industry Research Board, construction costs on lots with steep slopes or other environmental constraints can run as high as $425,000 for a 1,700-square foot home ($250 or more per square foot).

AFFORDABILITY GAP

The affordability gap refers to the capital subsidy required to develop housing affordable to families at various income levels. The most recent Residential Nexus Analysis for American Canyon was completed 2016, American Canyon completed a Residential Nexus Analysis. The affordability gap analysis compares the cost of developing housing in the City to the amount very low-, low-, and moderate-income households can afford to pay for housing. According to the analysis (Table 5-12, there are significant affordability gaps for all prototypes for very low- and low-income households, which shows that cost of construction is a constraint to the development of affordable housing. Given the relatively high median income for Napa County, there are no gaps for some unit sizes and prototypes at the moderate-income level. [28]

Table 5-12 Development Affordability Gap

Income	Large Lot SFD	Small Lot SFD	Townhome	Apartment
Very Low Income	$385,700	$306,400	$135,500	$234,800
Low Income	$309,700	$231,300	$65,100	$209,500
Moderate Income	$88,200	$12,300	($139,500)	$82,500

Source: American Canyon Affordable Housing Nexus Study: Background Report, 2016

Table 5-13 provides more detail on the development costs associated with the four selected prototypes, as well as the market rate sale prices as of 2015.

[28] American Canyon Affordable Housing Nexs Study. 2014.
https://www.cityofamericancanyon.org/home/showpublisheddocument/7925/637121856997970000

Table 5-13 Development Costs and Sale Prices in American Canyon

Prototype	Avg. Square Feet	Units per acre	Land Sq. Ft.	Units	Total Costs Total/Per Unit	Average Sale Price/Rent (2014)
Large Lot SFD	3,210	4.3	1,013,023	100	$52,701,709/ $527,017	$530,000 $165/SF
Small Lot SFD	2,680	5.5	2,680	100	$44,533,632/ $445,336	$454,000 $169/SF
Townhomes	1,400	15.0	1,400	100	$26,167,570/ $261,676	$269,000 $192/SF
Stacked Flat Apartments	906	22.0	906	200	$60,405,582/ $302,028	$2,000/Mo. $2.20/SF/Mo.

Source: American Canyon Affordable Housing Nexus Study: Background Report, 2016

Cost of Land

Developable land is expensive throughout the Bay Area. Higher land costs mean that projects must be able to fetch high sales prices or rents to justify the high cost of purchasing land. These factors often push developers to build housing projects with high sales and rent prices to maximize the developer's return on investment. Land costs are affected by such factors as zoning density, the availability of infrastructure, the existence of environmental constraints, and the relative supply of similar land available for development.

Based on a review of undeveloped properties listed for sale in April 2022, asking prices for vacant single-family lots in American Canyon ranged from $118,000 to $1,149,000 per acre.[29] Vacant land zoned for multi-family use is scarce and typically more expensive per acre than vacant land zoned for single-family residential use. As the city becomes increasingly built out and future development becomes more reliant upon the acquisition of underutilized parcels and demolition of existing structures, the cost of a finished residential site will increase.

The cost of residential land in the American Canyon area has been relatively low in comparison to the greater Bay Area market. However, land values have started to rise such that they are comparable to Vallejo and Vacaville. Land cost is not a significant constraint to developing housing in American Canyon but all costs constrain the development of affordable housing. Implementation of Program O would allow the use of City funding to offset the cost of land acquisition for affordable housing development.

[29] https://www.loopnet.com/search/commercial-real-estate/american-canyon-ca/for-sale/ Accessed April, 2022.

Availability of Mortgage and Rehabilitation Financing

The availability of financing affects a person's ability to purchase or improve a home. Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications and the income, gender, and race of loan applicants. The primary purpose of this review of lending activity is to determine whether home financing is accessible to residents of American Canyon. The data presented in this section include the disposition of loan applications submitted to financial institutions for home mortgages, home improvement, and refinance loans in American Canyon. (Table 5-14)

According to HDMA data from 2017, approximately 11 percent of Federal Housing Administration (FHA), Farm Service Agency (FSA) or Rural Housing Service (RHA) and VA loans, and 16 percent of conventional home purchase loans were denied by the financial institution. Eight percent of refinancing loans and 18 percent of home improvement loans were denied.[30]

In Napa County, the highest loan origination rates tend to be in the more urbanized southern areas, either in and around the City of Napa and American Canyon or along the 101 corridor in Sonoma County. The rural areas of Napa County have the lowest loan origination rates. The census tract with the highest rate of loan originations in the county (over 125 per 1,000 units) includes eastern portions of American Canyon and the City of Napa. There does not appear to be any correlation between race/ethnicity and loan origination rates in Unincorporated Napa County.[31]

Due to the relatively low percentage of denials, this is not considered a constraint.

[30] Source: Home Mortgage Disclosure Act, MSA/MD Aggregate Reports
[31] Public Review Draft, Napa County Housing Element. Accessed June 2022. https://www.countyofnapa.org/DocumentCenter/View/25221/Public-Review-Draft-Napa-County-Housing-Element-Update-6-9-22?bidId=

Table 5-14 Disposition of Loan Applications in 2017 for American Canyon, 2017

Action Taken	Home Purchase Loans				Refinancing		Home Improvement	
	FHA, FSA/RHS & VA		Conventional					
	Number	Amount	Number	Amount	Number	Amount	Number	Amount
Loans Originated	4 (45%)	$1,396,000	26 (53%)	$7,862,000	269 (57%)	$92,315,000	147 (51%)	$59,625,000
Application Approved but not Accepted	1 (11%)	$424,000	1 (2%)	$15,000	20 (42%)	$7,359,000	12 (4%)	$4,516,000
Application Denied by Financial Institution	1 (11%)	$304,000	8 (16%)	$612,000	4 (8%)	$1,505,000	51 (18%)	$11,141,000
Application Withdrawn by Applicant	3 (33%)	$1,010,000	8 (16%)	$2,835	108 (23%)	$31,166,000	25 (7%)	$7,957,000
File Closed for Incompleteness	0	-	4 (8%)	$420,000	45 (9%)	$14,946,000	15 (5%)	$2,776,000
Loan purchased by the Institution	0	-	2 (4%)	$515,000	30 (6%)	$11,138,000	39 (13%)	$16,925,000
Total Applications Received	**9**	**$2,893,000**	**49**	**$122,259,000**	**476**	**$193,625,000**	**289**	**102,940,000**

Source: Federal Financial Institutions Examination Council Home Mortgage Disclosure Act Data Browser

NIMBYism

"Not In My Backyard" (NIMBYism) is a social and political movement that opposes housing or commercial development in local communities. NIMBY complaints often target new affordable housing, with reasons including traffic concerns, environmental concerns, preservation of neighborhood character, and, in some cases, thinly veiled racism. NIMBY objections to housing development can add time and cost to developments, and lawsuits add legal costs and risk.[32] Strong enough objections can result in developers withdrawing a project or redesigning it to be smaller and less dense.[33] Fortunately, American Canyon residents have been supportive of new housing. Staff works closely with the community on new residential projects. As a result, there are no known instances where resident concerns were so significant that a developer withdrew a residential project.

Environmental Constraints

A community's environmental setting affects the feasibility and cost of developing housing. Environmental issues range from the availability of water to the suitability of land for development due to potential exposure to seismic, flooding, wildfire, and other hazards. If not properly recognized and accommodated in residential design, these environmental features could potentially endanger lives and property.

Environmental factors could pose a housing constraint if they have the potential to limit the density and location of housing and can greatly impact the feasibility and cost of development. The city is located to the east of the Napa River and adjacent estuary site. This river has been prone to flooding in the past, which has affected some of the adjacent cities and county developments. Although flooding has been an issue for American Canyon for these areas adjacent to the Napa River and estuary, recently built neighborhoods have been constructed outside of the flood hazard areas, and none of the vacant or underutilized sites in the Housing Element Sites Inventory are within a flood hazard area.

Federal and State Environmental Protection Regulations

Federal and state regulations require an environmental review of proposed discretionary projects (e.g., subdivision maps, use permits, etc.). Fees charged by local government agencies and private consultants to reimburse the cost to

[32] Tim Iglesias, Managing Local Opposition to Affordable Housing: A New Approach to NIMBY, 12 J. Affordable Housing 78, 81 (Fall 2002)
[33] California Public Interest Law Project, Affordable Housing Law Project (PILP), California Housing Element Manual (3rd Ed. 2013) at p.2, available at: http://pilpca.org/wpcontent/uploads/2013/11/California-Housing-Element-Manual-3rd-Ed.-November-2013.pdf

complete the environmental analysis are passed on to the consumer as part of the cost to build new housing. However, these costs ensure regulations are satisfied, help preserve the environment, and ensure safe and sound housing for American Canyon residents.

Regional plans and programs related to public safety included the State Seismic Hazards Mapping Act, California Environmental Quality Act (CEQA) Statute and Guidelines, California Noise Insulation Standards (Title 24), and the Federal Emergency Management Agency (FEMA) Flood Insurance Program, among others. Pursuant to CEQA, residential development that requires discretionary approval from the City also requires environmental review concurrent with the approval process. The preparation, review, and certification of CEQA documents may add time to the development process and is therefore considered a constraint to the development of housing. However, most of American Canyon's vacant, developable land has already been reviewed by a Program Environmental Impact Report (PEIR) consistent with CEQA through the Specific Plan process. A PEIR streamlines the environmental review process for subsequent residential projects because the environmental mitigation measures have already been evaluated and identified. Other projects that deviate from what is contemplated in the specific plans may tier off existing CEQA documents.

Pursuant to state law, in conjunction with incorporated jurisdictions and Fire District agencies, Napa County developed and adopted the Napa County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) in 2020. This plan addresses hazard vulnerabilities from natural and human-caused hazards, including flooding, drought, wildfire, landslides, severe weather, terrorism, cyber threats, pandemic, and the impact of climate change on hazards, as well as other hazards. While mitigation measures identified in the MJHMP are necessary to reduce the level of injury, property damage, and community disruption that might otherwise result from such events, requirements may be a constraint to housing development. For example, fire-resistance housing construction features, wider building setbacks, and fire-resistive landscape buffers in fire hazard zones, building setbacks from earthquake or landslide areas may increase costs of development and limit available land. Many of these requirements are mandated by state law, and while they increase housing costs, will save lives and property.

Geologic and Seismic Hazards

American Canyon is bisected by West Napa fault line, which runs diagonally from the northwest to southeast corner of the city. Like many communities in the Bay Area, the potential of significant seismic activity caused by earthquake can influence development patterns including the location of where residential housing may be placed. The West Napa Fault is within American Canyon city limits, while the Concord-Green Valley and Rogers Creek Faults are within 10

miles. The probability of one or more earthquakes of magnitude 6.7 (Richter scale) or higher occurring in the project area has been evaluated by the U.S. Geological Survey (USGS). Based on the results of the USGS evaluation, there is a 63 percent likelihood that such a major earthquake event will occur in the Bay Area between 2022 and 2036.

Several of the regional faults can cause liquefaction. The General Plan Geology Element notes that only limited portions of the planning area are at risk of liquefaction because most of the city is underlain by bedrock. The Geology Element contains policies intended to avoid growth in areas with liquefaction risk, when possible. For development to occur in areas of liquefaction risk, that risk must be mitigated. As noted in the Geology Element, the potential for landslides is present within City limits, and policies require projects in areas where there is a risk of landslide to contain mitigation measures. Generally, projects at risk are on land with 10 percent or greater grade. Construction on sloped sites is typically more expensive than on flat sites throughout the state.

While the risk of seismic hazards requires increased safety measures to be built into developments, these requirements are necessary and established across the state. Therefore, seismic hazards are not considered a constraint to the development of housing. Additionally, the General Plan update anticipated to be completed in 2023 will include an update to the Safety Element, which will further identify and mitigate the seismic risk to residential development.

Wildfire

Wildfire risk is indicated by presence in an area determined by the California Board of Forestry and Fire Protection (CalFire) to be high-risk. State Responsibility Areas are those where CalFire is the primary emergency response agency responsible for fire suppression and prevention. CalFire is also required to classify the severity of fire hazards based on vegetation, topography, climate and other risk factors. Those areas are classified as moderate to very high Fire Hazard Severity Zones (FHSZs).

Small portions of American Canyon are located within FHSZs. The undeveloped northeast corner of the city is in a moderate FHSZ, and the area east of Newell Drive is a high FHSZ. There are no State Responsibility Areas (SRA), or land where the State of California is financially responsible for the prevention and suppression of wildfires within the city boundaries.

Flood Hazards

FEMA maintains and updates data through flood maps and risk assessments. Flood maps show how likely it is for an area to flood. Any place with a one percent chance or higher chance of experiencing a flood each year is considered to have a high risk. Those areas have at least a one-in-four chance of flooding

during a 30-year period. In the city of American Canyon, areas adjacent to the Napa River are considered flood zones. These regions are a small percentage of the city.

The National Flood Insurance Program (NFIP) adopted under the National Flood Insurance Act of 1968 makes federally subsidized flood insurance available to property owners within communities who participate in the program. Areas of special flood hazard (those subject to inundation by a 100-year flood) are identified by FEMA through regulatory flood maps titled Flood Insurance Rate Maps. The NFIP mandates that development cannot occur within the regulatory floodplain (typically the 100-year floodplain) if that development results in a more than 1-foot increase in flood elevation. In addition, development is not allowed in delineated floodways within the regulatory floodplain.

The General Plan includes policy 10.1.5 which prohibits the development of structures designed for human occupancy within the 100-year floodplain, unless flood hazards are adequately mitigated. Mitigation can be accomplished by building foundations a minimum of one foot above the 100-year flood elevation, or by other means approved by the City Engineer.

Pursuant to state law, the city of American Canyon has a floodplain administrator.

Due to the small percentage of land identified as a flood zone, as well as the available mitigation measures, this is not considered a constraint.

Hazardous Materials

Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic—causes human health effects
- Ignitable—has the ability to burn
- Corrosive—causes severe burns or damage to materials
- Reactive—causes explosions or generates toxic gases

The State Water Resources Control Board (SWRCB) maintains an online database (GeoTracker) that provides information about hazardous materials sites. There are three sites identified on this list that are cleanup program sites, all of which have been closed. There were eleven leaking underground storage tank (LUST)

sites listed, however all of these cases have been closed as well. Due to the lack of active hazardous waste sites, hazardous materials are not a constraint.[34]

Infrastructure Constraints

Another factor that may be a constraint to the development of housing is the capacity of existing infrastructure to accommodate increased demand.

Wastewater Collection and Disposal

The City of American Canyon owns and operates the American Canyon Wastewater Treatment Plant (WWTP) commissioned in 2001, which treats domestic and industrial wastewater flows. The WWTP is a secondary/tertiary treatment plant and was one of the first WWTPs in the country with Membrane Bio Reactor (MBR) and ultraviolet light (UV) disinfection. The Sewer Collection crew maintains 34 miles of sanitary sewer mains that connect residents and businesses to the WWTP. They respond to reports of sewer spills and back-ups and monitor compliance with environmental compliance and water quality regulations. The plant was designed to treat an average flow of 2.5 million gallons per day (MGD) and a peak flow of 3.75 MGD. The average flow in dry water conditions was 1.9 MGD in 2011, with an excess capacity of 0.6 MGD. Therefore, wastewater infrastructure is not a constraint to the development of housing.

Water Service

The City of American Canyon provides potable and recycled water service to commercial and residential customers within the American Canyon city limits and nearby portions of unincorporated Napa County. American Canyon obtains its water supply from a variety of sources, all of which (except for recycled water) are imported from outside of the City. All of the City's imported water comes through the North Bay Aqueduct (NBA) system. A significant portion of the City's supply is obtained through various indirect contracts for water from the State Water Project (SWP). The Napa Flood Control and Water Conservation District (Napa FCWCD) is the State Water Contractor with the California Department of Water Resources (DWR), and the City receives its water through subcontracts with the Napa FCWCD.

In the draft 2020 Urban Water Management Plan, a significant portion of the City's supply availability was reviewed under a single dry year and a five-consecutive year drought, in addition to a drought risk assessment from 2021 through 2025. The City anticipates it can supply all its water demands by

[34] California State Water Resources Control Board GeoTracker. Accessed: June 27, 2022. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=American+canyon#

purchasing supplemental imported water through existing agreements through the planning horizon (2045) for all water year scenarios.

In 2019, consistent with California Senate Bill 1087 (SB 1087), the City modified the Municipal Code (Chapter 13.10.020 "Priority of Service") to prioritize water and sewer services to proposed affordable housing development projects (Ordinance 2019-09). As a result, affordable housing development projects are the top priority for water and sewer service. All other priorities are prioritized one tier below affordable housing. Lower-income residents can find it difficult to pay for essential living expenses, such as potable water. Fortunately, lower-income residents can take advantage of the Low-Income Household Water Assistance Program (LIHWAP). This federally funded program helps low-income households pay down their residential water or wastewater bills. Qualifying residents can call 1-800-233-4480 for more information or assistance. Visit csd.ca.gov/lihwap to apply online.

Regardless of income, residents that have difficulty paying their water bill can request an extension, arrangement or fee waiver. Please contact Utility Billing at (707) 647-4364.

Therefore, water infrastructure is not a constraint to the development of housing.

Solid Waste

American Canyon Recology provides garbage, recycling, and compost pick-up for all residents and businesses pursuant to a franchise waste hauling agreement with the City of American Canyon. Roll-off service is also available. Additional services include curbside recycling and a Household Hazardous Waste Collection Center. The Potrero Hills Landfill, located southeast of Suisun City, is a regional facility that serves American Canyon and numerous other jurisdictions within a 150-mile radius. In 2005, the County of Solano approved a 260-acre expansion that increased landfill capacity to 83.1 million cubic-yards. Following the issuance of a permit by the San Francisco Bay Conservation and Development Commission and several rounds of litigation, the expansion was cleared to proceed in 2014. The estimated closure date of this facility is 2048.[35] Therefore, solid waste infrastructure is not a constraint to the development of housing.

[35] City of American Canyon Broadway Specific Plan EIR. 2019.
https://www.cityofamericancanyon.org/home/showpublisheddocument/15045/637123526964000000

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Chapter 6
Resources

This chapter documents the methodology and results of the housing sites inventory analysis to demonstrate the City of American Canyon's ability to satisfy its share of the region's future housing need. Infrastructure, services, and financial and administrative resources that are available for the development, rehabilitation, and preservation of housing in the city are also discussed in this section.

Key Findings

- The City has land with appropriate zoning capacity to facilitate its entire share of the regional housing need through planned or approved projects ("pipeline projects").
- Most of the pipeline projects are in the Watson Ranch Specific Plan or the Broadway District Specific Plan areas.
- Accessory dwelling units (ADUs) can also count toward the City's share of the regional housing need, although not required in order for the City to meet its obligations.
- There is adequate infrastructure to serve all pipeline projects.

Future Housing Needs

State law requires each community to play a role in meeting the region's housing needs. A jurisdiction must demonstrate in the Housing Element that land inventory is adequate to accommodate its share of the region's projected growth needs. This section assesses the adequacy of American Canyon's land inventory in meeting future housing supply needs.

Regional Housing Needs Allocation

Local Bay Area region jurisdictions must plan to accommodate their share of the region's overall housing needs for the 6th Cycle Housing Element Planning Period, from January 31, 2023, through January 31, 2031. The California Department of Housing and Community Development (HCD) determines the number of housing units needed to meet each region's needs based on population projections and other factors including overcrowding, cost-burden, and vacancy rates. Each region allocates a share to every local government within the region. This is referred to as the Regional Housing Needs Allocation (RHNA). The Association of Bay Area Governments (ABAG) is responsible for allocating the RHNA to individual jurisdictions within the nine counties that

make up the Bay Area. The City of American Canyon must identify an adequate land supply with appropriate zoning density and development standards to accommodate the City's share of the RHNA.

American Canyon's share of future regional housing needs is a total of 622 units, approximately 16 percent of Napa County's total RHNA. The City has the second largest allocation of any jurisdiction in the County, behind the City of Napa which is responsible for 69 percent of the region's total. The total number of housing units allocated to American Canyon is distributed among five income categories, extremely low-, very low-, low-, moderate-, and above moderate-income, shown in Table 6-1.

Table 6-1 American Canyon Housing Needs, 2023-2031

Income Category (% of Napa County AMI*)	Number of Units	Percent of Total Units
Extremely Low (< 30% of AMI)*	81	12.8%
Very Low (30 to 50% of AMI)	88	12.7%
Low (51 to 80% of AMI)	109	16.5%
Moderate (81% to 120% of AMI)	95	18.9%
Above Moderate (> 120% of AMI)	249	39.1%
Total	622	100%

**The RHNA does not project the need for extremely low-income units, but pursuant to state law (Government Code Section 65583), the City must project its extremely low-income housing needs based on Census income distribution or assume 50 percent of the very low-income units required by the RHNA as extremely low-income units. The City's very low-income requirement is 169 units. The number of extremely low-income units that the City must plan for shown here uses Census income distribution which shows 47.7 percent of very low-income households are extremely low-income. Therefore, 47.7 percent of the very low-income need will be allocated to extremely low-income units. For purposes of identifying adequate sites for the RHNA allocation, state law does not mandate the separate accounting for the extremely low-income category.*

Source: Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031, 2022.

Units Planned or Approved

Residential developments approved and permitted, but not yet built ("pipeline projects") can be credited towards the City's RHNA for the 6th Cycle Housing Element, provided it can be demonstrated that the units can be built within the 6th cycle planning period. Similarly, units within completed projects which have not received a certificate of occupancy as of June 30, 2022, can also be credited towards the RHNA. Affordability (the income category in which the units are counted) is based on the actual or projected sale prices, rent levels, or other mechanisms establishing affordability of the units within the project. Single-

family homes are usually sold at market-rate prices, with no affordability covenants attached to the land. Multifamily or single-family developments that use density bonuses, public subsidies, or other mechanisms that restrict rents or sales prices would be restricted to specified below market-rate prices affordable to households in the various income categories described above. Local, state, or federal rules would regulate which income categories must be served by each development.

Of projects currently in the pipeline, eight consist of market-rate units affordable to above-moderate households, while four projects have an affordability component. These affordable projects are generally clustered in the northwestern and central areas of the city. All projects with affordability components have restricted rents or sales price resulting from a development subsidy, negotiated land disposition agreement, or in compliance with Chapter 19.28 of the Municipal Code, Inclusionary Housing Requirements.

Appendix C, Assessment of Fair Housing, discusses the fair housing impacts of the development of the pipeline projects discussed here. The projects are well distributed across the northern and central part of the city, and do not result in an over-concentration of affordable housing in any one area. The city's five census tracts are all considered low resource, according to metrics discussed in more detail in the Assessment of Fair Housing. The northern and central part of the city has lower environmental outcome scores, but higher educational outcome scores. Lower economic outcomes and lower incomes are more prevalent in the southern part of the city, where no pipeline projects (affordable or market rate) are located. Therefore, development of the pipeline projects, scattered throughout the northern and central parts of the city, does not result in an overconcentration of affordable or market-rate housing in low- or high-resource areas or an increased risk of displacement.

Table 6-2 identifies the approved or pending projects credited towards meeting the City's RHNA. The locations of these projects are symbolized with the corresponding Map ID numbers in Table 6-2

Table 6-2 Planned, Approved, and Pending Projects, 2021

Map ID	Project Name	ELI* Units	VLI* Units	LI* Units	MI* Units	AMI* Units	Total Units	Entitlement Status
1	Oat Hill Parcel A	–	–	–	–	206	206	Approved
2	Oat Hill Parcel B	–	–	–	–	85	85	Approved
3	Sun Square	–	–	20	–	–	20	Pending Approval
4	The Residences at Napa Junction	-	46	-	406	–	452	Pending Approval
5	Watson Ranch: Lot 7, 9	–	–	–	–	165	165	Pre-Application
6	Watson Ranch: Lot 10	–	–	–	–	219	219	Approved
7	Lemos Point	19	103	62	2	-	186	Approved
8	Watson Ranch: Lot 14, 15	–	–	–	–	98	98	Approved
9	Canyon Estates	–	–	–	–	35	35	Approved
10	Napa Cove	13	13	39	0	1	66	Approved
11	219 Rio Del Mar Subdivision	–	–	–	–	3	3	Approved
12	West Carolyn Subdivision	–	–	–	–	4	4	Approved
Total		**32**	**162**	**121**	**408**	**816**	**1,539**	

Notes: ELI = Extremely Low Income; VLI = Very Low Income: LI = Low Income; MI = Moderate Income; AMI = Above Moderate Income

Watson Ranch Specific Plan

The Watson Ranch Specific Plan (WRSP), adopted on April 25, 2019, implements the Town Center General Plan Designation, and details the development of 309 acres in the northeast area of the city. Future development includes a mixed-use Town Center surrounding the Napa Valley Ruins & Gardens, new residential neighborhoods of varying housing types, 50 acres of parks and open space, and a community trail system that connects to the Napa Valley Vine and River to Ridge Trails. The project involves infrastructure improvements including an extension of Newell Drive and Rio Del Mar, a grade-separated crossing under the Union Pacific Rail Line at Rio Del Mar, and improvements to water distribution, sanitary sewer, and storm water drainage systems to serve the WRSP area. At build out, it is projected that the entire WRSP can accommodate approximately 1,253 housing units, 200,00 square feet of commercial and retail space, and a

200-room hotel. The number of housing units developed at final build out may exceed these projections through the utilization of density bonuses under state law.

Within the WRSP, four projects at various stages of the entitlement process represent the first phase of the specific plan and include the development of 668 housing units. These projects include:

- **Lemos Pointe Apartments**: This project includes the development of eight three-story buildings on a vacant 6.77-acre site with a total of 186 deed-restricted affordable housing units. Nineteen of these units will be affordable to extremely low-income households, 103 units will be affordable to very low-income households, 62 units will be affordable to low-income households and two units, designated for onsite property managers, will be affordable to moderate-income households. The project includes units of various types ranging from 400 square foot studios to 1,050 square foot, three-bedroom units. On-site amenities include an open turf area, basketball half-court, tot lot, picnic area, dog park, and 0.72 acres of open space. The project is located in the Watson Ranch Specific Plan area, adjacent to the Napa Valley Ruins and Gardens.
- **Watson Ranch Lot 10:** This project includes the subdivision of a 27.2-acre site and construction of 219 single-family homes, ranging from three to four bedrooms. These homes will be sold at market rate and for the purposes of the Housing Element are considered above moderate-income housing units. The project was approved by City Council on September 21, 2021. Grading and building permits have been submitted to the City and are currently under review.
- **Watson Ranch Lots 14 and 15:** This project includes the subdivision of a 42.24-acre parcel into 101 lots for the development of 98 single-family residences, ranging from three to five bedrooms, three vacant lots, and over an acre of open space. The project was approved by the City Council on December 15, 2020. Grading and building permits have been submitted and are currently under review.
- **Watson Ranch Lots 7 and 9:** The City is working with a developer to facilitate the subdivision of a 29.9 acre site and the development of 165 above moderate-income units.

Napa Cove

The Napa Cove Project is located west of Highway 29 in the Broadway District Specific Plan (BDSP) area. The project includes a lot line adjustment and the development of three two- and three-story buildings for a total of 66 multi-family housing units and 0.48 acres of open space on a vacant 3.48-acre site. The project is funded by Low Income Housing Tax Credits and includes 13 units affordable to extremely low-income households, 13 units affordable to very low-

income households, 39 units affordable to low-income households and one market-rate manager's unit. This project was approved by the Planning Commission on December 21, 2021.

Residences at Napa Junction

The Residences at Napa Junction Project is located in the Broadway Specific Plan area, east of Highway 29 and north of Canyon Ridge Apartments. The project proposes to develop a vacant 15-acre parcel with a total of 452 housing units and 22,000 square feet of shared open space including two community centers, a community pool, and athletic facilities. Forty-six of the units (15 percent of the total units) would be affordable to very low-income households and 406 units would be affordable to moderate-income households. The development application was submitted to the City in September of 2021 and is pending approval.

Sun Square

The Sun Square project is located at 425 Napa Junction Road, east of Highway 29 and south of Napa Junction Road within the Broadway District Specific Plan. The project proposes to redevelop an underutilized one-acre site containing two existing single-family residences with a mixed-use building. The project includes 9,521 square feet of office and training space, 20 one-bedroom units, a rooftop garden, a fitness center, and laundry facilities. All 20 units would be affordable to low-income households. The development permit was submitted to the City in August of 2021 and is pending approval.

Canyon Estates

The Canyon Estates project site is located east of Newell Drive, within the eastern portion of City. The project includes the subdivision of a 112-acre parcel to establish 35 single-family lots, four open space lots, and a 74-acre conservation easement. The single-family and open space lots are located on approximately 38 acres within City limits and the remaining 74 acres of the site are in the unincorporated area of the county. The project was approved by City Council on February 16, 2016, and as of June of 2022 major site improvements (utility infrastructure and streets) are under construction. All 35 parcels would be for sale at market rates for the construction of individual custom homes.

Oat Hill

The Oat Hill project proposes a lot line adjustment and the construction of a multi-family housing complex on two adjacent, vacant parcels totaling 20 acres. The project is located west of Highway 29, on Oat Hill adjacent to Napa Junction Road. Development of Parcel A would include construction of 13 buildings with a total of 206 residential units, ranging from one to three bedrooms, a recreation

center/leasing office, and a community pool. Parcel B would be developed with five buildings with a total of 85 housing units, ranging from one to three bedrooms and a recreation center/leasing office. The development permit application was approved September 2021.

Accessory Dwelling Units

Accessory dwelling units (ADUs) anticipated to be built between 2023 and 2031 are also credited towards the City's RHNA. An ADU is a secondary dwelling unit located on residentially zoned property that has an existing single-family or multi-family residence. Due to its small square footage, it could provide affordable housing options for family members, friends, students, the elderly, in-home health care providers, the disabled, and others.

On Average the City of American Canyon approves 3.3 applications to construct an ADU per year, and over the last three years, an average of two ADUs were built per year. Therefore, the City assumes a total of 16 ADUs would be constructed in this 8-year RHNA projection period between 2023 and 2031. Based on the City's ADU rental price survey (which asks ADU permit applicants to disclose the rental price for the proposed unit), all ADUs are assumed to be affordable to low and very low-income households.

Remaining Share of RHNA

After counting anticipated units from projects at various stages of the entitlement process and projected ADU development within the 6th cycle planning period, the City must demonstrate its ability to meet its remaining RHNA (if any) through the identification of sites suitable for housing development. Table 6-3 shows the remaining RHNA after accounting for units that are pending or approved as of June 30, 2022, and the number of ADUs assumed to be permitted between 2023 and 2031.

Adequacy of Residential Sites Inventory in Meeting RHNA

After accounting for planned and approved units and projected ADU development, the City has fully satisfied its total allocation for the 2023-2031 planning period with an 933-unit buffer. (Table 6-3)

Table 6-3 Summary of American Canyon's Ability to Satisfy RHNA

Income Category	RHNA Allocation	Units Pending, Approved, or Under Construction	Estimated ADUs	Remaining RHNA
Very Low	169	194	8	0 (33 unit buffer)
Low	109	121	8	0 (20 unit buffer)
Moderate	95	408	0	0 (313 unit buffer)
Above Moderate	249	816	0	0 (567 unit buffer)
Total	**622**	**1,539**	**16**	**0 (933 unit buffer)**

While the City is not obligated to identify additional sites for housing development beyond the units in the development pipeline, there remains a remaining capacity for the development of approximately 1,247 dwelling units within the Broadway District and Watson Ranch Specific Plans. Build out projections of the BDSP include the construction of a total of 1,200 dwelling units at densities of 20 to 35 dwelling units per acre. After accounting for projects planned and approved within the BDSP, there is capacity for an additional 662 dwelling units. Similarly, after accounting for projects planned and approved within the WRSP, there is remaining capacity for approximately 585 residential units at densities ranging from two to over 20 dwelling units per acre.

Availability of Infrastructure and Services

The City's budget for all operations provides funding for the development and maintenance of the infrastructure resources needed to support sustainable growth of the City. This includes development, operation, and maintenance of the city's parks and open space, streets and transportation network, utilities including water, sewer, storm drainage, and solid waste management, police and fire departments, schools, libraries, and recreational programs etc. Approved pipeline projects have undergone environmental review to consider impacts of the projects related public infrastructure and resources. All planned and approved projects have available infrastructure or include the construction of infrastructure to support the new development.

Wastewater System

The City's sewer system includes approximately 53 miles of sewer mains, five pump stations, and five miles of sewer force main. The collection system is divided into three primary sewer basins: the Main Basin, Sunset Meadows, and Industrial Area. The sewer system service area encompasses the City limits and sphere of influence including a portion of the Airport Industrial area north of

the city and unincorporated parts of the county northeast of the city. The City's Sewer Master Plan was adopted in 2016 and evaluates the capacity of the collection system for existing and future buildout and serves as guidance for planning and implementing sewer system improvements to accommodate planned growth.

Buildout conditions incorporated in the system capacity evaluation included development under the Watson Ranch Specific Plan, Broadway District Specific Plan, approved projects, and additional development anticipated under the General Plan. The existing sewer system was evaluated under peak dry weather flow and peak wet weather flow conditions. The analysis showed there are hydraulic deficiencies in existing pipelines and peak flows exceed the capacity of the Main Basin, Sunset Meadows, and Green Island Pump Stations. The Sewer Master Plan identifies near-term and long-term capital improvement projects to address hydraulic deficiencies and accommodate planned growth that target minimizing flow entering the collecting system and replacing undersized pipes and pumps with larger facilities. With implementation of the recommended capital improvement projects, the sewer system has the capacity to accommodate growth planned under the General Plan[1]. Considering there are no zoning changes required under the proposed 6th Cycle Housing Element Update, buildout under the previous General Plan assessed by the Sewer Master Plan adequately captures future growth anticipated in the Housing Element Update.

Potable Water System

The City's water supply system consists of approximately 82 miles of water mains, three storage tanks, two booster pump stations, 831 fire hydrants and 2,080 valves. Water is supplied by the State Water Project, water from the cities of Vallejo and Napa, and recycled water produced at the City's Water Reclamation Facility. The City's potable water service area includes the City limits, sphere of influence, as well as the industrial/commercial area north of the City, including the Napa Airport Industrial Park, the area west of the City to the Napa/Solano County line to the east, and from the Napa/Solano County line to the south to Soscal Ridge north of the airport.

The 2015 Urban Water Management Plan outlines planning for water supplies to support City growth through the year 2040. The plan evaluates supply and demand in five-year increments, outlines water shortage contingency planning, and provides water conservation and demand reduction measures. The City has adequate water supply to meet existing and future demands during normal water year conditions and multiple-dry water year conditions through the year

[1] American Canyon, City of. 2016. Sewer Master Plan. American Canyon, CA. May 2016. https://www.cityofamericancanyon.org/home/showpublisheddocument/9733/637123638634130000

2040. Under single-dry water year conditions, the water supply is sufficient throughout 2030, after which shortfalls begin to appear.[2]

The 2016 Potable Water Master Plan evaluates hydraulic performance of the existing potable water distribution system, analyzes existing and projected future potable water demands, and identifies and prioritizes capital improvement projects to address system deficiencies and meet projected future growth. Future buildout assumed in the analysis includes development projects in the planning and approval stage such as the Watson Ranch Specific area and Broadway District Specific Plan as well as the development of all land consistent with the Zoning and Land Use Maps (as of December 2015). The evaluation of the existing system under existing and buildout conditions identified there is insufficient water storage capacity, pipeline deterioration, and pipelines that are undersized for the current conditions and fire flow requirements. Capital improvement projects to address the system deficiencies include construction of new potable water tanks, replacement of leaking and deteriorating water pipelines, and construction of new water pipelines. With implementation of these projects, the City's potable water system should support anticipated future buildout.[3] Additionally, projects such as the Watson Ranch Specific Plan include construction of on-site and off-site improvements for water infrastructure to support the new development.

The City also relies on recycled water as a portion of its overall water supply. The City's Recycled Water Master Plan, adopted in 2016, outlines implementation of the water reuse program and identifies capital improvement projects to complete distribution and storage infrastructure to support planned growth. The recycled water system includes the Water Reclamation Facility (constructed in 2000), pump station, one million-gallon elevated storage tank, and 14 miles of distribution pipelines. The plan assesses the capacity of the recycled water system based on existing and future demands and found a deficit in pumping capacity. Future demands from projected growth assumed under the analysis included anticipated development within the Watson Ranch Specific Plan area, Broadway District Specific Plan, other known development projects, and development of undeveloped parcels. Under projected buildout conditions, annual demand is anticipated to utilize 43 percent of annualized dry weather flows and 85 percent of recycled water production during the summer. The Recycled Water Master Plan identifies capital improvement projects to upgrade the recycled water system to serve projected buildout, including upgrades to the pump station, new transmission mains, and constructing recycled water pipelines to connect existing and future customers.

[2] American Canyon, City of. 2015. Final 2015 Urban Water Management Plan for City of American Canyon. American Canyon, CA. June 14, 2016. https://www.cityofamericancanyon.org/home/showpublisheddocument/17856/637123637363600000
[3] American Canyon, City of. 2016. Potable Water Master Plan. American Canyon, CA. May 2016. https://www.cityofamericancanyon.org/home/showpublisheddocument/17957/637123637178300000

The City's Zero Water Footprint program offsets new potable water demand by conserving potable elsewhere in the water delivery system through conservation projects, such as converting existing customer and public landscape irrigation to recycled water, fixing pipeline leaks, extending the recycled water pipelines to new areas of the City, and expanding recycled water use for toilet flushing and other programs to reduce potable water demands and achieve maximum potential of the recycled water program.[4]

Storm Water and Drainage

The City of American Canyon is responsible for the City's drainage facilities. Drainage originates in the hills of the Sulfur Spring Mountains flows east to west across the City. The City's storm drain system includes about 12.5 miles of storm drain, 350 manholes, and 890 catch basins. Outfalls discharge to creeks, wetlands, and the Napa River. The City currently operates under the 1996 Final Draft Storm Drain Master Plan and is in the process of updating the Storm Drain Master Plan to plan for storm drain system and stream management over the next 20 years. The 1996 Storm Drain Master Plan evaluated the capacity of the City's storm drain system over the course of 15 years to the year 2011.[5] The development anticipated under the pipeline projects surpasses the scope of the 1996 plan; however, every project will be required to construct improvements to the system to accommodate runoff from the project. Multiple projects include construction of storm drainage infrastructure to adequately serve the proposed development. For example, the Watson Ranch Specific Plan includes new detention basins to collect on-site drainage and use of a former mine Quarry Lake as a detention basin to minimize downstream drainage volumes.[6]

Circulation System

The City's Department of Public Works constructs and maintains transportation infrastructure and streets within the City, including approximately 55 miles of streets, 927 street lights, and six traffic signals. The Circulation Element of the General Plan, updated in October of 2018, guides infrastructure growth for the City's transportation system, including travel by automobile, transit, walking, and cycling. The City adopted a Pedestrian Master Plan in May 2017 and updated the Bicycle Plan in February 2020 with the goal of completing the City's pedestrian and bicycle network and connecting to the bicycle networks of the surrounding communities in the County. The Vine Transit bus network is the only transit available in American Canyon with several routes through the city. However, not all areas of the City are adequately served by available bus routes.

[4] American Canyon, City of. 2016. Recycled Water Master Plan. American Canyon, CA. May 2016. https://www.cityofamericancanyon.org/home/showpublisheddocument/9735/637123637560170000
[5] American Canyon, City of. 1996. City of American Canyon Storm Drainage Master Plan. American Canyon, CA. May 2016. https://www.cityofamericancanyon.org/home/showpublisheddocument/15292
[6] American Canyon, City of. 2018. Watson Ranch Specific Plan. American Canyon, CA. November 6, 2018. https://www.cityofamericancanyon.org/home/showpublisheddocument/15740/637123523109630000

Highway 29 runs north-south in American Canyon and divides the city in two. This road provides local north-south connection within the city as well as interregional connection to the rest of Napa County to the north, City of Vallejo to the south, and Counties of Marin and Sonoma to the west. Commuters, travelers, and truck traffic frequently pass through American Canyon via Highway 29 for access throughout the region.

Dry Utilities

PG&E supplies electricity and natural gas in the City. Marin Clean Energy supplies electricity with a higher percentage of renewable energy than PG&E. Other dry utilities such as telephone and data services and cable television are serviced by contracted providers within the city, including Xfinity and AT&T.

Environmental Constraints

The County of Napa in partnership with local jurisdictions and agencies, including the City of American Canyon Fire Protection District, developed and adopted the Napa County Operational Area Multi-Jurisdictional Hazard Mitigation plan in 2020. This plan provides the framework for hazard mitigation planning for the entire county and identifies and prioritizes hazards specific to local jurisdictions, including American Canyon. The entire City is located in a severe earthquake probability zone due to the City's proximity to multiple faults including the West Napa Fault, San Andreas, Green Valley Fault, and Hayward faults. Portions of the southern areas surrounding American Canyon Creek are within the 100-year and 500-year flood zone and dam inundation zones; however, none of the pipeline projects are within the flood or dam inundation zones. Small areas in eastern parts of the City are in the high fire hazard severity zone and a portion of the northeast area of the City. The Watson Ranch Specific Plan Area is located in the moderate fire hazard severity zone. The City implements programs to mitigate earthquake and wildfire hazards, such as requiring new development comply with the latest California Building Code and the City's Fuel Reduction Program.[7]

Financial Resources for Affordable Housing

Affordable housing development programs in American Canyon include inclusionary units developed pursuant to the City's Affordable Housing Ordinance, the City's Affordable Housing Impact Fee, public-private partnerships, critical residential maintenance, and rental rehabilitation

[7] Napa, County of. 2020. 2020 Napa County Muti-Jurisdictional Hazard Mitigation Plan. Napa, CA. August 13, 2020. https://mitigatehazards.com/napa-county-mjhmp/documents/

programs. American Canyon partners with the Housing Authority of the City of Napa to administer certain housing programs.

Community Development Block Grant (CDBG)

The Community Development Block Grant (CDBG) Program is administered by HUD and provides federal funding through annual grants to states, cities, and counties for community development and housing projects. Projects must meet one of the following national objectives of the program to be eligible for funding. The national objectives include the following:

- Benefiting low- and moderate-income persons.
- Preventing or eliminating slums or blight.
- Addressing community development needs having a particular urgency because existing conditions pose a serious or immediate threat to the health or welfare of the community for which other funding is not available.

The City of American Canyon is a non-entitlement jurisdiction and applies for CDBG funds to assist low- and moderate-income families with first time homebuyer down payment assistance and housing rehabilitation.

HOME Investment Partnership Program (HOME)

The HOME program provides federal funds for the development and rehabilitation of affordable rental and ownership housing for households with incomes not exceeding 80 percent of area median income. The program gives local governments the flexibility to fund a wide range of affordable housing activities through housing partnerships with private industry and non-profit organizations. HOME funds can be used for activities that promote affordable rental housing and homeownership by low-income households, including:

- Building acquisition
- New construction and reconstruction
- Moderate or substantial rehabilitation
- Homebuyer assistance
- Rental assistance
- Security deposit assistance

Local Funding Sources

The City's Inclusionary Housing Ordinance requires developers pay in-lieu fees for projects that do not include affordable housing. These fees are directed toward the Affordable Housing Fund to support affordable housing programs in the City.

The City has an Affordable Housing Impact Fee for nonresidential development. The fee is assessed per square foot of new non-residential development. The Impact fee is updated annually for inflation. The current 2022 Calendar Year fee schedule is listed in Table 6-4 below.

Table 6-4 Affordable Housing Nexus Fee

Type of Use	2022 Affordable Housing Nexus Fee Per Gross Sq Ft
Residential, Single Family, Townhouse	$3.36
Residential, Stacked Flats, Apartment	$3.90
Office	$0.85
Hotel	$0.85
Retail	$0.85
Warehouse	$0.56
Industrial	$0.56
All Other Nonresidential	$0.85

Administrative Resources

This section describes administrative resources available to the City of American Canyon. These include the Building Division, Code Enforcement, Planning Division, housing programs, and partnerships with nonprofit organizations and other agencies that help the City achieve the goals and objectives laid out in this Housing Element.

City of American Canyon Planning Division

The Planning Division of the Community Development Department provides development and planning services to the public and supports the objectives of the City Council by implementing the General Plan and Zoning Ordinance. The Planning Division also processes applications for land development, subdivisions, and annexations and coordinates inter-agency and regional planning.

The Planning Division is responsible for ensuring land uses and new development comply with City codes, the General Plan, City Council, and Planning Commission policies, and California law. Approval of projects through the planning process is required before the City issues grading or building

permits. Advanced planning programs provided by the division include a comprehensive General Plan update (including periodic update of the Housing Element), preparing and amending specific plans and design guidelines, and conducting special land use studies as directed by the City Council.

County of Napa

The Napa County Housing Authority (NCHA) provides housing programs, including addressing housing needs for farm workers throughout the County, particularly for migrant/seasonal workers; homelessness services; and the Homebuyer's Assistance Program.

City of Napa

The City of Napa Housing Authority operates a variety of affordable housing programs and administers rental assistance programs throughout the county. The City of American Canyon contracts with the City of Napa Housing Authority for management of the Section 8 Housing Voucher Program, the City's housing rehabilitation loan program, housing grant applications, annual monitoring of income-restricted residential units, and other housing services in American Canyon.

Affordable Housing Providers

Affordable housing providers are a critical resource for accomplishing the goals and objectives of this Housing Element. This can be accomplished through private/public partnerships. Affordable housing developments are shown in Table 6-5, below.

Table 6-5 Affordable Housing Providers in American Canyon

Organization	Name of Development	Address	Type
The Pacific Companies	Lemos Pointe	100 Fran Lemos Lane	Multifamily
CRP Affordable Housing	Napa Cove	3805 Broadway	Multifamily
	Napa Junction	North of eastern terminus Napa Junction Road	Multifamily
	Sun Square	425 Napa Junction Road	Multifamily
SAHA	Valley View	100 Natalie Lane	Senior
MidPen Housing	Vineyard Crossings	200 Tapestry Lane	Multifamily

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Chapter 7
Community Engagement

The Housing Element must reflect the values and preferences of the community. Accordingly, community participation is an important component of the development of this Element. Section 65583(c)(8) of the Government Code states that the local government must make "a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element." This process not only includes community members, but also participation from local agencies and housing groups, community organizations, and housing sponsors.

American Canyon provided opportunities to solicit input from stakeholders and community members through stakeholder interviews, community pop-up events, workshops, a housing survey, a project-specific website, and public hearings.

Public Noticing

To reach the largest and broadest spectrum of community members and stakeholders, Hayward utilized the following notification methods throughout the update to the Housing Element.

1. Advertisement in the City Manager's Update, which has 13,543 subscribers.
2. Regular posts to the City's social media accounts, including NextDoor (7,225 members) and Facebook (5,159 followers) announcing the housing survey and community workshops.
3. Regular "e-blasts" to list of 2,070 stakeholders, including organizations, businesses, housing managers, and community members.
4. Community workshops were advertised on the community calendar events and public meeting agendas.
5. Distributed printed flyers and postcards at pop-up-up events, as described below.

Housing Survey

The project website hosted an online housing survey for 127 days (from January 10, 2022, to May 16, 2022) that allowed the public to provide feedback on housing needs, current housing conditions, and opportunities for housing programs. The survey was available in Spanish translation. There were 166 survey participants. Forty percent of the respondents from the digital survey

stated that they own a home in American Canyon. Nearly sixty percent of the respondents from the digital survey stated that lack of affordable housing options to buy is their top concern. Thirty-six percent of the respondents from the digital survey stated that lack of affordable housing to rent is their top concern.

The input provided by the participants included the following major themes:

- The biggest housing needs facing American Canyon are lower-priced housing and opportunities for first-time homebuyers.
- The future of American Canyon's housing needs are primarily more housing options priced so that younger families can afford to live in the city and repairs for older homes.
- Respondents found a need for promoting equal access to fair housing choice as well as fair housing education and landlord/tenant counseling services.
- Respondents reported a need for down payment assistance programs, as well as low-cost home repair programs.
- Accessory dwelling unit programs desired include advice on planning an ADU and financial assistance.
- Down payment assistance was identified as the most needed housing assistance service.
- Advice on ADU types and financial assistance were the most requested ADU assistance service.

Additionally, a second mini-survey was distributed during community pop-up events conducted between January and August 2022, including Pride, Juneteenth, Meet Me In The Street, and National Night Out. The mini-survey was available in digital and print versions that allowed the public to provide feedback on the most important housing issue. Fifty-five percent of the respondents stated that they own a home in American Canyon, and 32 percent stated that they rent a home in American Canyon. One question asked respondents to name the most important housing issue, and respondents were able to choose more than one answer. Fifty-seven percent of respondents stated that the most important housing issue is a lack of affordable housing options to buy, and about 40 percent stated that a lack of affordable housing options to rent is a priority. A third reported that challenges maintaining existing housing is an issue, and 13 percent stated that a lack of housing options near transit is a priority.

City staff surveyed seniors at the City's Senior Center on May 23, 2022. The majority of respondents lived in single-family homes. When asked the most important living issues seniors could face, the majority responded high housing costs; the second most common answer was more variety of smaller housing options.

City staff also surveyed high school students on May 13, 2022. When asked what housing types are needed in American Canyon, the majority of respondents said single-family homes. About 40 percent responded “apartments,” and about 30 percent responded “condominiums/townhomes.”

The surveys provided local and qualitative context to quantitative data collected for the Housing Needs Assessment and Assessment of Fair Housing, and informed program design.

Project Website

To further facilitate the distribution and gathering of information, the City created a separate project website dedicated to the General Plan Update, including the Housing Element update. The project website provided detailed background information on the Housing Element, frequently asked questions, educational videos and articles, and a calendar of meetings and events. Project materials associated with the Housing Element update were regularly posted on the project website, including documents from the community survey and information before and after community workshops. A link on the website enabled people to sign up for project email updates and a City staff contact to provide comment at any time throughout the project process. Website content was available in English and Spanish. The project website is available at: https://stories.opengov.com/americancanyonca/published/oD3fjKDBX

Stakeholder Interviews

To gather local expert-level knowledge and input on the Housing Element Update, three small group interviews were conducted on March 14, 21, and 25, 2022. The City contacted 168 stakeholders, including organizations, businesses, housing managers, and community members. The following organizations serve special needs households or renters, providing affordable housing, or offer fair housing services, and participated in stakeholder interviews:

- Affordable Housing and Market-Rate Housing Developers Working in American Canyon and Napa and Sonoma Counties (March 14, 2022)
    - Charles Durrett, Architect
    - Rick Hess, RH Hess Development
    - Andrew Killeen, Executive Director, Sonoma Napa Habitat for Humanity
    - Adam Lind, Project Manager, DR Horton
    - Erica Roetman Sklar, CEO, Napa Valley Community Housing

- Fair Housing Providers, Interest Groups, and Representatives of Special Needs Populations (March 21, 2022)
    - Elaine Clark, Executive Director Napa/Solano Area Agency on Aging
    - Tracy Lamb, Executive Director, NEWS Domestic Violence & Sexual Abuse Services
    - Pablo Zatarain, Executive Director, Fair Housing Napa Valley
- Housing and/or Service Providers Working in American Canyon (March 25, 2022)
    - Lark Ferrell, City of Napa (staff to the Housing Authority of City of Napa which contracts with American Canyon for housing services)
    - Ali Gaylord, MidPen Housing, Director of Housing for North Bay
    - Renee Schomp, The Napa Sonoma ADU Center

Each stakeholder interview consisted of at least five guided discussion questions to solicit input from participants on housing topics the groups is most acquainted with. Interview notes are available in Appendix A.

The input provided by the stakeholder interviewees included the following major themes:

- There is a need for more areas that allow a mix of uses. Locating housing near services can help affordable projects compete for state funding.
- Development standards should allow for more flexibility.
- Funding is a bigger barrier than zoning in getting affordable housing built. State funding programs are competitive, and local funding can help projects compete.
- Parking requirements are seen as necessary given the community context (still largely auto dependent), but those same requirements can prevent projects from achieving the maximum density.
- One way to facilitate building housing is to publicly fund or build infrastructure or conducting studies to assist developers.
- All special needs populations struggle to find housing (homeless, those with mental or physical disabilities, large families, seniors, farmworkers, and very low-income households). Participants noted that much progress has been made on providing homes for homeless veterans.

Stakeholder interviews provided additional context to the data gathered for the Housing Needs Assessment, the Assessment of Fair Housing (Appendix C), and informed policy and program design.

Community Pop-Up Events

At all community pop-up events, the City promoted the Housing Element survey, and responses to the survey were incorporated into the Housing Needs Assessment, the Assessment of Fair Housing, and other relevant sections of this Housing Element.

American Canyon Middle School Event

On April 21, 2022, City staff hosted an educational, interactive pop-up event at the American Canyon Middle School. The pop-up event materials included posters explaining the General Plan Update and Housing Element Update, flyers to advertise a workshop, hard copies of the housing survey, comment cards, and a sign-in sheet. An additional 35 housing surveys were completed. Public comments identified lack of affordable housing as the largest housing issue.



April 21, 2022 American Canyon Middle School Event

American Canyon High School Classroom Visit

On May 13, 2022, City staff visited American Canyon High School and gave the senior students an informational presentation about the Housing Element update. Students were able to ask questions of City staff and fill out the Housing Element survey.

"Meet Me in the Streets" Events

Meet Me in the Streets is a monthly summer event hosted by the American Canyon Chamber of Commerce and held at Northampton Park. Events include food trucks, live music, and informational booths hosted by nonprofits or public agencies.

City staff attended the June 8, July 13, and August 10 events. As a result of the July 13 event, 42 survey responses were received.



City of American Canyon booth at July 13 Meet Me in the Street event

Juneteenth



City of American Canyon booth at Juneteeth event

City staff hosted a booth at the City's Juneteeth event on June 18, 2022, at Main Street Park. City staff answered questions about the General Plan and Housing Element update and encouraged visitors to complete the Housing Element survey. As a result of the event, 29 survey responses were received.



City of American Canyon Juneteenth banner

June 18 Pride Pop Up

The City's Pride Pop-up event was held at Community Park 2 in American Canyon. Twelve responses to the survey were received as a result of this event.





Juneteeth Event at Main Street Park

Senior Center Event

City staff facilitated a workshop at the Adult Activity Center on May 23, 2022. The event was attended by eight people, and volunteers kept information and surveys for a week following the event. This resulted in a total of 22 survey responses.

Public Meetings

City staff gave informational presentations on the Housing Element update during the Planning Commission's February 24, 2022, meeting. On March 1, 2022, staff of the Napa Sonoma Collaborative (a consultant team affiliated with the Association of Bay Area Governments that provides housing element technical assistance to all Napa and Sonoma County jurisdictions) gave an informational presentation to the City Council. The meeting was held virtually and shown live on Napa Valley TV Channel 28. The presentation was also

available for viewing after the fact on the City's YouTube page, with subtitles available in multiple languages.

City staff and the consultant team presented to a joint session of the Planning Commission and City Council on October 18. The presentation was a summary of the housing element update process, community outreach conducted, findings of the housing element, and policies and programs developed to address findings. Commissioners and Councilmembers asked questions and provided comments, and members of the public had an opportunity to provide comments.

Community Workshops

Workshop 1 – Introduction to the Housing Element

On April 13, 2022, a virtual workshop was hosted via Zoom, and live on Napa Valley TV Channel 28. The workshop was also available for viewing after the fact on the City's YouTube page, with subtitles available in multiple languages. The workshop consisted of a presentation from the consultant team, overviewing the project, and garnering feedback from participants on key topics. The objective of the workshop was to present introductory information on the Housing Element, examine current housing needs and conditions, and gather input. The presentation was organized as follows:

- General Plan
- What is a General Plan?
- Housing Element
- What is a Housing Element?
- Housing Element Chapters
- Regional Housing Needs Assessment (RHNA)
- Community Profile
- Housing Constraints: Types & Examples
- Housing Sites Inventory
- Polling Questions
- Conclusion
- Question and Answer Session
- Next Steps
- How to Stay Involved

A series of polling questions and guided discussion periods were provided throughout the length of the workshop, along with an open question and answer session after the presentation was concluded.

The input provided by the workshop attendees included the following major themes:

- Concerns regarding increased traffic associated with new development, and ensuring new development has adequate parking for residents.
- When discussing accessory dwelling units, there were concerns of potential impacts to existing infrastructure, including street parking, traffic, and additional noise.
- Questions about the City's and community members' goals regarding whether they prefer to expand or maintain the small-town atmosphere, which would impact the appropriate types of housing.
- Questions about the role of the City, community members, and the state when planning future housing and other items such as toll roads on highways.
- Questions as to what the City could do to encourage housing affordability, given the increase in housing costs statewide. Local policies can allow for balance to support open space and preserving biological resources.
- Question as to whether the Housing Element allows opportunities for traffic calming measures. Questions regarding transportation planning and the General Plan update.
- Expression of a desire to maintain open space while implementing housing.
- Question as to how to provide housing that is affordable for employees who work in American Canyon.
- Question as to whether corporations are allowed to buy housing to use for timeshares.
- Question as to how more housing could be built in drought conditions, which would ultimately increase cost of water.

The workshop was also available for viewing on the City's YouTube page. The input received at this workshop was incorporated into the Assessment of Fair Housing and the constraints analysis and informed program design.

Workshop 2 – Affirmatively Furthering Fair Housing

On April 27, 2022, a virtual workshop was hosted via Zoom, and live on Napa Valley TV Channel 28, and live on Napa Valley TV Channel 28. The workshop was also available for viewing after the fact on the City's YouTube page, with subtitles available in multiple languages. Approximately five participants attended the workshop. The workshop was also available for viewing after the fact on the City's YouTube page. The workshop consisted of a presentation from the consultant team, overviewing the project, and garnering feedback from participants on key topics. The objective of the workshop was to present introductory information on the Housing Element, examine current fair housing

conditions in American Canyon, and gather input on opportunities to improve fair housing practices. The presentation was organized as follows:

- General Plan
- What is a General Plan?
- Housing Element
- Housing Element Chapters
- Regional Housing Needs Assessment (RHNA)
- Community Profile
- Affirmatively Furthering Fair Housing
- What is Affirmatively Furthering Fair Housing (AFFH)?
- Fair Housing Legislation
- Summary of New Housing Element Requirements
- Assessment of Fair Housing
- Fair Housing and Outreach
- Current Conditions in American Canyon
- Integration and Segregation Patterns
- Current Conditions in American Canyon
- Racially and Ethnically Concentrated Areas of Poverty
- Current Conditions in American Canyon
- Disparities in Access to Opportunities
- Current Conditions in American Canyon
- Disproportionate Housing Needs
- Current Conditions in American Canyon
- Polling Questions
- Conclusion
- Question and Answer Session
- Next Steps
- How to Stay Involved

The workshop featured an interactive discussion using a tool called Mural Board, which allows notes to be taken and shared with workshop participants in real time on a virtual white board. The discussion identified current conditions and opportunities for improvement based on all five AFFH categories of analysis. The input provided by the workshop attendees included the following major themes:

- Desire to connect health and equity in the Housing Element. Desire to define quality housing, specifically multi-unit housing, to include considerations of proximity to grocery, transit, physical activity opportunities, and smoke-free protections for residents.
- Residentials feel informed through forums such as the City Manager's newsletter, NextDoor and other forms of social media, and the City's website and email lists.
- Lack of pedestrian infrastructure and connectivity. In particular, areas located along Highway 29 have gaps in sidewalks and participants noted

that empty lots create an incomplete pattern of development and infrastructure.
- Concerns regarding public safety and traffic if more housing is built.
- Identified a recent project on Melvin Road as one where reduced parking requirements were allowed.
- Desire to establish more wellness and entertainment activities within the community.
- Concern about water quality.
- Concerns about long commutes because of lack of jobs and services.

The input received at this workshop was incorporated into the AFFH analysis and informed program design.

Public Review Draft

The Housing Element was published for public review on September 27, 2022. The draft was made available for the statutorily required 30 days, until October 27.

The Planning Commission and City Council conducted a joint Housing Element public workshop on October 18, 2022.

Following conclusion of the public review period on October 27, 2022, over the next 10 business days, the City considered all comments received during the public review period, before submitting the draft to HCD for consideration on November 11, 2022.

Comments Received

The City received the following comments during the public review period. Table 7-1 describes aggregated comments received through surveys, in writing during the public review period, and at the October 18 Planning Commission / City Council study session.

Table 7-1 Summary of Comments Received and Responses

Comment	Response
Concern about the water supply during drought conditions and traffic congestion on the State Highway.	The City prioritizes water service to affordable housing projects. The city has a water conservation ordinance that addresses water conservation requirements during periods of drought conditions. New development must comply with the City's Zero Water Footprint policy that requires new development to contribute to water conservation programs. Traffic congestion on the State highway is a responsibility of Caltrans and outside the City's control.

Comment	Response
Commenters asked for more support for ADU construction	Program F will adopt additional programs and incentives encouraging ADU development and remove subjective design criteria to allow ADUs in the CN and CC zones by-right
Commenters expressed support for more smaller homes for seniors and first-time homebuyers	Program T offers low-income homebuyers assistance in purchasing a home.
Some of the biggest housing issues for seniors is the high cost of housing and lack of housing options	Program Z will provide targeted outreach to seniors to inform them of the Residential Rehabilitation Loan Program, PACE Program, and other resources available to assist with home rehabilitation. Program C will update the Municipal Code to provide zoning to accommodate a variety of housing types, including small residential care facilities.
There is a lack of affordable options to buy and rent	Programs L, M, and P are intended to assist in the construction of affordable housing and offer incentives/concessions for affordable development. Program Y will offer rental assistance programs to low-income renters.
Assistance for repairs for older homes is needed	Program FF will implement meaningful actions to begin to proactively address factors contributing to fair housing barriers. Programs GG and HH will expand the distribution of fair housing information and conduct fair housing workshops.
Down payment assistance programs is needed	Program T offers low-income homebuyers in purchasing a home. Program actions include down-payment assistance or the establishment of a mortgage credit certificate program. Program H will offer deferred interest loans to low-income homeowners to finance home repairs.
There is a need for accessory dwelling unit programs, including advice on planning an ADU and financial assistance.	Program F will create an informational guide for ADU development. This guide will be made available on the City website.

Community Outreach Materials

The following pages contain reproductions of materials used in community engagement efforts, summarized in prior subsections.

American Canyon
Housing Element

LOVE WHERE YOU LIVE.
AMERICAN CANYON GENERAL PLAN WWW.AMCAN2040.ORG

What is a Housing Element?

The Housing Element is a required component of a City's General Plan mandated by the State of California. The Housing Element serves as a guide to assess what types of housing exists within a city and identify what types of housing and housing programs are needed to support the community.

What is included in a Housing Element?



How is the City's Housing Need Determined?

CA DEPT OF HOUSING & COMMUNITY DEVELOPMENT
Determines statewide and regional housing need

ASSOCIATION OF BAY AREA GOVERNMENTS
Allocates regional distribution of housing need

CITY OF AMERICAN CANYON
Decides how to meet its share of the regional need

622 UNITS

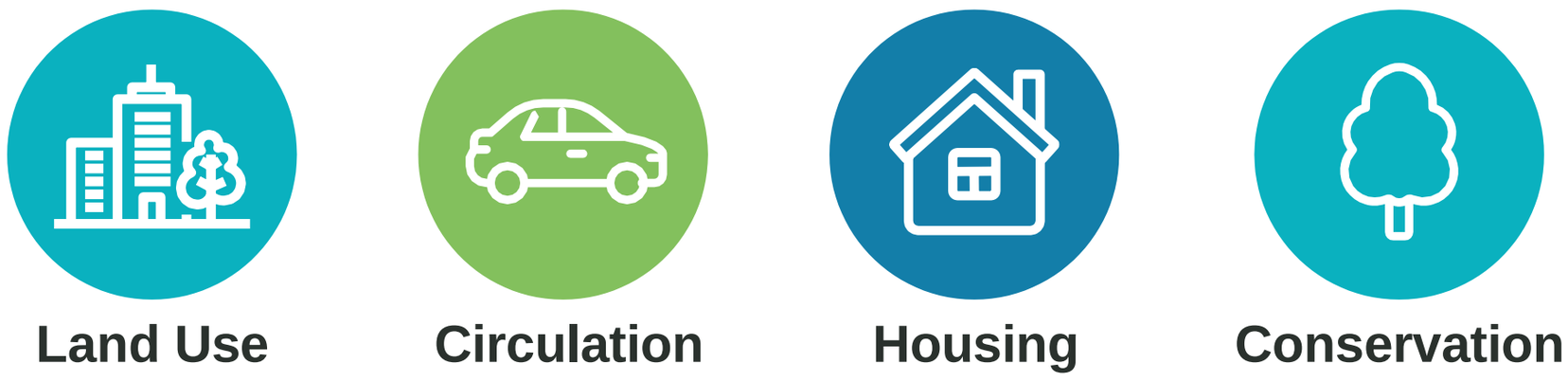
American Canyon
General Plan

LOVE WHERE YOU LIVE.
AMERICAN CANYON GENERAL PLAN WWW.AMCAN2040.ORG

What is a General Plan?

A General Plan is a long-range policy document that establishes a framework for development and growth over the next 20 to 30 years.

What topics or "Elements" are addressed in a General Plan?



Why Update the General Plan?

The City of American Canyon last updated its General Plan 30 years ago. As the community has evolved and requirements have changed, the collective vision for the City has developed with it. The General Plan update will allow the City of American Canyon to shape its future growth with thought and intention in alignment with local and regional goals.

New State Requirements

The updated General Plan will align with new State requirements:



American Canyon
General Plan

LOVE WHERE YOU LIVE.
AMERICAN CANYON GENERAL PLAN WWW.AMCAN2040.ORG

What is a Housing Element?

The Housing Element is a required component of a City's General Plan mandated by the State of California. The Housing Element serves as a guide to assess what types of housing exists within a city and identify what types of housing and housing programs are needed to support the community.

What is included in a Housing Element?



How is the City's Housing Need Determined?

CA DEPT OF HOUSING & COMMUNITY DEVELOPMENT

Determines statewide and regional housing need

↓

ASSOCIATION OF BAY AREA GOVERNMENTS

Allocates regional distribution of housing need

↓

CITY OF AMERICAN CANYON

Decides how to meet its share of the regional need

↓

622 UNITS



Join Us For An Interactive Community Workshop

AMERICAN CANYON, Calif., Wednesday, April 6, 2022, at 6:00pm - The City of American Canyon invites you to attend a virtual community workshop on the City's Housing Element Update for the Planning Period 2023-2031. Please join us to learn more about the update process and existing housing conditions and trends, and participate in interactive exercises where you can share your values and vision for thefuture of the city. The meeting will be held via Zoom at 6 PM (links to the meeting can be found on the City's website www.amcan2040.org).

The Housing Element addresses challenges and solutions to community housing needs. State law requires the Housing Element be updated every eight years. State Law also requires the City to accommodate housing locations for all income groups from low and very low income to moderate and above, and policies to facilitate housing for residents with special housing needs. The Housing Element is included in the American Canyon General Plan and outlines the City's plan to meet existing and projected future housing needs for all economic segments of the community.

For additional information, contact:

Jen Kansanback, Communications Manager
jkansanback@cityofamericancanyon.org
(707) 647-5355

American Canyon is updating its Housing Element – *and wants you to be involved!*

Over the next year, American Canyon will be embarking on an important process to **update its citywide housing plan**. Community input is important so please JOIN US virtually on **Wednesday, April 27, 2022, at 6:00pm**, to learn what goes into a Housing Element and how you can help shape our city. We will give an overview of:

- Planning for housing in American Canyon
- Housing needs in American Canyon
- How you can stay involved and give input



LOVE WHERE YOU LIVE.
AMERICAN CANYON GENERAL PLAN WWW.AMCAN2040.ORG

Join on Zoom!
By link https://zoom.use/join
Or by phone (408)638-0968
Webinar ID: 836 7527 0533
Passcode: 776748

www.amcan2040.org



American Canyon Housing Element Workshop 2 - Discussion Activity

Identify and discuss opportunities to improve fair housing programs in American Canyon

Overview

The City of American Canyon wants to improve fair housing practices as part of its Housing Element Update. We appreciate your perspective on current conditions and opportunities for the future.

30 - 60 minutes

Category 1: Fair Housing Enforcement and Outreach

Are there opportunities to create additional or expanded housing rights programs in American Canyon?

- We know the environments people live in direct health. Are there opportunities to incorporate health in the housing element? Could we define quality housing (specifically multi-unit housing) to include considerations of proximity to grocery, transit, physical activity opportunities, and smoke-free protections for residents?

What forums and events do you use to stay informed of American Canyon's programs?

- I stay informed through the City Manager newsletter, Next Door, Facebook "American Canyon Happenings"
- The AmCan website, email updates, and Facebook

Category 2: Integration and Segretation Patterns/ Category 3: Racially Concentrated Areas of Poverty

What areas in American Canyon, if any, appear to have less investment in infrastructure and housing?

- Not sure if there are areas of AmCan that include less investment in infrastructure. You sometimes see missing links for sidewalks and crosswalks. This is particularly common in Highway 29. You see empty housing tracts that lack infrastructure.
- Infrastructure related to traffic and continued increase in crime

How would you describe the housing conditions surrounding Highway 29?

- Empty housing tracts; mixture of development along Highway 29. No good sidewalk conditions. There is no connected sidewalk network. Intersection of Highway 29 and Donaldson is a good example. When looking into the future of pedestrian access,
- The Melvin Road housing project did not meet the city's parking parameters for high density housing based on the number of units and number of tenants. Allocating Melvin Road for overflow parking for tenants seems unconventional, or not? Also the new road to be opened along the city tennis courts as a second access to the new housing complex will increase the already heavy traffic on Melvin.
- Melvin is not the answer… Is there going to be a relevant traffic study as we discussed in our community meeting in February?
- Empty housing tracts with new housing coming: Rio Del Mar Mixed use; Watson Ranch development; off of Melvin Road with new housing; current conditions include a giant gravel lot; City Hall

Category 4: Disparities in Access to Opportunities

How do you or your neighbors access good jobs or schools in American Canyon?

- In terms of school access, as a former American Canyon High School student. I lived nearby and would walk. Accustomed to driving when living in a suburban area. A lot of work is being done for infrastructure improvements to prioritize pedestrians and bike facilities. We are a small town where walking and biking may be accessible if there is infrastructure. So much car congestion at Donaldson and Highway 29 during morning and evening.

Are there opportunities to improve access for public transit, bikes, and walking?

- Completing sidewalk network
- Priorities for pedestrian and bicycle infrastructure in the future
- Suburban environment encourages use of automobiles, but issues with traffic congestion
- I would like to highlight the County Bicycle Plan and AmCan Bicycle Plan; in terms of bike facilities 5-6% of bicyclist commuters are comfortable using unprotected bicycle lanes. We see unsafe infrastructure is not used by cyclists and pedestrians. Opportunities in ATP grant funding to improve bike and pedestrian infrastructure in American Canyon.
- Need for traffic calming measures in the city
- Concerns with parking and traffic

Are there any areas in American Canyon that have environmental issues (for example, air or water quality) that could impact people living there?

- We tend to grocery shop elsewhere. We commute for our jobs because there are not many local opportunities. This week we received notice of a water quality issue in November. There is an issue with timely communication.
- It would be nice if there was community emphisis and activities centered around wellness and entertainment. Aside from Safeway, Walmart and a very few restaurants there is not much to do in AC.

Category 5: Disproportionate Housing Needs

Do current housing options meet the needs of a variety of family sizes in American Canyon?

- Interested in the RHNA allocation and what it looks for American Canyon. There are many people who live here but do not work here. Current conditions for single family homes and concerns for parking. Some communities reconsider parking requirements because of development cost. The Watson Ranch and Lemos Point seems to be mostly or entirely single family homes with starting point of $800,000. I would recommend the City and its future housing location, consider housing types, traffic levels, and housing costs. Transit-oriented development and mobility hubs could present good opportunities.
- I believe there should be a mix of housing options to have diversity. As we learned from the pandemic, open space (publicly and your house) is key.

Are there areas of American Canyon that might have overcrowding or poor housing quality?

- Not knowledgeable of overcrowding in apartments. Vintage Ranch area apartment complex has a parking issue. Seen residents put cones in front of their house to save parking spots.

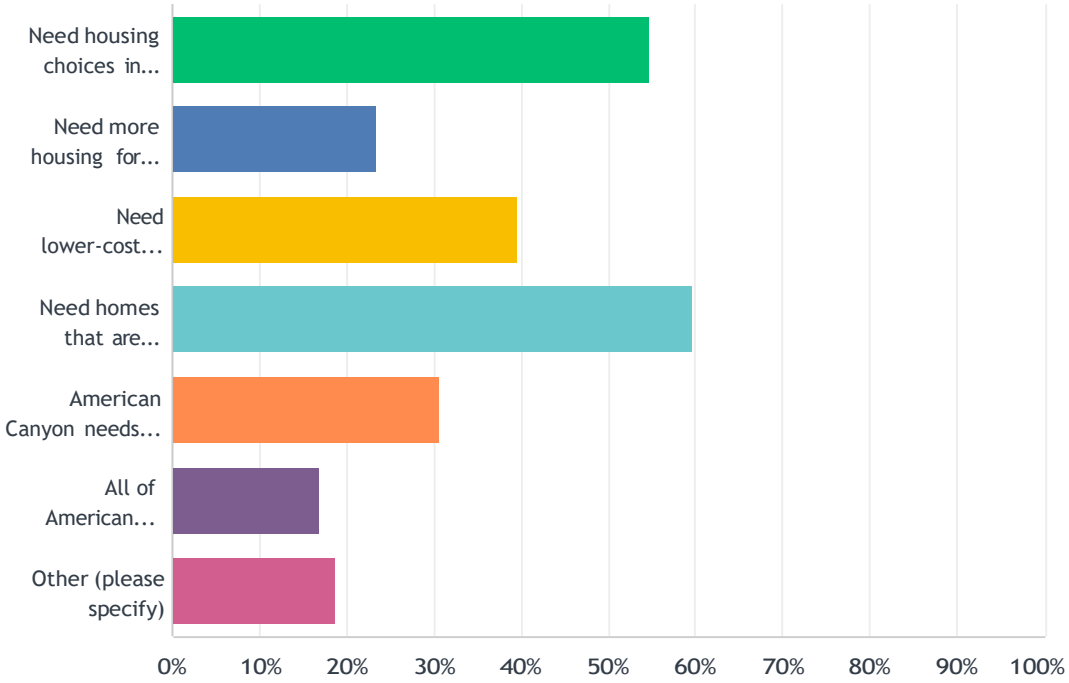
Do you have any recommendations to maintain a stable housing supply in American Canyon?

Additional Miscellaneous Comments

- My understanding is the affordable housing parameters established by the State were met or exceeded. There are new numbers for those programs moving forward. Need clarity for new numbers and status of meeting existing numbers. Question of the article for the growth plan.
- By adding a larger population, what is the plan for safety?
- Can someone talk to Napa Valley Register article last week addressing AMC City wanting to go beyond and increase the prior plan through 2030? If traffic, crime and an emphasis on the quality of life offered in AMC, should we modify/ increase growth?
- More community involvement. Surrounding cities have heavy attendance to council meetings and other forums. What is AMC City doing to get more community heard?
- Not to worry, the parking guidelines can be waived and you too can have 160 units w/tenants parking in front of your home.
- Traffic Calming Workshop coming soon.
- Are our community NEEDS being prioritized? The existing citizens would like to see improvements to decrease traffic and crime making AMC a fun and healthy living experience. Too much "build out" focus not enough quality of life focus. *build out meaning more and more housing bringing more and more traffic

Q1 The biggest housing needs facing American Canyon today are (check all that apply):

Answered: 166 Skipped: 0



ANSWER CHOICES	RESPONSES	
Need housing choices in lower price range	54.82%	91
Need more housing for seniors	23.49%	39
Need lower-cost rental housing	39.76%	66
Need homes that are affordable to first-time homebuyers	59.64%	99
American Canyon needs housing for people who work here	30.72%	51
All of American Canyon’s housing needs are being met	16.87%	28
Other (please specify)	18.67%	31

Total Respondents: 166

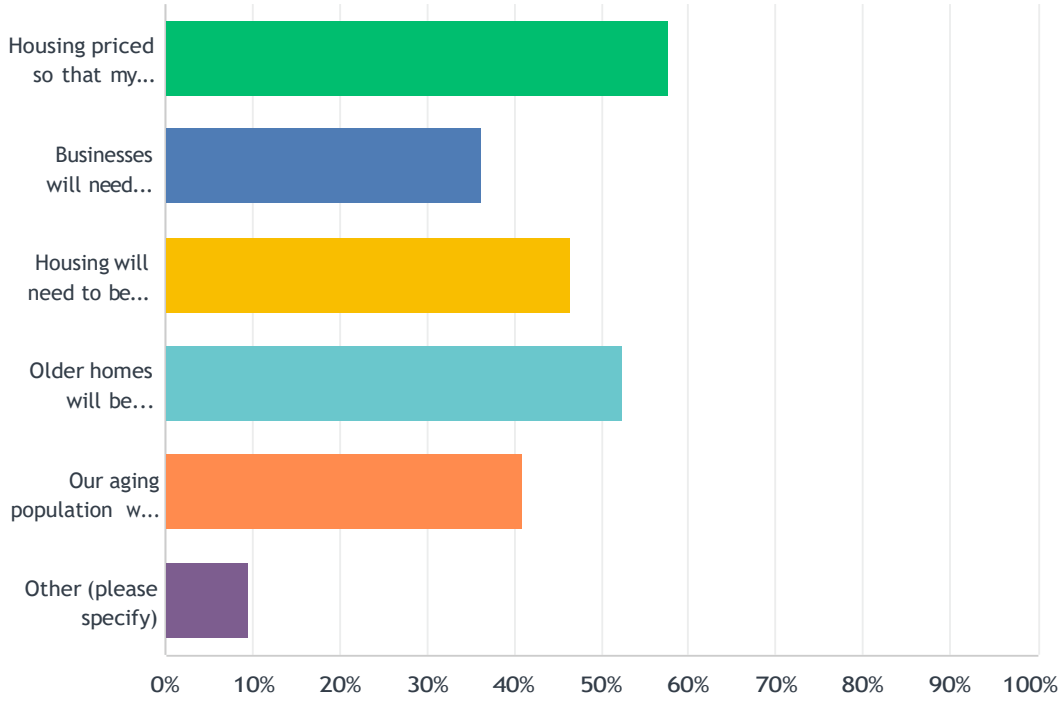
#	OTHER (PLEASE SPECIFY)	DATE
1	Housing Rental for Single Mothers/Fathers or Families first time buyers	5/8/2022 12:13 AM
2	Low income housing programs and grants to support hospitality workers in Napa County for EXISTING LOW INCOME PROJECTS. Follow existing 2030 Expansion Plan approved by Napa County. No Diversion from existing 2030 Napa County approved General Plan Housing Element.	5/5/2022 12:00 AM
3	Please do not ad more homes and people if you don't have a plan for traffic to accommodate a higher population.	4/26/2022 8:22 AM
4	Housing should not be viewed in isolation. You can't just build new units when critical infrastructure (good roads, good schools, connected communities) to support renters and homeowners is missing.	4/24/2022 11:43 PM
5	Please stop over crowding the city. We like our small town. If we wanted an over crowded town we would live in San Francisco.	4/21/2022 6:34 PM
6	There will be enough homes when the Watson Ranch project is done. Please scale back to Napa Cove Apartments to 33 instead of 66. Please don't go through with the Oat hill Project. Remember just because you can doesn't mean you should.	4/19/2022 6:36 PM
7	Should we not ask the community what our goals are first for American Canyon? This would provide context as to whether or not housing needs are currently being met or not met (e.g. keeping a small community, expanding, protecting open space, etc)	4/13/2022 5:28 PM
8	unsure/don't know	4/11/2022 10:11 PM
9	Traffic dictates American Canyon cannot manage more housing without first creating more road space.	4/7/2022 10:58 PM
10	Adequate parking and roadways to accommodate more homes	4/3/2022 12:19 PM
11	No more low income housing. Do you want to be another vallejo	4/2/2022 2:49 PM

12	Where can American canyon residents sign up for housing assistance? Email me at wmur861@gmail.com	3/31/2022 7:53 AM

13	Would love to see an updated senior living community facility	3/17/2022 11:29 AM
14	Need better traffic control to accommodate housing	3/13/2022 9:45 AM
15	No more housing AC is overcrowded	3/11/2022 6:28 PM
16	all housing needs better ecologic/economc integration with passive solar, proper siting, rainwater catchment (esp w/ metal roofs), look at Leed certification for best progressive approach	3/9/2022 6:26 AM
17	"Missing Middle" Homes arranged around a Courtyard	3/4/2022 5:29 PM
18	Ensuring sustainable, minimal growth that maintains small town atmosphere and protection of open spaces	3/2/2022 6:02 PM
19	Please no more apartments	3/2/2022 2:36 PM
20	Needs housing for middle class people.	3/1/2022 10:42 PM
21	No more Apartments	3/1/2022 1:57 PM
22	American Canyon is over crowded. Control the crime before your bring in more homes	3/1/2022 1:32 PM
23	I have watched the market here for 10 years. Properties that have been empty for ages and cost 1/2 just 7 years ago ... are still empty and have been raised in price and rezoned for apartments now. Update, dreams are not made in apartments. My family wants a yard, plants, pets ... I can't stay here if I can't have real roots in this city. This is a temporary space for us at the moment.	2/28/2022 10:54 AM
24	Continue building homes, not apartments	2/26/2022 10:31 PM
25	Houses for low income single parent	2/26/2022 10:17 AM
26	Townhome/condos	2/26/2022 6:42 AM
27	Lack of infrastructure (walkability, restaurants and shopping) for those who live here	2/25/2022 7:25 PM
28	Need more businesses to support new residences this does not include gas stations.	2/25/2022 3:19 PM
29	Need rent to own housing.	2/25/2022 2:16 PM
30	Need traffic solutions for all the housing we have now.	2/25/2022 1:55 PM
31	LOWER RENT on the existing apartments.	2/24/2022 7:57 AM

Q2 American Canyon's housing needs in the coming 10 years will include (check all that apply):

Answered: 166 Skipped: 0



ANSWER CHOICES	RESPONSES	
Housing priced so that my children can afford to live here	57.83%	96
Businesses will need housing affordable to their workers	36.14%	60
Housing will need to be priced to attract new families to American Canyon	46.39%	77
Older homes will be deteriorating and in need of repair	52.41%	87
Our aging population will need accessible, well-designed housing options	40.96%	68
Other (please specify)	9.64%	16

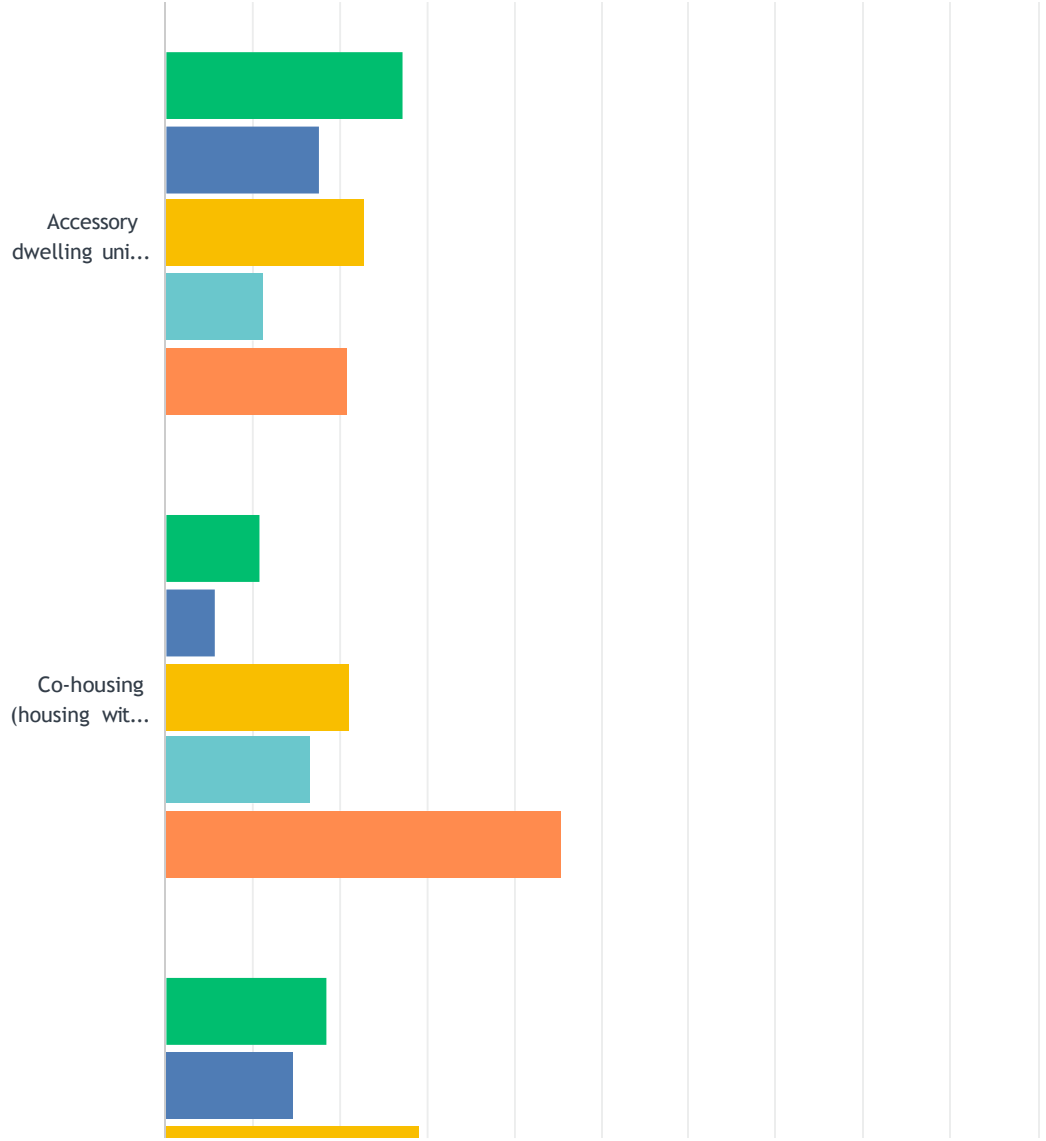
Total Respondents: 166

#	OTHER (PLEASE SPECIFY)	DATE
1	Prioritize Traffic, Crime & the AMC Quality of Life before more expansion.	5/5/2022 12:00 AM
2	Watson Ranch should cover housing needs with the 1000 homes/apartments being built. Please stop building more apartments (especially without sufficient parking)	4/21/2022 6:34 PM
3	There will be enough homes when the Watson Ranch project is done.	4/19/2022 6:36 PM
4	See answer in question 1	4/13/2022 5:28 PM
5	No more apartments or townhouses	4/12/2022 9:56 AM
6	Adequate parking and roadways to accommodate more homes	4/3/2022 12:19 PM
7	housing also needs more attention to grading & drainage that promotes replenishing the aquifers and not letting the rainfall runoff into the street or storm drains	3/9/2022 6:26 AM
8	"Missing Middle" Homes arranged around a Courtyard	3/4/2022 5:29 PM
9	need to be affordable	3/3/2022 9:11 AM
10	Housing Element and other planning documents/processes should incorporate health equity and high quality housing considerations as they apply to Multi-Family Housing. For example, new MUH should include smoke-free air protections, common outdoor space for physical activity, and proximity to services.	2/28/2022 11:21 AM
11	there is senior housing everywhere ... how about family housing, that is not apartments. We currently live in apartments in this area. Our management doesnt care. We dont even have the security of a lease currently due to the pandemic. 2k a month ... I cant have plants/pets ... yet every neighbor has plants/pets. There are no safety protocols for the pandemic. I don't want more apartments; I want to escape the hell of an apartment I am currently trapped in. My housing could put my family in desperate need soon, no one cares, and I left desperate to fix this.	2/28/2022 10:54 AM
12	Affordable prices for a single parent who are struggling in life and can’t afford the rent here so we don’t have to move out in this area.	2/26/2022 10:17 AM

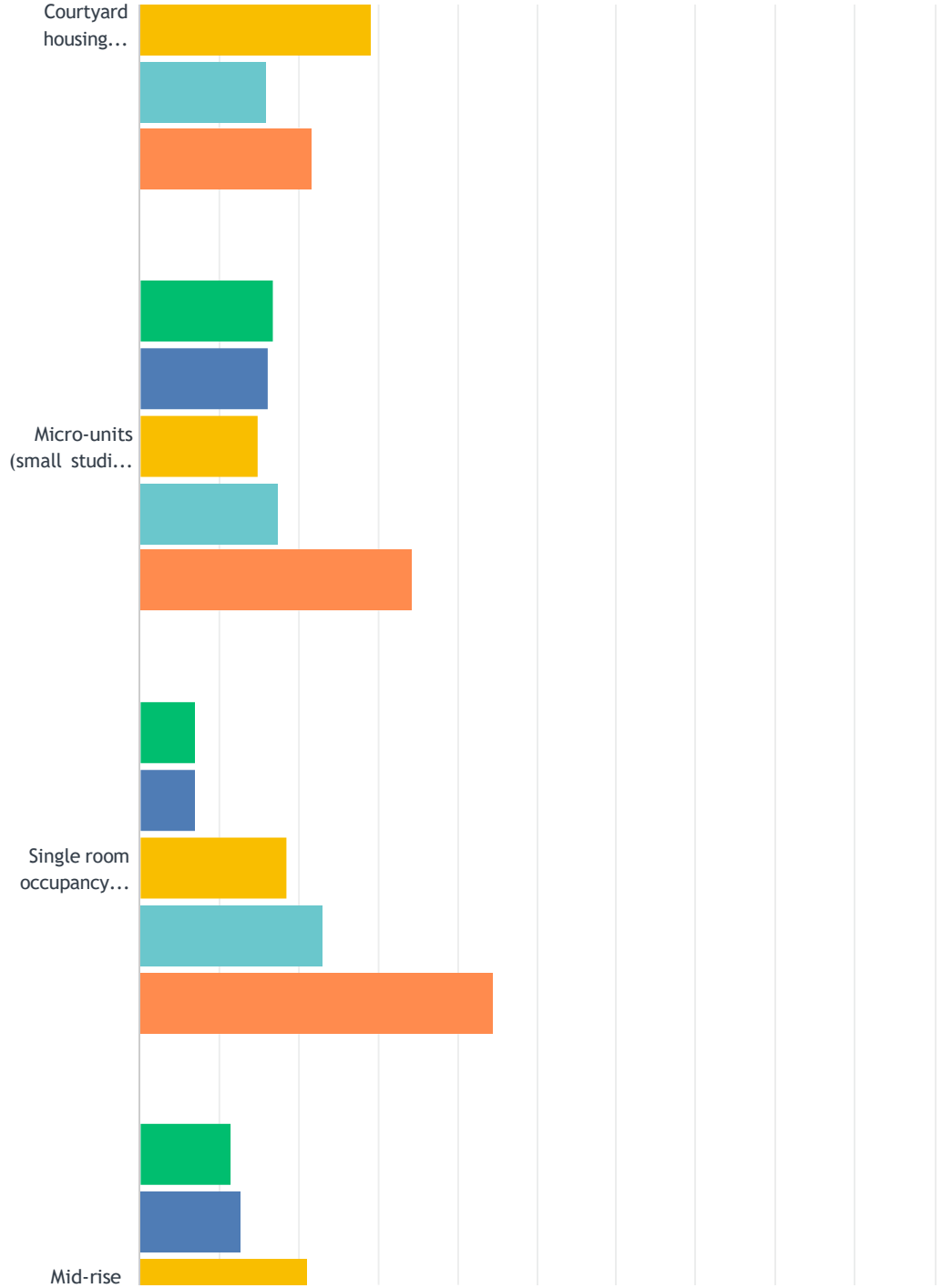
13	Making American canyon into more than a community of homes where people work and shop elsewhere	2/25/2022 7:25 PM
14	Many of us who grew up here have to move out as it is too expensive	2/24/2022 7:57 AM
15	No more "affordable" or senior housing or subsidized housing so that neighborhoods keep top re-sale value and taxes stay lower.	2/23/2022 8:56 PM
16	Working with Immigration and Customs Enforcement to locate and deport illegal aliens who are living in homes they are not entitled to.	2/23/2022 5:35 PM

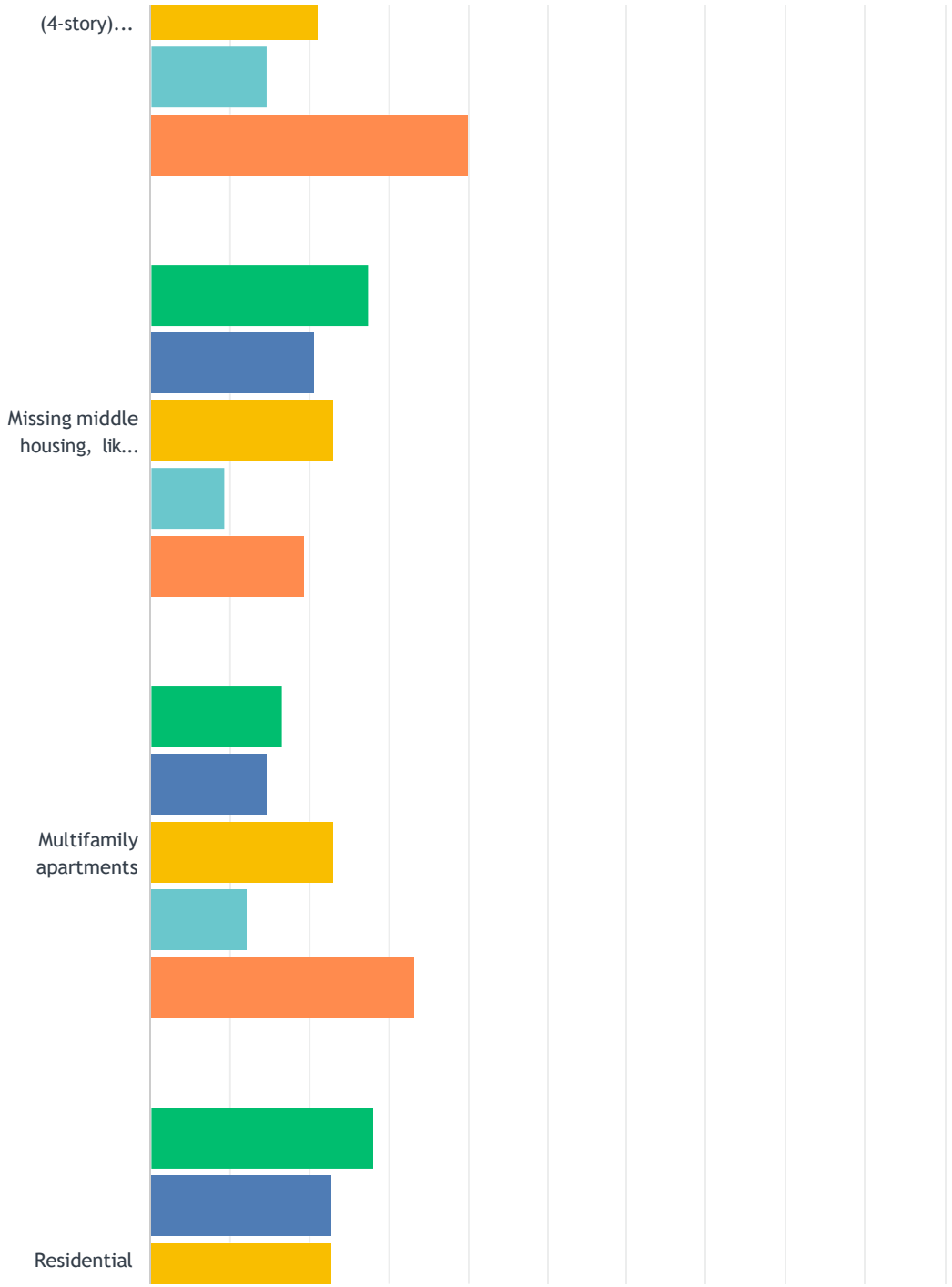
Q3 Please rank what you feel are the types of new housing that would be most successful in American Canyon today (1 is most successful and 5 is least successful):

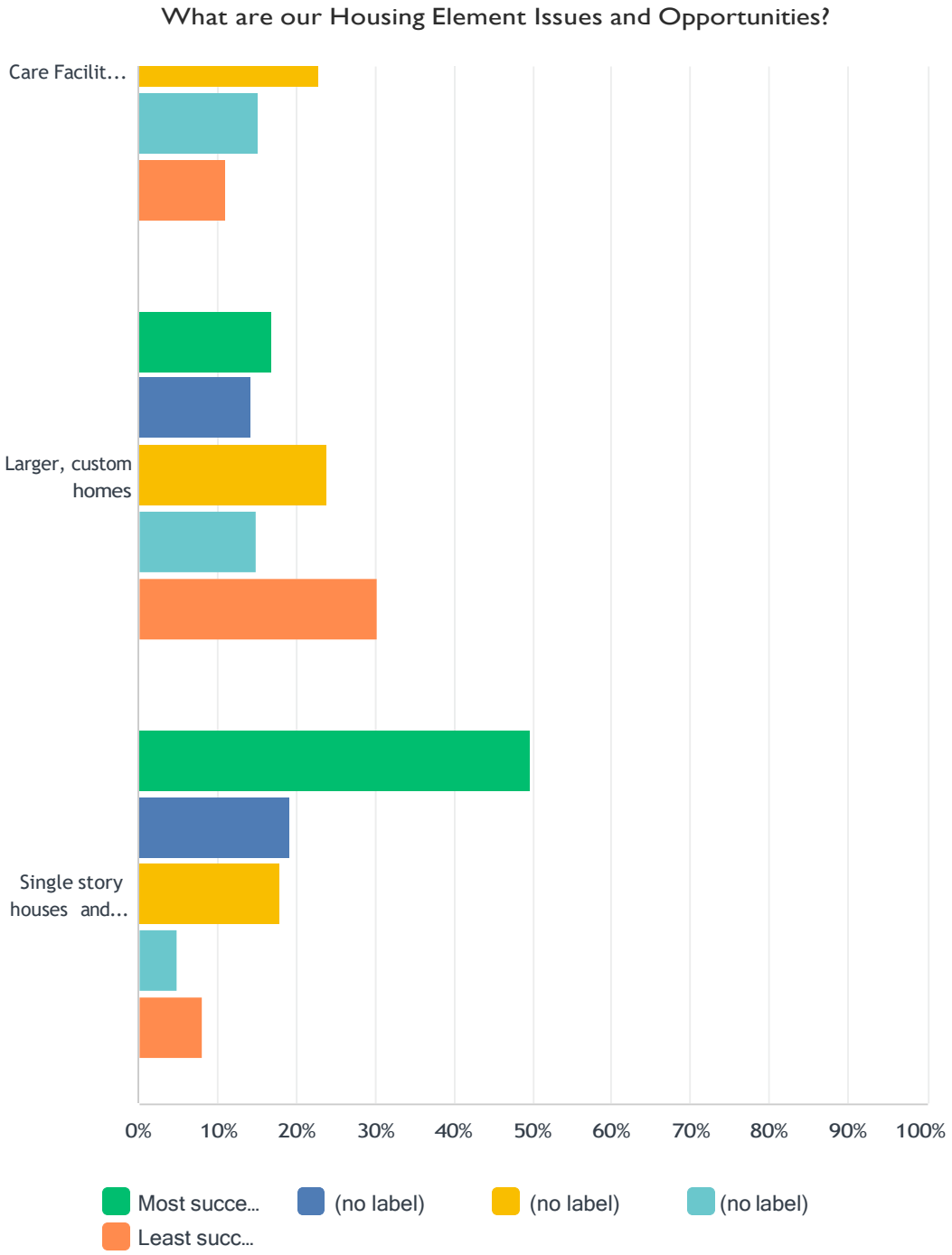
Answered: 166 Skipped: 0



What are our Housing Element Issues and Opportunities?




(4-story)...
Missing middle housing, lik...
Multifamily apartments
Residential

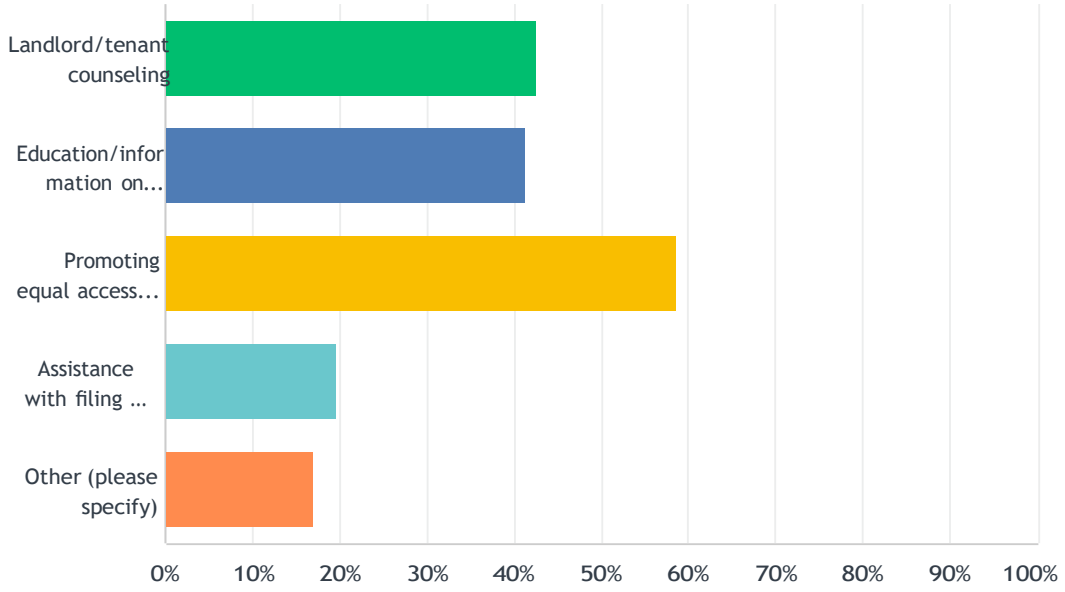

What are our Housing Element Issues and Opportunities?
Care Facilit...
Larger, custom homes
Single story houses and...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Most succe...
(no label)
(no label)
(no label)
Least succ...

Accessory dwelling units (second units/granny units/junior units)	27.22%	17.72%	22.78%	11.39%	20.89%		
	43	28	36	18	33	158	2.81
Co-housing (housing with an emphasis on community living ie: shared open spaces, or kitchens)	10.90%	5.77%	21.15%	16.67%	45.51%		
	17	9	33	26	71	156	3.80
Courtyard housing (housing arranged around a common courtyard) ,	18.47%	14.65%	29.30%	15.92%	21.66%		
	29	23	46	25	34	157	3.08
Micro-units (small studio apartments with full kitchens, Murphy beds, drop-down surfaces like tables or desks and more design features)	16.88%	16.25%	15.00%	17.50%	34.38%		
	27	26	24	28	55	160	3.36
Single room occupancy (small apartment that may have a common kitchen)	7.01%	7.01%	18.47%	22.93%	44.59%		
	11	11	29	36	70	157	3.91
Mid-rise (4-story) apartments	11.46%	12.74%	21.02%	14.65%	40.13%		
	18	20	33	23	63	157	3.59
Missing middle housing, like townhouses and low-rise multiuse buildings	27.50%	20.63%	23.13%	9.38%	19.38%		
	44	33	37	15	31	160	2.73
Multifamily apartments	16.67%	14.74%	23.08%	12.18%	33.33%		
	26	23	36	19	52	156	3.31
Residential Care Facilities for Seniors or Persons with Disabilities	28.10%	22.88%	22.88%	15.03%	11.11%		
	43	35	35	23	17	153	2.58
Larger, custom homes	16.77%	14.19%	23.87%	14.84%	30.32%		
	26	22	37	23	47	155	3.28

Single story houses and condominiums	49.69% 80	19.25% 31	18.01% 29	4.97% 8	8.07% 13	101	2.02

Q4 Which Fair Housing Napa Valley services do you feel are most needed in our community?

Answered: 164 Skipped: 2



ANSWER CHOICES	RESPONSES	
Landlord/tenant counseling	42.68%	70
Education/information on tenant rights	41.46%	68
Promoting equal access to housing choice for all residents	58.54%	96
Assistance with filing a housing discrimination complaint	19.51%	32
Other (please specify)	17.07%	28
Total Respondents: 164		

#	OTHER (PLEASE SPECIFY)	DATE

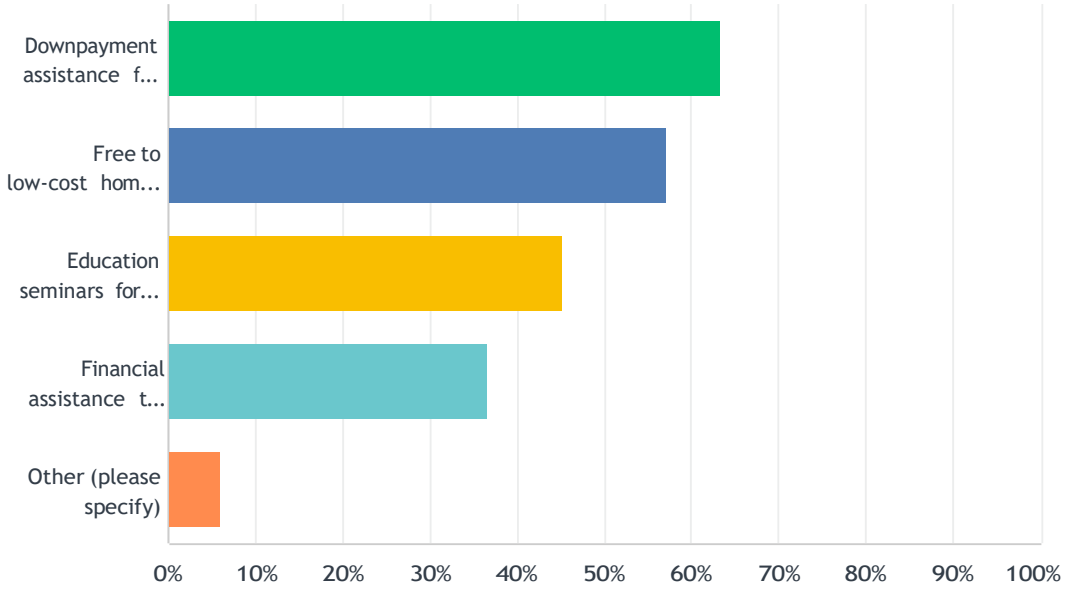
1	Create Low Income Project specifically for Full Time Hospitality Workers - Winery, Restaurants, Resort & Destination	5/5/2022 12:00 AM

	Properties - including all hospitality service based employees.	
2	Homeless resources	5/1/2022 12:09 AM
3	Short term rental options.	4/26/2022 7:19 AM
4	Proper notice from the city on housing projects	4/21/2022 6:34 PM
5	Proper notification for all American Canyon Residents of any housing projects, gas stations, stores, restaurants, etc.	4/19/2022 6:36 PM
6	Not sure. Need context and understanding about what services are currently being used.	4/13/2022 5:28 PM
7	accountability for tax dollars	4/12/2022 9:56 AM
8	citate illegal dumping and not picking up pet waste	4/11/2022 10:11 PM
9	Information campaign about what Fair Housing Napa Valley's purpose is.	4/7/2022 10:58 PM
10	Allow pets to live with seniors for companionship	4/3/2022 12:19 PM
11	Landlord friendly laws passed	4/2/2022 2:49 PM
12	Somewhere to turn in emergencies to save home from being taken for for unpaid property taxes. Especially since I had already filed a claim against pge for damages incurred house suffered do to heavy construction by pge themselves.. other family members came to the house and grabbed paperwork needed to keep houses needs and essentials current. Again contact me at wmur861@gmail.com. Due to pandemic legal assistants failed to return phone calls. Urgent Matter*.	3/31/2022 7:53 AM
13	traffic control prior to more housing!	3/13/2022 9:45 AM
14	None	3/11/2022 6:28 PM
15	Resources and grants for home improvement to go green.	3/6/2022 9:21 AM
16	Unsure	3/2/2022 6:02 PM
17	proper notice of homes planning to be built. the city is getting to crowed with everything being shoved in the center of the city.	3/2/2022 1:27 AM
18	Middle class option	3/1/2022 10:42 PM
19	???	3/1/2022 12:44 PM
20	.	2/28/2022 5:34 PM
21	N/A	2/28/2022 2:37 PM
22	help local people become homeowners and make real roots in your town. I have been here 7 years now. People dont want to know each other, people dont want to communicate ... they just want to fuss on nextdoor and facebook, have zoom meetings about accomplishing nothing. Kindness is barely promoted. I actually want to help my town and my hands are tied at every try.	2/28/2022 10:54 AM
23	Descrimination of low income family who can't afford the rent here and not even enough income to survive and have to do multiple jobs	2/26/2022 10:17 AM

24	Low income legal aid for tenants	2/25/2022 3:27 PM
25	None	2/25/2022 3:01 PM
26	Application assistance and housing resource center.	2/25/2022 2:16 PM
27	Code enforcement to keep neighborhoods safe.	2/23/2022 8:56 PM
28	Finding out WHY people are "low income" and getting them to find better jobs or finding out what they are mis-spending their money on.	2/23/2022 5:35 PM

Q5 Which Housing Assistance Services do you feel are most needed in our community?

Answered: 166 Skipped: 0



ANSWER CHOICES	RESPONSES	
Downpayment assistance for lower-income First Time homebuyers	63.25%	105
Free to low-cost home repair loans for Low-income homeowners	57.23%	95
Education seminars for aspiring homeowners	45.18%	75
Financial assistance to build an accessory dwelling unit	36.75%	61
Other (please specify)	6.02%	10
Total Respondents: 166		

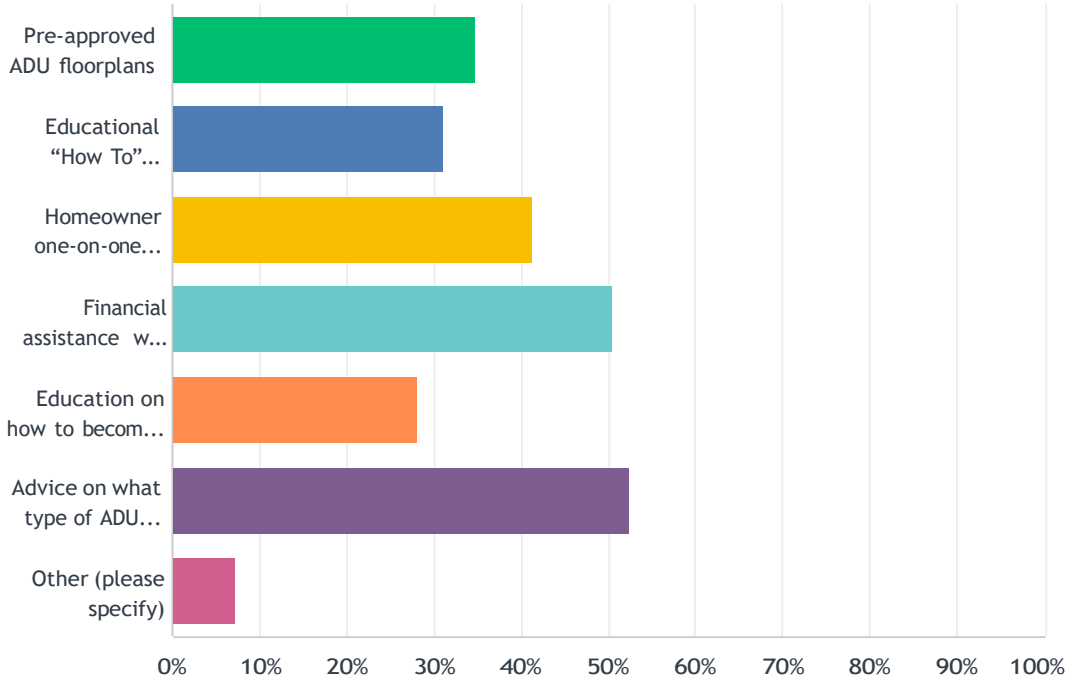
#	OTHER (PLEASE SPECIFY)	DATE

1	For existing homeowners with buildout parcels.	5/5/2022 12:00 AM

2	Financial assistance to all homeowners for upkeep and upgrade to energy efficiency	4/12/2022 9:56 AM
3	Allow pets to live with seniors for companionship	4/3/2022 12:19 PM
4	None. If you cant afford it, go somewhere else	4/2/2022 2:49 PM
5	Representative to assist people's with with special needs on housing issues.	3/31/2022 7:53 AM
6	Enlighten city leaders with traffic issues prior to building	3/13/2022 9:45 AM
7	.	2/28/2022 5:34 PM
8	Low-cost home repair loans for middle class homeowners that live paycheck to paycheck. All the assistance goes to low-income. Think about the middle class that are having a hard time keeping up.	2/28/2022 2:19 PM
9	stop price gouging on apartments 2k is too high ... make your current apartment housing accountable for their properties, actually inspect that people are being treated fairly in local apartments. THEY AREN'T. I love my town, and hate my home ... at some point I believe I will have no choice but to leave here. It seems noone cares about residence, only the businesses lining the pockets with money. I also have dreams to have a viable business here, but the people who own properties literally talk you out of using their facility and wont talk about you putting a business there. I have seen some of these building empty for 10 years now and I cant put a real business there or live there. This makes 0 sense. Let us use these empty places. Let us clean up places that are unusable.	2/28/2022 10:54 AM
10	None	2/25/2022 3:01 PM

Q6 Which Accessory Dwelling Unit Assistance services are most important?

Answered: 164 Skipped: 2



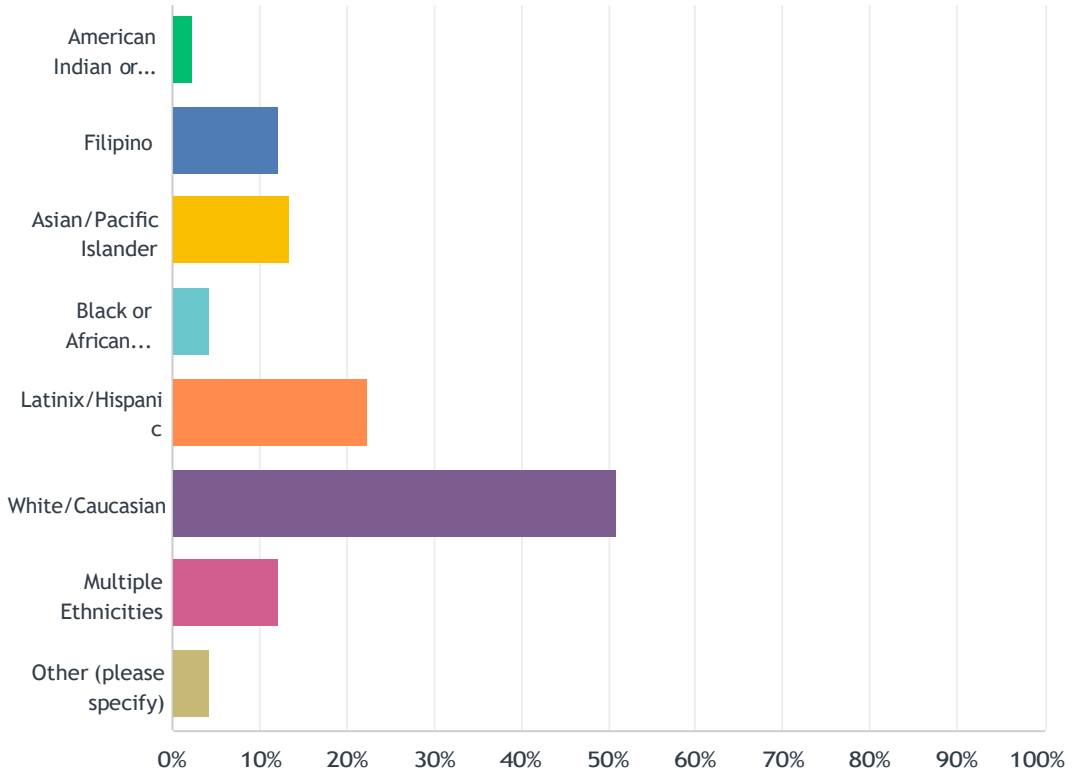
ANSWER CHOICES	RESPONSES	
Pre-approved ADU floorplans	34.76%	57
Educational “How To” Webinar series	31.10%	51
Homeowner one-on-one consultations with an ADU expert	41.46%	68
Financial assistance with construction expenses	50.61%	83
Education on how to become a landlord	28.05%	46
Advice on what type of ADU will work best for your situation	52.44%	86
Other (please specify)	7.32%	12

Total Respondents: 164

#	OTHER (PLEASE SPECIFY)	DATE
1	Allow pets to live with seniors for companionship	4/3/2022 12:19 PM
2	Ensuring the integrity of our neighborhoods and preventing over crowded street parking. Making sure ADUs do not directly or indirectly impact their neighbors	3/2/2022 6:02 PM
3	N/A	3/2/2022 10:27 AM
4	Idk	3/1/2022 3:14 PM
5	We don't have many homes with lots sized big enough for this type of housing.	3/1/2022 3:08 PM
6	This is not a realistic answer to the housing shortage.	3/1/2022 12:54 PM
7	.	2/28/2022 5:34 PM
8	create buiz buildings with housing units on top?? I would love to own a place where I can work and live. We need more combination zoning of this sort. Less apartment zoning. Help homeowners become more self reliant, encourage gardening, kindness, neighborly interaction. People in this town are rude and dont communicate well. We dont need to zoom about zooming ... pick up your phones, call someone you love, engage in a real moment and real care. Thats what our community needs.	2/28/2022 10:54 AM
9	I feel there should be an emphasis put on home ownership, not bringing more renters in.	2/26/2022 10:31 PM
10	None	2/25/2022 3:01 PM
11	None	2/25/2022 2:51 PM
12	Quicker permit process for ADU’s	2/25/2022 2:16 PM

Q7 How would you best describe your race/ethnicity? Select all that apply

Answered: 165 Skipped: 1



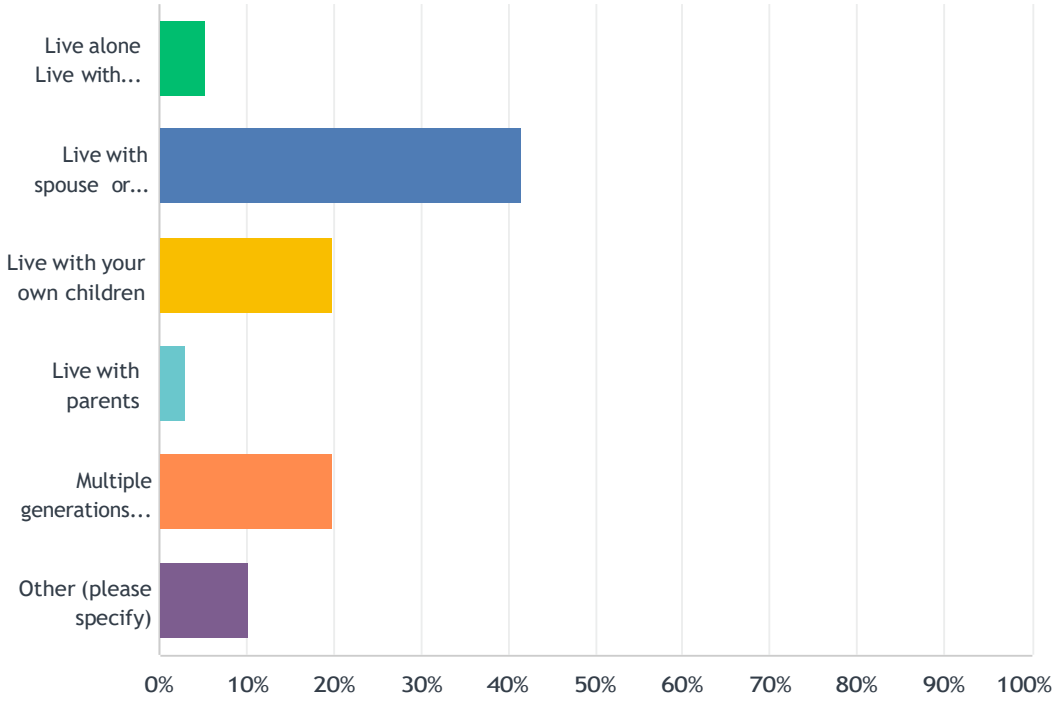
ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	2.42%	4
Filipino	12.12%	20
Asian/Pacific Islander	13.33%	22
Black or African American	4.24%	7
Latinix/Hispanic	22.42%	37
White/Caucasian	50.91%	84
Multiple Ethnicities	12.12%	20
Other (please specify)	4.24%	7

Total Respondents: 165

#	OTHER (PLEASE SPECIFY)	DATE
1	Not applicable	4/13/2022 5:28 PM
2	Other	4/7/2022 10:58 PM
3	None of your business	3/1/2022 4:31 PM
4	.	2/28/2022 5:34 PM
5	N/A	2/28/2022 2:37 PM
6	N/a	2/27/2022 4:35 PM
7	American Indian (Mexico)	2/25/2022 7:14 PM

Q8 Which best describes your current living situation?

Answered: 166 Skipped: 0

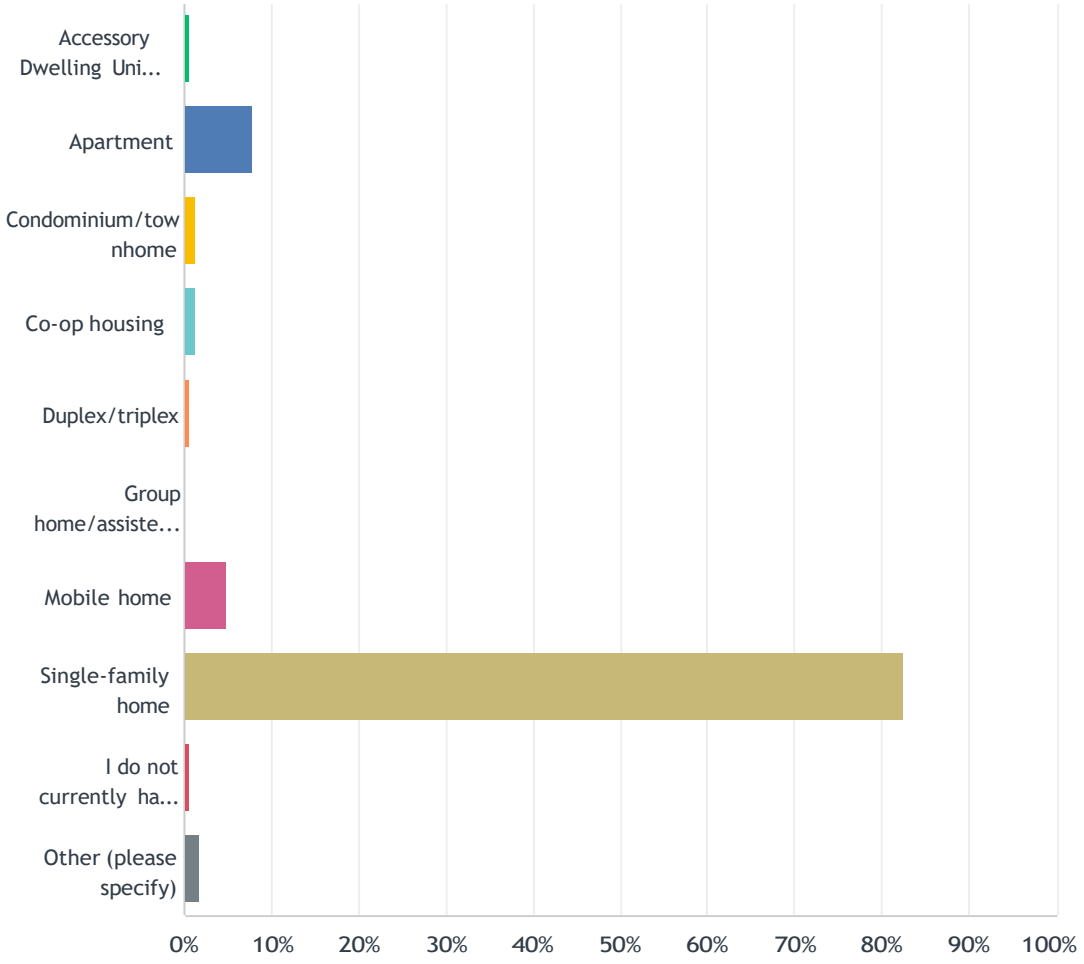


ANSWER CHOICES	RESPONSES	
Live alone Live with roommates	5.42%	9
Live with spouse or significant other	41.57%	69
Live with your own children	19.88%	33
Live with parents	3.01%	5
Multiple generations living together (adult children, parents, grandparents, etc.)	19.88%	33
Other (please specify)	10.24%	17
TOTAL		166

#	OTHER (PLEASE SPECIFY)	DATE
1	Outside	5/1/2022 12:09 AM
2	Spouse and minor aged children	4/26/2022 9:22 AM
3	Live with spouse and children	4/19/2022 1:49 PM
4	live with spouse and young children	4/4/2022 7:21 PM
5	live alone	3/13/2022 9:45 AM
6	live alone (note your 1st option says "Live alone Live with roommates" which is contradictory)	3/9/2022 6:26 AM
7	2-adult children and their spouses had to move back home due to high rents and a housing market that is out of reach	3/7/2022 10:57 AM
8	Live with spouse and young children	3/2/2022 8:50 PM
9	Live with spouse and children	3/2/2022 2:36 PM
10	live with my spouse and 4 kids	3/2/2022 1:27 AM
11	live alone	3/1/2022 9:54 PM
12	Single Family, spouse and children	3/1/2022 3:08 PM
13	Spouse and children	3/1/2022 12:43 PM
14	Live with spouse and children	3/1/2022 11:41 AM
15	Spouse and children	2/27/2022 4:35 PM
16	live with husband and children	2/25/2022 1:57 PM
17	rent from parents	2/24/2022 7:57 AM

Q9 Which type of housing do you currently occupy?

Answered: 166 Skipped: 0



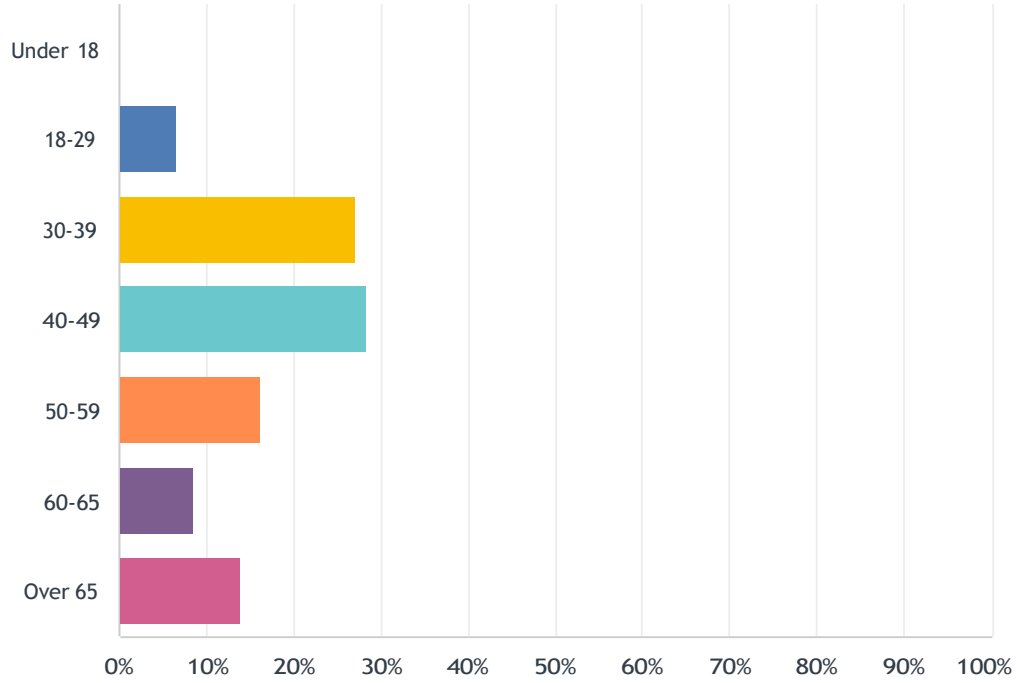
ANSWER CHOICES	RESPONSES	
Accessory Dwelling Unit (granny flat/guest house)	0.60%	1
Apartment	7.83%	13
Condominium/townhome	1.20%	2
Co-op housing	1.20%	2
Duplex/triplex	0.60%	1
Group home/assisted living	0.00%	0
Mobile home	4.82%	8
Single-family home	82.53%	137
I do not currently have a permanent home	0.60%	1
Other (please specify)	1.81%	3

Total Respondents: 166

#	OTHER (PLEASE SPECIFY)	DATE
1	I rent a bedroom.	3/31/2022 7:53 AM
2	I would love to be able to afford a home in american canyon. But i also love the small town feel. Please do not over crowd our town, crime is already an issue	3/1/2022 1:32 PM
3	Affordable senior apartment	2/26/2022 6:42 AM

Q10 What is your age group?

Answered: 166 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-29	6.63%	11
30-39	27.11%	45
40-49	28.31%	47
50-59	16.27%	27
60-65	8.43%	14
Over 65	13.86%	23

Total Respondents: 166

Q11 Let us know if there is anything we missed! Below, please let us know if there is another housing type you desire that wasn't mentioned previously that you believe the City needs more of.

Answered: 43 Skipped: 123

#	RESPONSES	DATE
1	I would love to see some kind of assistance for first time home buyers or atleast affordable options for apartments.	5/12/2022 7:36 PM
2	Again, I disagree with updating the approved General Plan through 2030. This is not an UPDATE, it is a DIVERSION from the approved Napa County Plan. If AMC public were ask to prioritize community needs, housing expansion would fall below Traffic, Crime, and a long list of Quality of Life CURRENTLY offered in AMC.	5/5/2022 12:00 AM
3	Please relay to the community about the nature of the housing element as part of the general plan. Sometimes our community feels super surprised when a development comes in that they don't like but it's been in the General Plan for many years. If there is a significant change in the GP land use for the housing element, the nearby community (at least 500 feet buffer) should be notified and told what is changed that may affect them. Perhaps an interactive GIS (arcgis online) map that someone can enter in the address to see highlighted areas of change? (Before/after)	4/26/2022 9:22 AM
4	ADU options need very clear details for development.	4/26/2022 7:19 AM
5	Please don't build more housing like Oat Hill Apartments and scale back the Napa Cove Apartments to 33 instead of 66 apartments. Please make sure there is 2 parking spaces per apartment plus guest parking for all apartment/condo/townhouse projects. Please keep speed limits at reasonable numbers. Donaldson Way should be 25 m.p.h. from end to end. Newell Drive should be 30 m.p.h. (even if/when an extension is make to Watson Ranch) , there is a lot of pedestrian traffic (primarily children walking to school).American Canyon road should be 35 m.ph. from Newell Drive to Wetlands edge. There is too many close calls in this area.	4/19/2022 6:36 PM
6	More parking space in front of home because current parking spaces get occupied by: residents with boats, shuttle buses or RV's that park in neighborhood making it difficult to park in front of own home.	4/16/2022 12:25 PM
7	Live work units to purchase. Loft type housing	4/15/2022 6:00 PM
8	See response to question 1. Understanding goals of community members is critical before these questions can be adequately answered.	4/13/2022 5:28 PM
9	It would be nice to know the current zoning in AC and if that would change in the future to accommodate more housing.	4/13/2022 9:31 AM
10	1-The traffic flow and improved roadways need to be addressed NOW! 2-Allow senior residents to have pets for mental health companionship.	4/3/2022 12:19 PM
11	Dont turn this city into a crap place to live with all this affordable/low income housing	4/2/2022 2:49 PM
12	What to do about urgent housing matter when it was taken at start of pandemic. I called all legal representatives listed on pamphlet given to me from the sheriff's department. Nobody would return my phone calls. Again you can contact me at wmur861@gmail.com.	3/31/2022 7:53 AM

13	Please address traffic issues prior to more building!	3/13/2022 9:45 AM
14	Need single level homes with additional mini apartment type unit attached for a family member. So e if these homes were built on Mare Island but they were 2 story. Had a small hallway to left after you entered in the front door of home which led to a mini apartment type home with small kitchen open to a small living space, 1 bedroom and own shower and laundry room	3/12/2022 10:46 AM
15	again, all housing needs the best practices for efficient homes... passive solar & building siting where the sun naturally enters the living space for additional light & heat in the winter months, yet proper awning widths give shade when the sun is higher in the summer, etc Also, need to utilize skylights, solar tubes, rooftop solar electricity and even solar hot water. That would allow for no natural gas needs	3/9/2022 6:26 AM
16	Down payment assistance for first time homebuyers is greatly needed but only goes so far when the cheapest houses you can find are $600k or more. Realistically you would need a down payment of $200k to bring it down to a price most people can afford to pay monthly. So unless other government programs are offered with down payment assistance or housing somehow stops rising, a large percentage of potential home buyers are still being left behind.	3/2/2022 2:46 PM
17	N/A	3/2/2022 10:27 AM
18	Please don't build anymore overpriced homes or apartments. Apartments starting at $2500 a month are not affordable, my mortgage is cheaper than that. This is my my oldest child is still living at home. Please STOP building everything in the city center making traffic far worse than it already is. Please keep speed limits in residential areas (especially with schools near by) to 25 mph through housing and 30mph on main streets like Newell Drive (its a dangerous place for pedestrians)	3/2/2022 1:27 AM
19	Housing that attracts the type of residents we want in American Canyon. We don't want to become Vallejo.	3/1/2022 10:42 PM
20	Maybe some laws to stop landlords raising rents in a pandemic	3/1/2022 5:18 PM
21	First home buyer program	3/1/2022 3:51 PM
22	Apartment prices need to be lowered. Stop building homes with no yards. Build homes in an affordable way so that they aren't over priced. I'm an Interior Designer and would love to help provide affordable finishes for this to happen. Even i want To move back to AC but prices literally make no sense with the quality home .	3/1/2022 3:14 PM
23	Starter homes/apartments for young adults. My 22 year old son can't afford to live in his own (or even with a roommate) when he works full time.	3/1/2022 3:08 PM
24	¡Necesitan mejorar la traducción!	3/1/2022 2:50 PM
25	They're actually needs to be more apartments and houses that are catered to the people that make minimum wage and to let us know that not everybody that lives in American Canyon makes $100,000 or Plus and you know that we can all afford 2500 plus dollars a month for rent it needs to be more affordable	3/1/2022 1:57 PM
26	American Canyon used to be a small town with stables and families. Now its crazy with crime from neighboring cities and within. Low income apartments are bringing in people who are no good for our town. Please stick to family homes to bring in families who fit in with the american canyon life style.	3/1/2022 1:32 PM
27	Home ownership is not for everyone. It requires stable income and constant maintenance. American Canyon wild be best to avoid low income housing and additional apartments as we are a small community that has already outgrown our roads and infrastructure. It's okay to maintain well what we are and not keep adding more congestion and overcrowding.	3/1/2022 11:41 AM

28	Bring more entertainment, food, parks and Recs. We need men and womens softball/basketball.	3/1/2022 9:46 AM
29	None	2/28/2022 10:15 PM
30	I feel that we do not need more housing. The highway is already over crowded. I moved here to live in a small community not a big city	2/28/2022 5:34 PM
31	Impact of additional housing/residents on future water shortages	2/28/2022 12:46 PM
32	I want my city to care, not zoom about caring, actually care. I want to be able to live and work in the same place. This is completely viable for many people, and you should accommodate this lifestyle. Make property owners do something with properties that have been empty and unused for ages. they are an eye sore at the least. Encourage our town to do a facelift on itself and its personality. Stop with all the apartments; apartments are the life suckers of all finances. We need happy people, financially flourishing people ... housing is the place to start.	2/28/2022 10:54 AM
33	Affordable Housing projects for a single parent who needs assistance because it's too expensive for rent an apartment or buy a house here. We are here for long years but still can't afford it. My children needs some spaces because we're living with a lot of different families here in the house because income isn't enough to pay for the rent, pay bills, food, gas and etc. we don't want to move out in a different state because my kids love his school and like to be stable when it comes to his education.	2/26/2022 10:17 AM
34	American Canyon is a diamond in the rough. Watson Ranch is going to add to the City undoubtedly. We need more affordable single-family options. Town houses and condos might be a great addition. However, DO NOT forget about the enormous traffic issue between Airport Dr and American Canyon Rd.	2/25/2022 7:44 PM
35	PLEASE .....PLEASE stop adding more people to the City before addressing traffic and water.	2/25/2022 3:27 PM
36	New housing should be limited in height and density. I like the quiet and family friendly community. Safe and clean.	2/25/2022 3:25 PM
37	Senior housing, more single family housing thats affordable.	2/25/2022 3:01 PM
38	Areas/communities which alternate housing arrangements ADU homes with Co-housing…..etc should be focused in.	2/25/2022 2:51 PM
39	AC really needs to avoid becoming another Napa. Few if any people moved here for that. AC drew families due to affordability and good family feeling. That is being lost due to greed. Need more family friendly things to do. Do not need more housing. Need to use what we have in way beneficial to average citizen.	2/25/2022 2:26 PM
40	We can only grow so much. We have a Highway to the east and water the west. Solano County to the south and an Airport to the north. Not sure who's doing the traffic studies but they are lying to you. Before you build a house, you must have good foundation.	2/25/2022 1:55 PM
41	Young adults (service economy) working in the city, including those with intellectual or developmental disabilities need access to independent housing.	2/24/2022 2:59 PM
42	Please put a stop to rent hikes. The rent is out of control in American Canyon. Housing prices are out of control. Kids who grew up here have to move out of town to find affordable housing. The income limit on help is too low	2/24/2022 7:57 AM
43	Tiny homes in back yards and fewer restrictions, fees for adding space to a home.	2/23/2022 8:56 PM

Appendix A

Yocha Dehe Wintun Nation Treatment Protocol

The following pages contain the Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation.

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YOCHA DEHE
CULTURAL RESOURCES

August 18, 2022

City of American Canyon
Attn: Nicolle Hall, Administrative Technician
4381 Broadway St., Suite 201
American Canyon, CA 94503

RE: American Canyon 6th Cycle Housing Element YD-03152022-04

Dear Ms. Hall:

Thank you for the consultation meeting on, August 08, 2022, regarding the proposed American Canyon 6th Cycle Housing Element. We appreciate you taking the time to discuss the project.

Based on the information provided during our consultation meeting, the Tribe has concerns that the project could impact known cultural resources. Therefore, we request that you incorporate Yocha Dehe Wintun Nation's Treatment Protocol into the mitigation measures for this project. Please submit the updated mitigation measures to the Cultural Resources Department once completed. We respectively decline any comment on the project at this time.

Should you have any questions, please feel free to contact:

CRD Administrative Staff
Yocha Dehe Wintun Nation
Office: (530) 796-3400
Email: THPO@yochadehe-nsn.gov

Please refer to identification number YD – 03152022-04 in any correspondence concerning this project.

Thank you for providing us with this notice and the opportunity to comment.

Sincerely,

DocuSigned by:
5ED632FDB9C34EA...
Tribal Historic Preservation Officer

DocuSign Envelope ID: 0D69CDD2-A513-4BF7-A2E6-01DD9D465223

YOCHA DEHE
CULTURAL RESOURCES

Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation

The purpose of this Protocol is to formalize procedures for the treatment of Native American human remains, grave goods, ceremonial items, and items of cultural patrimony, in the event that any are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. This Protocol also formalizes procedures for Tribal monitoring during archaeological studies, grading, and ground-disturbing activities.

I. Cultural Affiliation

The Yocha Dehe Wintun Nation ("Tribe") traditionally occupied lands in Yolo, Solano, Lake, Colusa and Napa Counties. The Tribe has designated its Cultural Resources Committee ("Committee") to act on the Tribe's behalf with respect to the provisions of this Protocol. Any human remains which are found in conjunction with Projects on lands culturally-affiliated with the Tribe shall be treated in accordance with Section III of this Protocol. Any other cultural resources shall be treated in accordance with Section IV of this Protocol.

II. Inadvertent Discovery of Native American Human Remains

Whenever Native American human remains are found during the course of a Project, the determination of Most Likely Descendant ("MLD") under California Public Resources Code Section 5097.98 will be made by the Native American Heritage Commission ("NAHC") upon notification to the NAHC of the discovery of said remains at a Project site. If the location of the site and the history and prehistory of the area is culturally-affiliated with the Tribe, the NAHC contacts the Tribe; a Tribal member will be designated by the Tribe to consult with the landowner and/or project proponents.

Should the NAHC determine that a member of an Indian tribe other than Yocha Dehe Wintun Nation is the MLD, and the Tribe is in agreement with this determination, the terms of this Protocol relating to the treatment of such Native American human remains shall not be applicable; however, that situation is very unlikely.

III. Treatment of Native American Remains

In the event that Native American human remains are found during development of a Project and the Tribe or a member of the Tribe is determined to be MLD pursuant to Section II of this Protocol, the following provisions shall apply. The Medical Examiner shall immediately be notified, ground disturbing activities in that location shall cease and the Tribe shall be allowed, pursuant to California Public Resources Code Section 5097.98(a), to (1) inspect the site

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of the discovery and (2) make determinations as to how the human remains and grave goods should be treated and disposed of with appropriate dignity.

The Tribe shall complete its inspection and make its MLD recommendation within forty-eight (48) hours of getting access to the site. The Tribe shall have the final determination as to the disposition and treatment of human remains and grave goods. Said determination may include avoidance of the human remains, reburial on-site, or reburial on tribal or other lands that will not be disturbed in the future.

The Tribe may wish to rebury said human remains and grave goods or ceremonial and cultural items on or near the site of their discovery, in an area which will not be subject to future disturbances over a prolonged period of time. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code Sections 5097.98(a) and (b).

The term "human remains" encompasses more than human bones because the Tribe's traditions call for the burial of associated cultural items with the deceased (funerary objects), and/or the ceremonial burning of Native American human remains, funerary objects, grave goods and animals. Ashes, soils and other remnants of these burning ceremonies, as well as associated funerary objects and unassociated funerary objects buried with or found near the Native American remains are to be treated in the same manner as bones or bone fragments that remain intact.

IV. Non-Disclosure of Location of Reburials

Unless otherwise required by law, the site of any reburial of Native American human remains shall not be disclosed and will not be governed by public disclosure requirements of the California Public Records Act, Cal. Govt. Code § 6250 et seq. The Medical Examiner shall withhold public disclosure of information related to such reburial pursuant to the specific exemption set forth in California Government Code Section 6254(r). The Tribe will require that the location for reburial is recorded with the California Historic Resources Inventory System ("CHRIS") on a form that is acceptable to the CHRIS center. The Tribe may also suggest that the landowner enter into an agreement regarding the confidentiality of site information that will run with title on the property.

V. Treatment of Cultural Resources

Treatment of all cultural items, including ceremonial items and archeological items will reflect the religious beliefs, customs, and practices of the Tribe. All cultural items, including ceremonial items and archeological items, which may be found at a Project site should be turned over to the Tribe for appropriate treatment, unless otherwise ordered by a court or agency of competent jurisdiction. The Project Proponent should waive any and all claims to ownership of

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Tribal ceremonial and cultural items, including archeological items, which may be found on a Project site in favor of the Tribe. If any intermediary, (for example, an archaeologist retained by the Project Proponent) is necessary, said entity or individual shall not possess those items for longer than is reasonably necessary, as determined solely by the Tribe.

VI. Inadvertent Discoveries

If additional significant sites or sites not identified as significant in a Project environmental review process, but later determined to be significant, are located within a Project impact area, such sites will be subjected to further archeological and cultural significance evaluation by the Project Proponent, the Lead Agency, and the Tribe to determine if additional mitigation measures are necessary to treat sites in a culturally appropriate manner consistent with CEQA requirements for mitigation of impacts to cultural resources. If there are human remains present that have been identified as Native American, all work will cease for a period of up to 30 days in accordance with Federal Law.

VIII. Work Statement for Tribal Monitors

The description of work for Tribal monitors of the grading and ground disturbing operations at the development site is attached hereto as Addendum I and incorporated herein by reference.

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YOCHA DEHE
CULTURAL RESOURCES

ADDENDUM I

Yocha Dehe Wintun Nation
Tribal Monitors
Description of Work and Treatment Protocol

I. Preferred Treatment
The preferred protocol upon the discovery of Native American human remains is to (1) secure the area, (2) cover any exposed human remains or other cultural items, and (3) avoid further disturbances in the area.

II. Comportment
All parties to the action are strongly advised to treat the remains with appropriate dignity, as provided in Public Resource Code Section 5097.98. We further recommend that all parties to the action treat tribal representatives and the event itself with appropriate respect. For example, jokes and antics pertaining to the remains or other inappropriate behavior are ill advised.

III. Excavation Methods
If, after the Yocha Dehe Tribal representative has been granted access to the site and it is determined that avoidance is not feasible, an examination of the human remains will be conducted to confirm they are human and to determine the position, posture, and orientation of the remains. At this point, we recommend the following procedures:

(A) *Tools.* All excavation in the vicinity of the human remains will be conducted using fine hand tools and fine brushes to sweep loose dirt free from the exposure.

(B) *Extent of Exposure.* In order to determine the nature and extent of the grave and its contents, controlled excavation should extend to a full buffer zone around the perimeter of the remains.

(C) *Perimeter Balk.* To initiate the exposure, a perimeter balk (especially, a shallow trench) should be excavated, representing a reasonable buffer a minimum of 10 cm around the maximum extent of the known skeletal remains, with attention to counter-intuitive discoveries or unanticipated finds relating to this or other remains. The dirt from the perimeter balk should be bucketed, distinctly labeled, and screened for cultural materials.

(D) *Exposure Methods.* Excavation should then proceed inward from the walls of the balk as well as downward from the surface of the exposure. Loose dirt should be scooped out and brushed off into a dustpan or other collective device. Considerable care should be given to ensure that human remains are not further impacted by the process of excavation.

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(E) *Provenience.* Buckets, collection bags, notes, and tags should be fully labeled per provenience, and a distinction should be made between samples collected from: (1) **Perimeter Balk** (described above), (2) **Exposure** (dirt removed in exposing the exterior/burial plan and associations, and (3) **Matrix** (dirt from the interstices between bones or associations). Thus, each burial may have three bags, "Burial 1 Perimeter Balk," "Burial 1 Exposure Balk," "Burial 1 Matrix."

Please note the provisions below with respect to handling and conveyance of records and samples.

(F) *Records.* The following records should be compiled in the field: (1) a detailed scale drawing of the burial, including the provenience of and full for all human remains, associated artifacts, and the configuration of all associated phenomena such as burial pits, evidence for preinterment grave pit burning, soil variability, and intrusive disturbance, (2) complete a formal burial record using the consultants proprietary form or other standard form providing information on site #, unit or other proveniences, level depth, depth and location of the burial from a fixed datum, workers, date(s), artifact list, skeletal inventory, and other pertinent observations, (3) crew chief and worker field notes that may supplement or supercede information contained in the burial recording form, and (4) photographs, including either or standard photography or high-quality (400-500 DPI or 10 MP recommended) digital imaging.

(G) *Stipulations for Acquisition and Use of Imagery.* Photographs and images may be used only for showing location or configuration of questionable formation or for the position of the skeleton. They are not to be duplicated for publication unless a written release is obtained from the Tribe.

(H) *Association.* Association between the remains and other cultural materials should be determined in the field in consultation with an authorized Tribal representative, and may be amended per laboratory findings. Records of provenience and sample labels should be adequate to determine association or degree of likelihood of association of human remains and other cultural materials.

(I) *Samples.* For each burial, all **Perimeter Balk** soil is to be 1/8"-screened. All **Exposure** soil is to be 1/8"-screened, and a minimum of one 5-gallon bucket of excavated but unscreened Exposure soil is to be collected, placed in a plastic garbage bag in the bucket. All **Matrix** soil is to be carefully excavated, screened as appropriate, and then collected in plastic bags placed in 5-gallon buckets.

(J) *Human remains are not to be cleaned in the field.*

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(K) *Blessings.* Prior to any physical action related to human remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

IV. Lab Procedures

No laboratory studies are permitted without consultation with the tribe. Lab methods are determined on a project-specific basis in consultation with Yocha Dehe Wintun Nation representatives. The following procedures are recommended:

(A) *Responsibility.* The primary archaeological consultant will be responsible for insuring that all lab procedures follow stipulations made by the Tribe.

(B) *Blessings.* Prior to any laboratory activities related to the remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

(C) *Physical Proximity of Associations.* To the extent possible, all remains, associations, samples, and original records are to be kept together throughout the laboratory process. In particular, **Matrix** dirt is to be kept in buckets and will accompany the remains to the lab. The primary archaeological consultant will be responsible for copying all field records and images, and insuring that the original notes and records accompany the remains throughout the process.

(*E) Additional Lab Finds*. Laboratory study should be done making every effort to identify unanticipated finds or materials missed in the field, such as objects encased in dirt or human remains misidentified as faunal remains in the field. In the event of discovery of additional remains, materials, and other associations the tribal representatives are to be contacted immediately.

V. Re-internment without Further Disturbance

No laboratory studies are permitted on human remains and funerary objects. The preferred treatment preference for exhumed Native American human remains is reburial in an area not subject to further disturbance. Any objects associated with remains will be reinterred with the remains.

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VI. Curation of Recovered Materials

Should all, or a sample, of any archaeological materials collected during the data recovery activities – with the exception of Human Remains – need to be curated, an inventory and location information of the curation facility shall be given to tribe for our records.



4 Mobility

The Mobility Element provides a framework for decisions concerning the City's multimodal transportation network. Correlated with the Land Use Element, the Mobility Element guides a safe and efficient transportation system that includes roadway, transit, bicycle, pedestrian, rail transport, and aviation. Recognizing the contribution of transportation to greenhouse gas emissions, the Mobility Element integrates with Climate Change and Sustainability policies.

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Mobility Vision

The City of American Canyon is a community that embraces mobility through all transportation modes. The core value of the Mobility Element is to provide safe and easy travel for pedestrians, bicyclists, transit riders and motor vehicles correlated with the Land Use Element.

This community mobility value is based on enhancing the City's " sense of place" with a strong emphasis on all forms of mobility safety and environmental protection. An efficient multi-modal plan will improve our sense of place, provide greater mobility choice for all residents, and help the environment.



Introduction

The Mobility Element provides a vision and guiding principles for the transportation system, and detailed goals and policies which implement a compete streets approach to mobility in the future.

Local transportation planning is a coordinated effort involving local and regional agencies. The goals and policies set forth in this document are intended to promote local planning but also foster cooperation between jurisdictional partners such as the Napa Valley Transportation Authority (NVTA), the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).



The transportation planning and policy in the Mobility Element includes a critical component of the City's responsibility towards supporting regional efforts to meet greenhouse gas reduction targets, through coordinating planning for land use, transportation, and housing. The Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS) for the San Francisco Bay Area, Plan Bay Area 2050, was jointly produced and adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) on October 21, 2021. Plan Bay Area 2050 is the strategic update to Plan

Bay Area 2040, and it connects the elements of housing, the economy, transportation, and the environment through 35 strategies that will make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. It is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth.

A portion of the Planning Area - the Broadway District (SR 29) corridor - has been designated by MTC and ABAG as a Priority Development Area (PDA), meaning that it is recognized as an area with substantial opportunity for infill development near transit. PDAs play a critical role in accommodating future growth in the regional agencies' SCS plans.

California Planning Requirements

Required General Plan Element. California law mandates a "Mobility Element" or "Circulation Element" that contains the "general location and extent of existing and proposed major thoroughfares, transportation routes, and other local public utilities and facilities, all correlated with the land use element" of the General Plan per Government Code Section 65302 (b).

Complete Streets Act. The term "complete streets" refers to a balanced, multimodal transportation network that meets the needs of all users of streets -- including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors. A complete street is one that provides safe and convenient travel in a manner that is suitable for the local context. In 2012, the City adopted a Complete Streets Policy (Resolution 2012-72).

The Mobility Element is consistent with the California Complete Streets Act (AB 1358), which requires cities and counties incorporate "Complete Street" policies when updating their General Plan Mobility Element. Complete streets make travel safe for all users, including bicyclists, pedestrians, motorists, transit vehicles, and people of all ages and abilities. While every street does not need to provide dedicated space to all users, the street network must accommodate the needs of all users.

Economically, complete streets help lower transportation costs by enabling people to use transit, walking, or bicycling rather than driving to reach their destinations. Caltrans is actively engaged in implementing its complete streets policy in all planning, programming, design, construction, operations, and maintenance activities for the State highway system.

Provision of safe mobility for all users contributes to the Caltrans's vision: "improving mobility across California." The successful long-term implementation of this vision will provide more options for people to travel from one place to another, less traffic congestion, fewer greenhouse gas emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.

Local Roadway Safety Plan. American Canyon is currently preparing a Local Roadway Safety Plan (LRSP). Required for an agency to apply for Federal Highway Safety Improvement Program (HSIP) funding, the LRSP will proactively correct high collision or problem locations and prevent local road fatalities and injuries. The final plan will recommend proven countermeasures, provide a structure and realistic set of responses that implement changes over time, will integrate the "5 E's" approach (Education, Enforcement, Education, Emergency Service, and Engineering) in its proposed solution strategies, and identify road safety partners that could sustain a long-term effort.



Traffic Calming Program. The American Canyon "We ♥ Safe Streets" Traffic Calming Program provides a framework for the community to submit concerns of problem areas to our Traffic Calming Team for evaluation. The Program includes criteria to assess the magnitude of the need to modify a street or roadway, and probable effectiveness of a potential traffic calming measure installation.

Capital Improvement Programs. California Government Code Section 65401 specifies public works projects must conform to the General Plan. In practice, this requires the Five-Year Capital Improvement Program (CIP) adoption include findings that the proposed City of American Canyon Five-Year CIP conforms with the General Plan, which includes the Mobility Element.

Vehicle Miles Traveled. The Mobility Element aligns with Senate Bill (SB) 743, which revised the California Environmental Quality Act (CEQA) guidelines by designating vehicle miles traveled (VMT) as the primary metric for evaluating transportation impacts, effective July 1, 2020. This shift emphasizes statewide

priorities such as infill development, investment in transit, active transportation, public health, and the reduction of greenhouse gas emissions—rather than focusing solely on local traffic congestion.

Under the updated CEQA standards, transportation impact analysis is no longer based on Level of Service (LOS), which measured vehicle delay. Instead, VMT now serves as the standard metric for assessing the transportation impacts of development projects.

Although LOS is no longer used for CEQA compliance, it remains a valuable tool for non-CEQA planning and for helping the City ensure its roadways function effectively and meet community expectations, particularly on key corridors.



Transportation Setting

American Canyon is in southern Napa County, approximately 35 miles northeast of San Francisco. To the south, it borders the city of Vallejo in Solano County. To the north, the cities of Napa, St. Helena, Calistoga, and the Town of Yountville lie along State Route 29 (SR 29), a key corridor serving wine country destinations—just as it does in American Canyon, where it also bisects the city.

As of 2020, American Canyon had an estimated population of 21,800, growing from 19,454 in 2010 and 9,774 in 2000, making it the second most populous city in Napa County after Napa itself. With its abundant recreational amenities, nearby wineries, and proximity to Napa Valley, Sonoma County, the East Bay, San Francisco, and Sacramento, American Canyon attracts a diverse mix of roadway users daily.

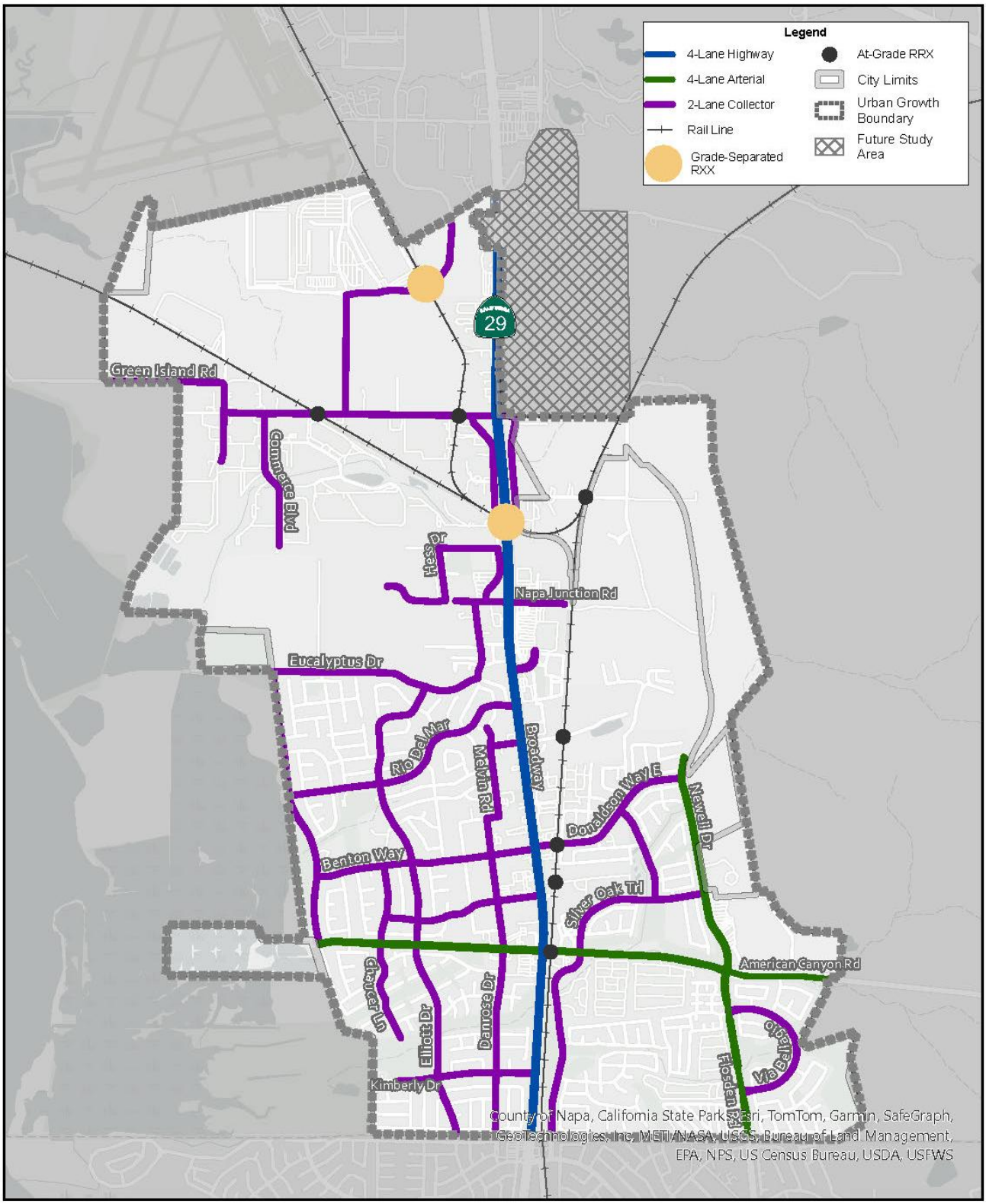
State Route 29, which runs primarily at-grade through the city, functions as a major thoroughfare for both local and regional traffic. The city's streets support a wide variety of users, including pedestrians, cyclists, transit riders, passenger vehicles, and freight trucks—serving a blend of local, recreational, and regional travel demands.

MOB-Figure 1 shows the existing mobility system map. Traffic to and from the I-80 corridor is served by American Canyon Road and Jameson Canyon Road (SR 12). Access to and from Vallejo and the East Bay, including the Counties of Contra Costa and Alameda, is provided via Flosden Road and SR 29. To and from the north, access is provided via SR 29 and SR 12, which also collects traffic from the rest of Napa County. Marin and Sonoma counties to the west and northwest may also access the city using SR 29 via SR 37.

Rail transportation in the city is currently limited to freight service only. No commuter rail service exists in the city or county. The main rail line in the city is owned by Union Pacific Railroad Company and enters the city parallel to and on the east side of SR 29 at the Solano County line.



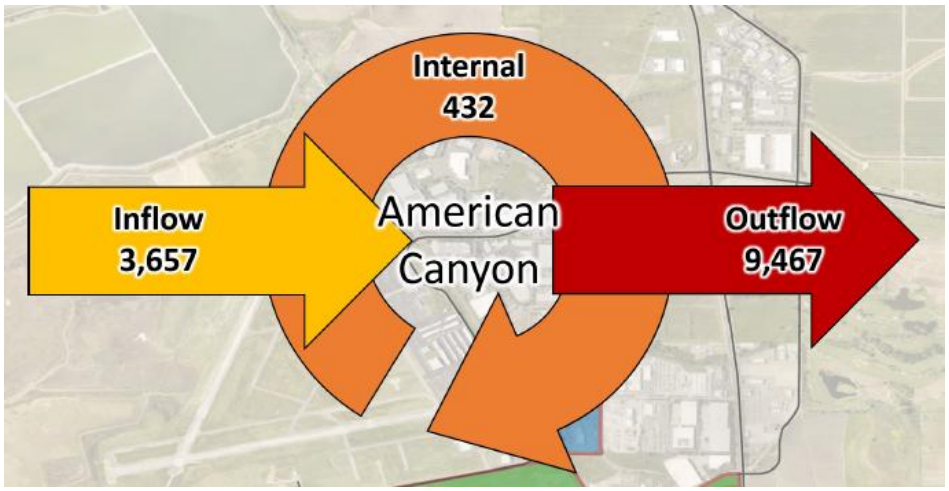
MOB-Figure 1: Existing Mobility System Map



Local Travel Trends

The U.S. Census Bureau tracks "journey to work" data through its decennial census and the American Community Survey. MOB-Figure 2 illustrates commuting patterns in and out of American Canyon. Of the 4,089 people employed within the city, only 432 are residents, while 3,657 commute in from outside areas. Meanwhile, more than 9,000 American Canyon residents travel outside the city for work.

MOB-Figure 2: Employment Inflow-Outflow Travel Patterns (2017)



The vast majority of American Canyon residents commute by car, with nearly 79 percent driving alone and 14 percent carpooling, as shown in MOB-Table 1. Only about 3 percent use other modes of transportation, including 2.4 percent by public transit and less than 1 percent by walking or biking.

MOB-Table 1: Means of Transportation to Work (Residents)

	1990	2000	2010	2018
Single-Occupancy Vehicle	73.9%	73.3%	78.2%	78.5%
Carpool	21.4%	20.6%	13.7%	14.1%
Work from Home/Other	1.5%	3.3%	3.8%	2.9%
Public Transit	0.8%	1.5%	2.0%	2.4%
Motorcycle or Other	2.4%	0.2%	0.7%	1.3%

Source: US Census Bureau, 1990 and 2000 Summary files, and American Community Survey (ACS) 5-Year Estimates for 2006- 2010 and 2014-2018.

As shown on MOB-Table 2: while many American Canyon residents commute less than 25 miles to work, nearly 1,500 residents (15 percent) must travel more

than 50 miles for work each day. American Canyon employed residents have heavy commute patterns south and north of the city, and most of these residents travel north to the city of Napa.

MOB-Table 2: Travel Time to Work (Residents)

Travel	Number	Percent
Less than 10 miles	2,977	30.1%
10 to 24 miles	3,514	35.5%
25 to 50 miles	1,920	19.4%
Greater than 50 miles	1,488	15.0%
Total	**9,899**	**100.00%**

Source: US Census Bureau, Center for Economic Studies, LEHD On the Map.

During the five-year period between 2017 and 2021, there were two fatal and five severe injury collisions recorded for the roadways under the City of American Canyon's jurisdiction. There were two fatal and 10 severe injury collisions on SR 29. MOB-Figure 3 shows the locations of fatal and severe injuries.

Active Transportation

American Canyon features more than 13 miles of bicycle infrastructure, including over 8 miles of Class I multiuse paths, 2.8 miles of Class II bike lanes, and more than 2 miles of Class III designated routes on public roadways.

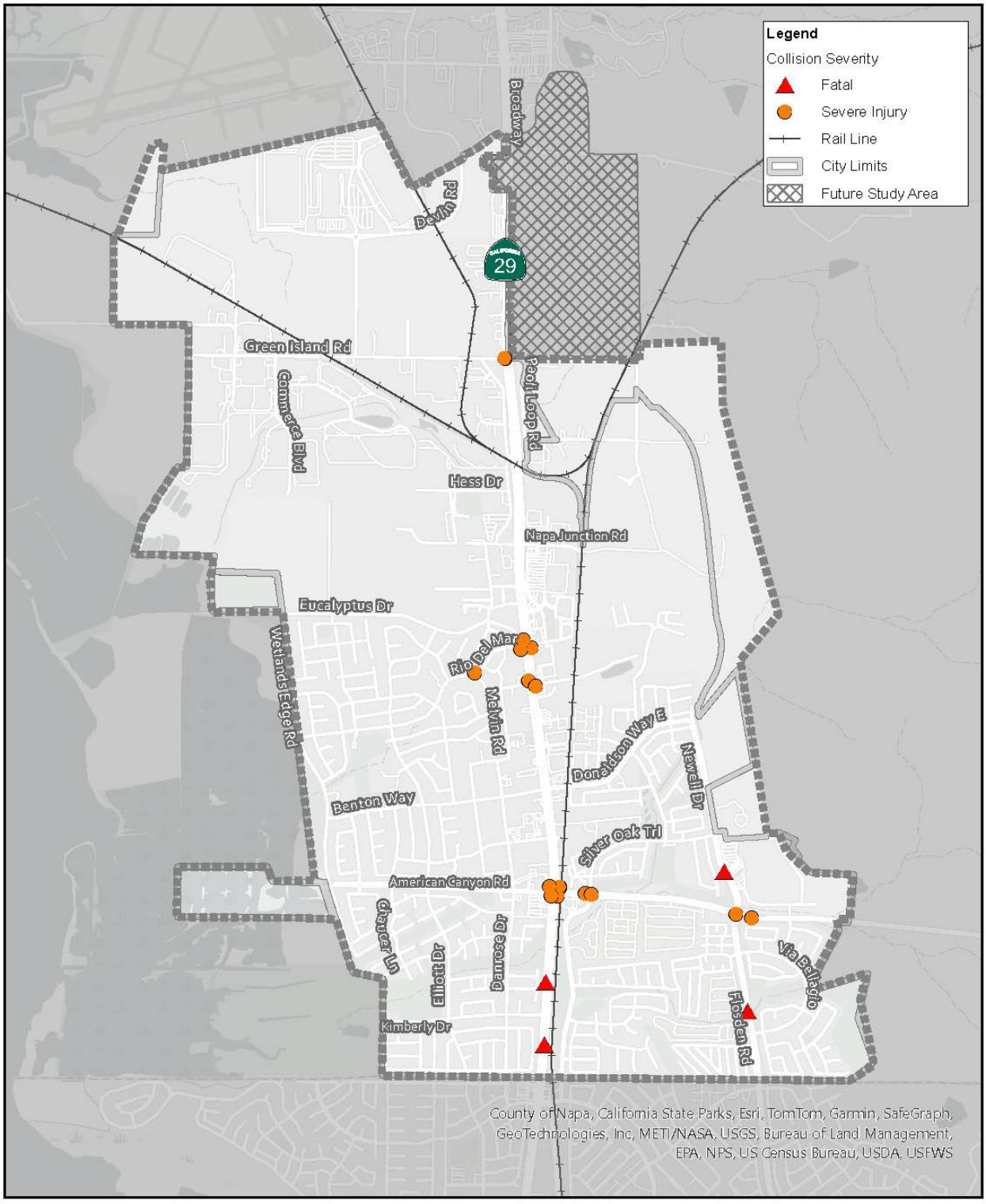
While most areas of the city have sidewalks, pedestrian infrastructure is limited in some places—especially in older neighborhoods with a more rural character and in the absence of a centralized downtown. Sidewalk coverage is particularly sparse along SR 29, the city's main commercial corridor.

According to MOB-Figure 4, bicycle collisions between 2017 and 2021 were concentrated along American Canyon Road. MOB-Figure 5 shows that pedestrian collisions during the same period were primarily located along SR 29 and American Canyon Road.

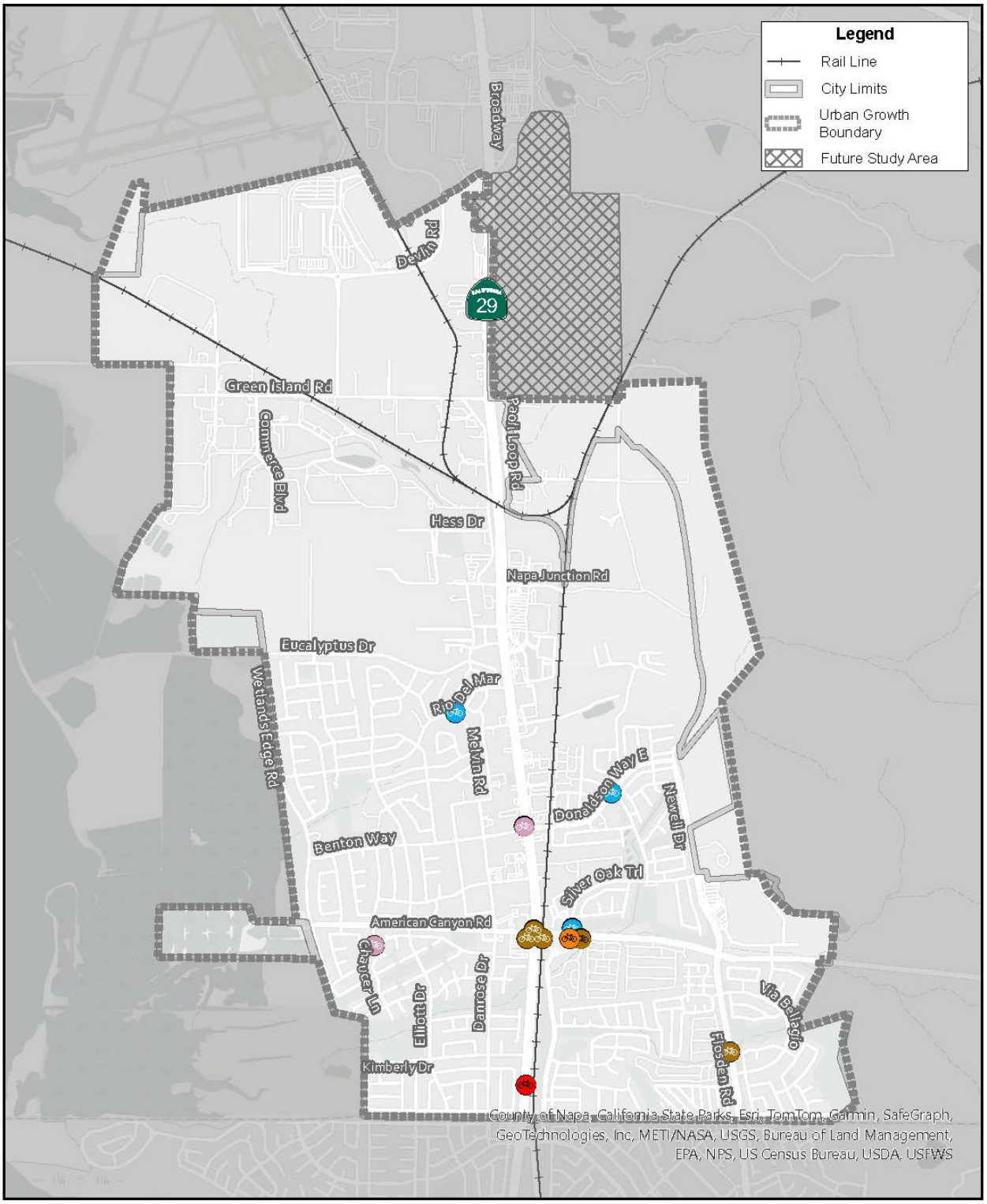
Public Transit Service

Public transportation within the city is provided by American Canyon Transit, which is a part of the Napa Valley Transportation Authority (NVTA) Vine Transit system. American Canyon Transit is a fixed route and on-demand, door-to-door, transit service within specific areas of the city. Vine's Route 29 (Napa-BART) Express connects the BART Station in El Cerrito to the Redwood Park-n-Ride in the city of Napa and stops in American Canyon at the Post Office on Crawford Way.

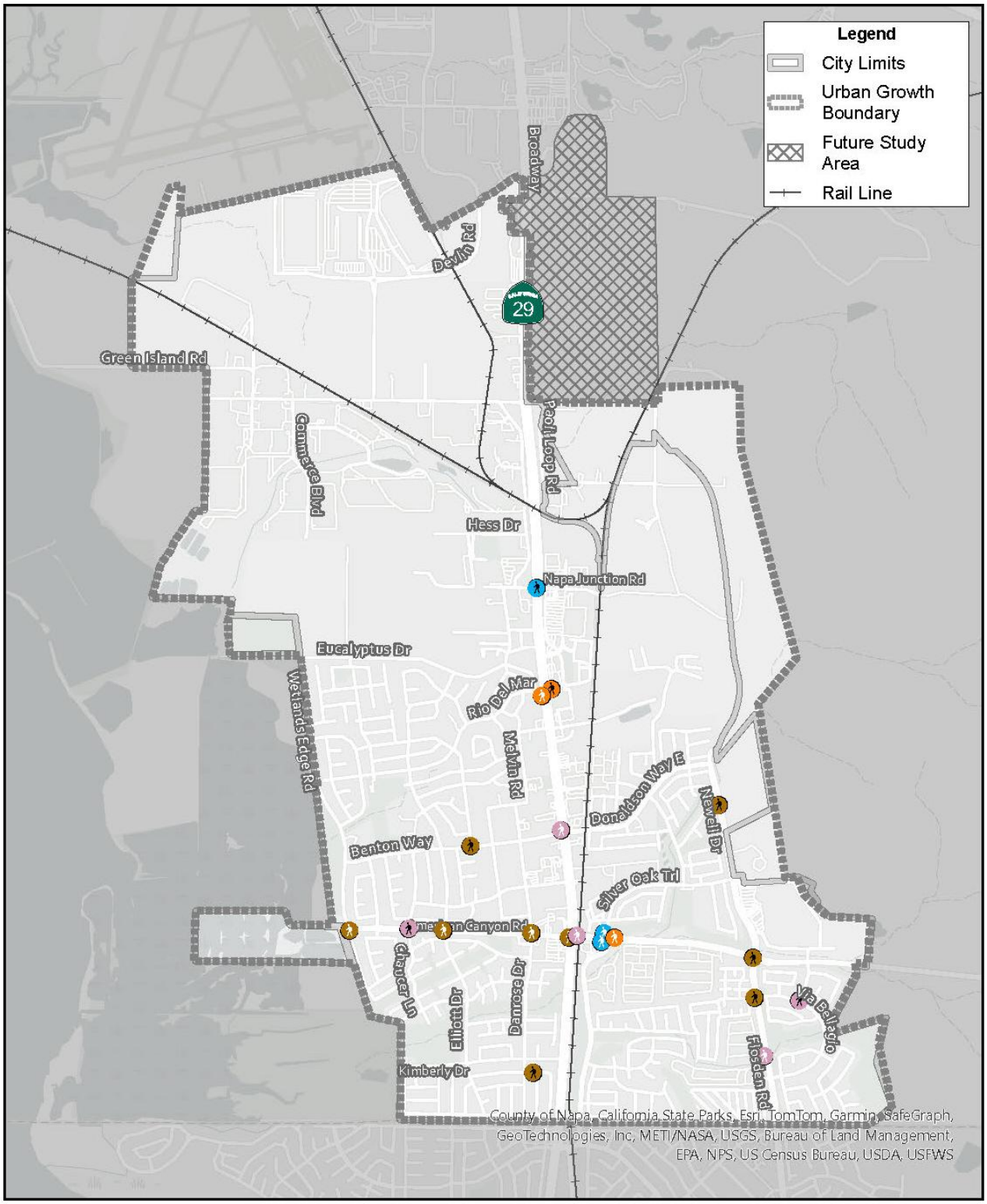
MOB-Figure 3: Fatal and Severe Injury Collision Locations 2017-21



MOB-Figure 4: Bicycle Collision Locations 2017-21



MOB-Figure 5: Pedestrian Collision Locations 2017-21



Airport

The Napa County Airport is located just northwest of American Canyon, in unincorporated Napa County. Originally constructed by the U.S. Army Air Force in 1942, it was transferred to Napa County for civilian use following World War II. The nearest major commercial airports are in Oakland, San Francisco, and Sacramento.

Land use around the airport is guided by the Napa Airport Land Use Compatibility Plan, adopted by the Napa County Airport Land Use Commission in December 2024.

Street System Plan



The planned street network will provide an efficient transportation system that includes a citywide network of complete streets. A commitment to providing complete streets is a key to effective transportation planning and will maximize the effectiveness of the existing street network.

Street Classifications

American Canyon consists of a network of complete streets. These streets play an integral role in connecting the city to other destinations in Napa County, the adjacent city of Vallejo, Solano County, and the San Francisco Bay Area. MOB-Figure 6 shows the planned buildout street network based on the following classifications:

- **Arterial Streets.** Arterial facilities in American Canyon accommodate all travel modes and link major activity centers throughout the urban area. These roads also serve to channel vehicle traffic from freeways and highways to the city's collector streets. Within American Canyon, arterial roads—such as American Canyon Road, Flosden Road, and Newell Drive—typically include four vehicle lanes, bicycle lanes, and sidewalks, with posted speed limits ranging from 30 to 45 mph.

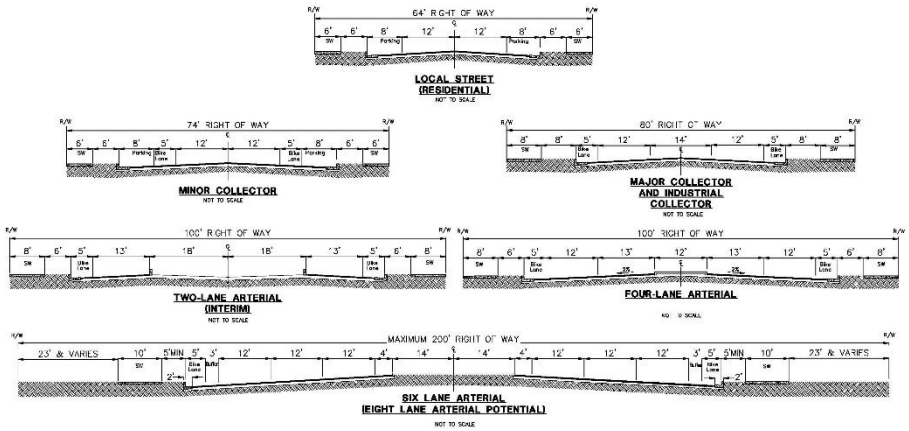
  SR 29, a designated Regional Arterial, bisects the city and provides key interregional access—connecting to Vallejo in the south and the rest of Napa County to the north. SR 29 serves a dual role: offering local, cross-town access for all modes of travel and supporting regional mobility primarily for motor vehicles, including public transit. This regional traffic

includes two main components: "through" traffic that passes through the city without stopping, and "commute" traffic that either begins or ends within American Canyon.

- **Collectors.** Collector streets accommodate all travel modes and serve as links between local streets and arterial roads, providing access to residential, commercial, and industrial areas. In American Canyon, these streets typically feature two vehicle lanes—one in each direction—with speed limits up to 30 mph. Notable examples include Broadway Street, Eucalyptus Drive, Green Island Road, Rio Del Mar, Donaldson Way, and Commerce Boulevard.

- **Local Streets.** Local streets provide direct access for all travel modes to abutting properties and allow for localized movement of traffic. Local streets are characterized by low daily traffic volumes and current operating speeds of 25 to 30 mph.

MOB-Figure 6: Standard Roadway Cross Sections



SR 29 Corridor Planning

Broadway SR 29) is a four-lane highway running through American Canyon. Between Napa Junction Road and American Canyon Road, it serves as a defining feature of the City—shaping the experience of residents, businesses, and the thousands of drivers who pass through daily. Local planning efforts have led to the development of preliminary design concepts for this corridor, which have been shared with the community through public workshops for input and feedback.

Planning for the SR 29 corridor is a high priority not just for American Canyon, but for the entire region. Communities in both Solano County to the south and Napa County to the north depend on SR 29 for daily travel related to work, school, shopping, and recreation.

As a State-owned roadway, Caltrans plays a central role in approving and funding any improvements to SR 29. All planning and implementation efforts require Caltrans review and authorization, and State funding is administered through the agency.

Currently, the City—working in partnership with the Napa Valley Transportation Authority (NVTA)—is advancing the American Canyon Multimodal Improvement Project. This effort is evaluating two options for enhancing the Broadway segment between Napa Junction Road and American Canyon Road. Both options include landscape upgrades, pedestrian improvements, and multimodal features. Option 2 retains the existing four-lane configuration and introduces roundabouts at major intersections.



MOB-Figure 7: American Canyon Multimodal Improvement Project Option 2



Newell Drive and South Kelly Road Extensions

The Mobility Element roadway network includes extension of Newell Drive north from its current terminus concurrent with future development. MOB-Figure 8 shows the conceptual future alignment of Newell Drive. The precise alignment will be determined through future planning processes. As envisioned, Newell Drive would eventually connect American Canyon Road in the south with SR 29 at Green Island Road. In addition, South Kelly Road would extend south from North Kelly Road to a new connection with Newell Drive. The future roads would be a 2-lane collector with one motor vehicle lane in each direction, bicycle lanes and sidewalks.

West Side Connector

A West Side Connector (WSC) roadway has been part of the General Plan since its adoption in 1994. A "Circulation Element Advisory Committee" was appointed by the City Council to provide input on a revised "West Side Connector" road alignment. The Committee considered four roadway alignments. On June 15, 2021, the Committee recommended a new east-west roadway that would connect the northern edge of Commerce Court to the western terminus of Hess Road. This alignment is reflected on MOB Figure 8: General Plan Mobility System Map.

Rio Del Mar East

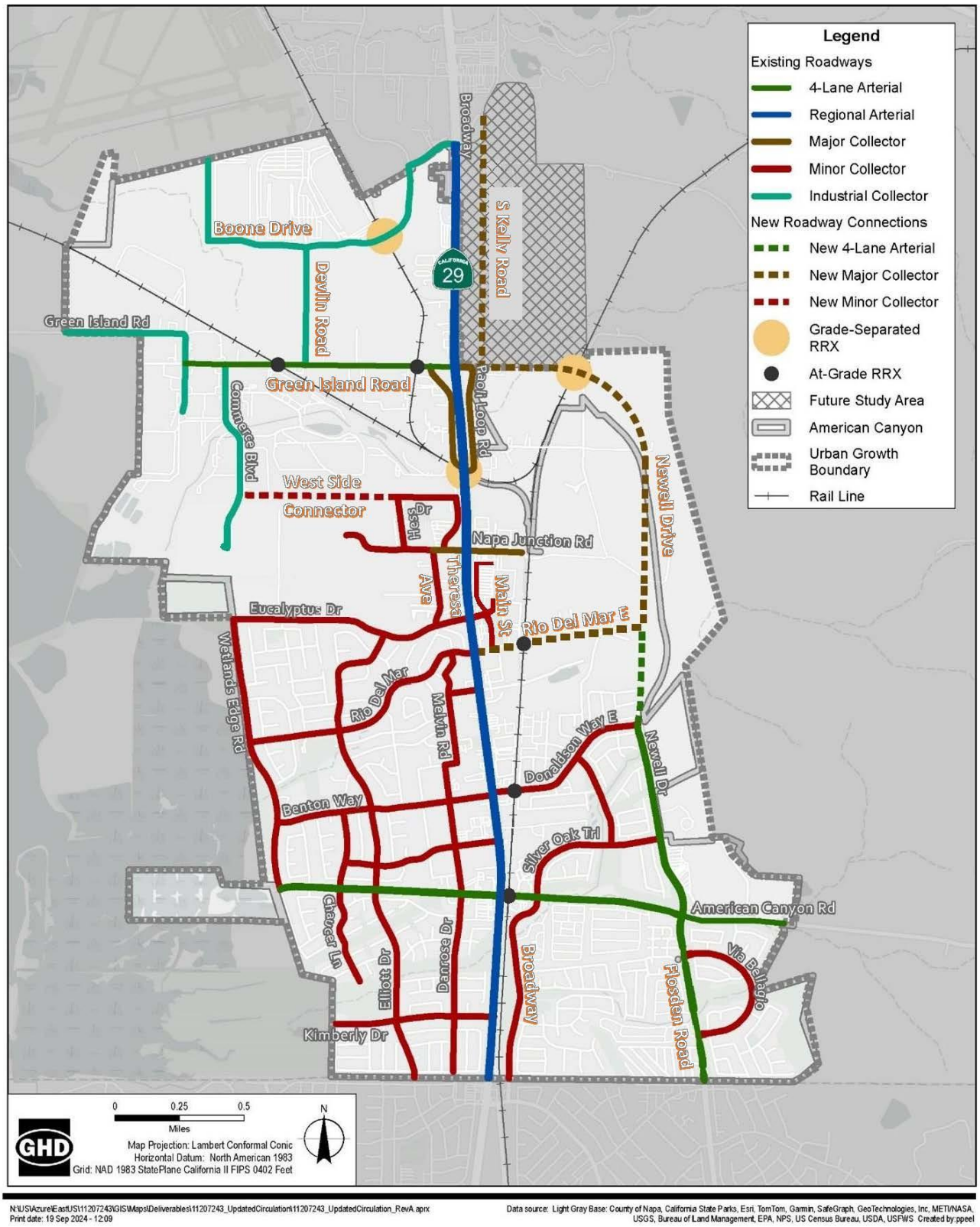
The General Plan envisions extending Rio Del Mar east from its terminus at SR 29. Within the new roadway segment, Rio Del Mar East will cross the Union Pacific Railroad line at-grade. When completed, Rio Del Mar East will connect SR 29 on the west to Newell Drive on the east as a 2-lane arterial and serve as a cross-town east-west roadway arterial.

Vision Zero

The Mobility Element includes Vision Zero goals and policies. Vision Zero aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traffic deaths and injuries can be reduced over time by prioritizing traffic safety as a public health issue. The City of American Canyon Local Roadway Safety Plan (LRSP) identifies safety countermeasures to improve safety.



MOB-Figure 8: General Plan Mobility System Map



Bikeway Network Plan





American Canyon is ideally situated for bicycle and pedestrian mobility, with a generally flat topography, scenic landscapes in the Newell Open Space and Napa River Wetlands a short distance to the east, west, and north. Combined with the Napa Valley Vine Trail, the goal is to interconnect American Canyon as well as the surrounding communities in the County with a seamless bicycle network for recreational and commuter use. The plan includes proposed bicycle and pedestrian trails, as well as on-street bicycle facilities to complete the partial network already in place in the city and county.

Types of Bikeways

Four classes of bikeways are defined by Caltrans:

- **Class I Multi Use Path.** Typically known as bike paths, Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane.** Known as bike lanes, Class II facilities provide a striped and signed lane for one-way bicycle travel on each side of a street or highway. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.



- **Class Ill Bike Route.** Known as bike routes, Class Ill facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class Ill routes do not provide measures of separation, they have an important function in providing continuity to the bikeway network.

- **Class IV Separated Bikeway.** A Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower speed environments (35 miles per hour or less).



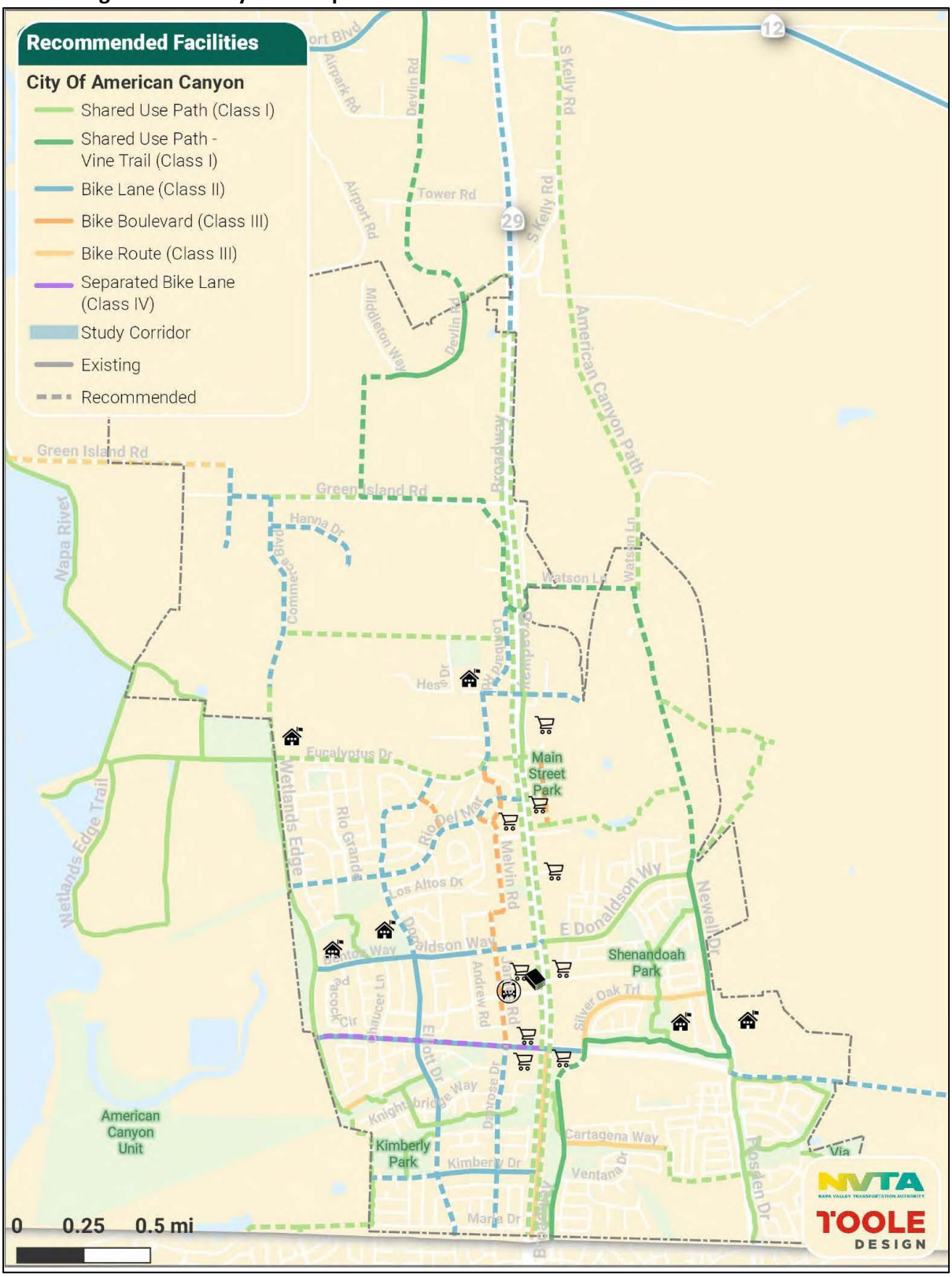
Example of a Class IV Separated Bikeway

Currently, bikeway facilities separated from vehicular traffic in American Canyon include a network of recreational pathways located throughout the community in City parks and on the American Canyon Creek corridor, a north-south Class I Multi-use Path along Flosden Road and Newell Drive, and a Bay Trail pathway on Wetlands Edge Road. Class II bike lanes are provided on Elliot Drive, Broadway Street, Benton Way, Donaldson Way, American Canyon Road, and Kimberly Drive. Connecting gaps in the planned trail network is a high priority for the City.

Bicycle Plan

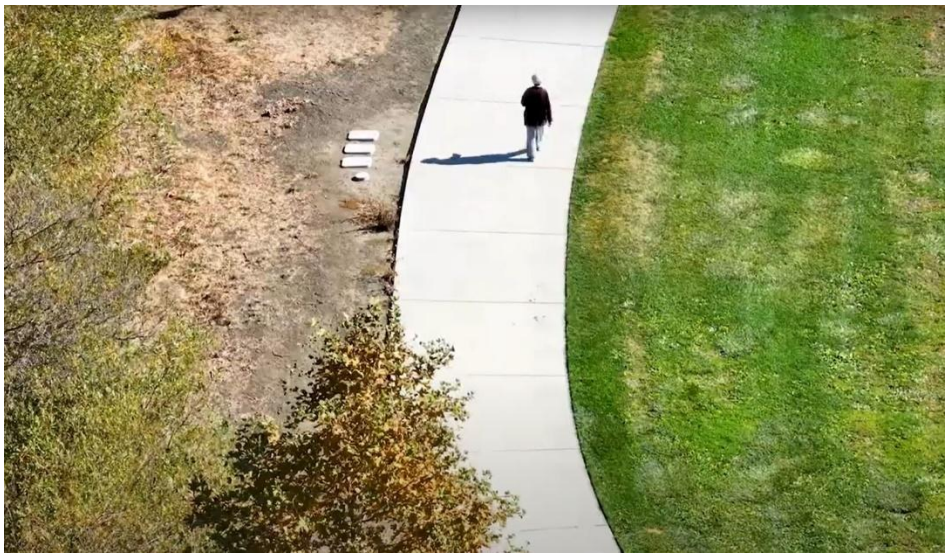
The City adopted a Bicycle Plan in 2020 (Resolution 2020-11) which is incorporated into the General Plan as Appendix 4-1. The Bicycle Plan was prepared by the NVTA in accordance with the California Bicycle Transportation Act as part of the Napa Countywide Bicycle Plan. The plan was coordinated with extensive public outreach and existing City and Regional Plans at the time of its adoption. The Bicycle Plan adoption was one of several City actions implementing SB 375, the Sustainable Communities Strategy Act. MOB-Figure 9 shows the Bikeway Plan map.

MOB-Figure 9: Bikeway Plan Map

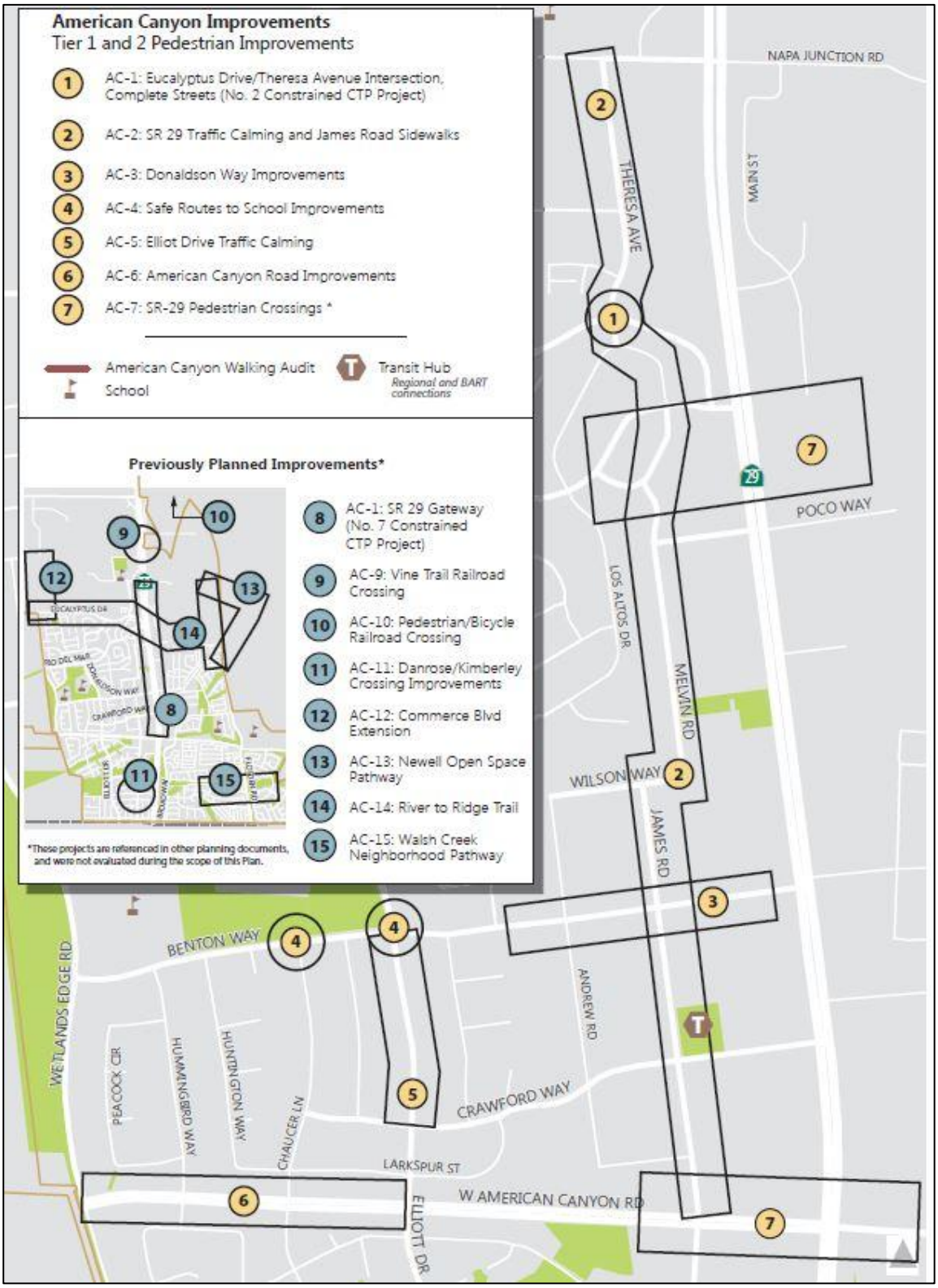


Pedestrian Plan

The City adopted a Pedestrian Master Plan into the General Plan in 2017 (Resolution 2017-42) which is incorporated into the General Plan as Appendix 4-2. The Pedestiran Plan was prepared by the NVTA in accordance with the Caltrans Active Transportation Program (ATP) Guidelines, which outline statewide requirements for what should be included in active transportation plans. Together with the Bicycle Plan, the Pedestrian Plan creates an Active Transportation Plan that will position American Canyon to effectively compete for project funding. MOB-Figure 10 shows the Pedestrian Plan Priority Improvements map.



MOB-Figure 10:Pedestrian Plan Priority Improvements Map



Planned Street Network Improvements

To provide complete streets and correlate existing and planned land uses within the city, mobility improvements will be needed. Major street improvement locations are summarized on MOB-Table 3.

MOB-Table 3: Major Circulation Improvements

Street	From (South or East)	To (North or West)	Classification
State Route 29	Southern City Limits	Northern City Limits	See NVTA PID Report
Newell Drive	Rio Del Mar	SR 29/Green Island Road	2-Lane Major Collector
S. Kelly Road	Paoli Loop	N. Kelly Road	2-Lane Major Collector
Newell Drive	Donaldson Way	Rio Del Mar	4-Lane Arterial
Green Island Road	Western Terminus	Easter Terminus	3-Lane Arterial
West Side Connector	Commerce Boulevard	Hess Drive	2-Lane Major Collector
Eucalyptus Drive	Theresa Avenue	SR 29	2-Lane Major Collector
Rio Del Mar or South Napa Junction Road (includes new at-grade railroad crossing)	SR 29	Newell Drive	2-Lane Major Collector
Napa Junction Road	Western Terminus	Theresa Avenue	2-Lane Minor Collector
Newell Drive Railroad Overcrossing	South of Railroad	North of Railroad	2-Lane Arterial Bridge Structure
American Canyon Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Donaldson Way Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Napa Junction Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing

Source: City of American Canyon

Goals and Policies[1]

Goal MOB-1:

Provide safe and convenient access throughout the community with a citywide network of complete streets that meet the needs of all users and reduce vehicle miles traveled (VMT).

Policies

MOB-1.1: **Complete Streets.** Maintain and update street standards that that serve not just automobile operations, but also multi-modal movement and adjacent land uses, including pedestrians, motorists, bicyclists, and transit riders of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas.

MOB-1.2: **Complete Street Standards**. Review current arterial, collector, and local street standards and update as necessary to conform to best practice classification standards and NACTO complete streets guidelines.

MOB-1.3: **Street Design Standard Exceptions**. Consider exceptions to adopted street standards by the City Engineer subject to substantial evidence included in an Engineering Design Standard Exception application.

MOB-1.4: **Development Review**. Evaluate new development to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given an equal or greater level of consideration to motor vehicle operators.

MOB-1.5: **Sidewalks.** Require sidewalks on all arterial and collector streets. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.

[1] Sustainable policies are noted with a green leaf.

MOB-1.6: **Transportation Facility Construction and Modification.** When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists, and pedestrians appropriate for the road classification and adjacent land use.

MOB-1.7: **Promote Walking and Bicycling.** Promote walking and bicycling for transportation, recreation, and improvement of public health and the environment.

MOB-1.8: **Discourage SR 29 Traffic on City Streets.** Design the city circulation system to discourage regional traffic from bypassing SR 29 and impacting City streets.

MOB-1.9: **SR 29 Mobility.** Work with regional partners, including Caltrans, NVTA, and other agencies to explore a complete streets approach that will expand the travel capacity of SR 29 and establish a low-stress method for crossing for students walking and biking to school and other active transportation users.

MOB-1.10: **Circulation System Design.** Provide and maintain a circulation system that is correlated with planned land uses in the city and surrounding areas in the.

MOB-1.11: **Reduce the Need to Drive.** Implement land use policies designed to create a pattern of activity that makes it easy to shop, play, visit friends, and conduct personal business without driving.

MOB-1.12: **Neighborhood Context.** Support safe, complete, and well-connected neighborhood street, bicycle, and pedestrian access and connections that balance circulation needs with the neighborhood context.

MOB-1.13: **Multimodal Level of Service.** Strive to achieve and maintain a Multimodal LOS D or better during peak hours recognizing that LOS D may not be achievable or cannot be maintained upon full buildout of the General Plan, due to traffic generated from sources beyond the control of the City. Locations that may not achieve or maintain LOS D and therefore will be exempt from the LOS D policy are: (1) Green Island Road; (2) Devlin Road; (3) American Canyon Road (4) Newell Drive; and (5) Flosden Road south of American Canyon Road.

MOB-1.14: **Street Improvement Design.** The street facility classifications indicated on the General Plan Circulation Map shall be the standard to which roads needing improvements are built to support the traffic generated by General Plan Land Use Element buildout and therefore represent the buildout standards to which a street segment or intersection shall be improved.

MOB-1.15: **Existing Facility Use.** Make efficient use of existing transportation facilities and improve these facilities as necessary in accordance with the Circulation Map and NVTA Active Transportation Plan as it may be updated over time.

MOB-1.16: **Agency Coordination.** Coordinate with State, Regional, County, and neighboring agencies to ensure highway improvements (e.g., SR 12, SR 29, and SR 37) appropriately consider impacts to American Canyon.

MOB-1.17: **Reduce Vehicle Miles Traveled.** Through layout of land uses, improve alternate travel modes, provide more direct routes for all modes of travel, and strive to reduce total vehicle miles traveled by city- and non-residents traveling to American Canyon to work or shop.

MOB-1.18: **Circulation System Enhancements.** Achieve, maintain, and improve mobility in the city in accordance with the Circulation Map, support multimodal travel of all users and goods, explore creative circulation system enhancements that increase system capacity, and consider improvements in addition to those identified on the Circulation Map, where feasible and appropriate.

MOB-1.19: **Financing Program.** Maintain a transportation financing program that will fund to the greatest extent feasible the planned transportation network consistent with the General Plan, including Transportation Impact Fee (TIF) program funding consistent with AB 1600.

MOB-1.20: **Bicycle Plan Funding.** Include funding for the City's Bicycle Plan updates and bikeway improvements consistent with the Bicycle Plan in the City's transportation financing program and TIF, recognizing the multi-modal travel needs of the City.

MOB-1.21: **Address Mobility Needs.** Recognize and meet the mobility needs of people using wheelchairs and those with other mobility limitations.

MOB-1.22: **Non-motorized Circulation System.** Provide safe, low-stress, and direct pedestrian routes and bikeways between places.

MOB-1.23: **Pedestrian Connections to Employment Destinations**. Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings over SR 29.

MOB-1.24: **Bicycle Facilities.** Bicycle facilities shall be provided to complete a continuous low stress bikeway system, consistent with adopted bikeway standards, as shown on the current Bikeway Plan Map. Deviations from adopted bikeway standards shall be permitted with the approval of the City Engineer. Deviations from the routing shown on the adopted bikeway diagram shall be permitted with the approval of the City Council.

MOB-1.25: **Street Trees.** Ensure that street tree plans consider shade and comfort for pedestrians and bicyclists and traffic calming benefits.

MOB-1.26: **Universal Design.** Provide pedestrian facilities that are accessible to people with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts such as bus pullouts and shelters, street lighting, and curbside management features such as pickup/drop-off locations for shared ride/transit network

companies and spaces for delivery vehicles to park safely for short durations.

MOB-1.27: **Sustainable Roadway Expansion.** Monitor the effects of roadway expansion on air, noise, seismic and archeological resources, and nesting habitat.

MOB-1.28: **Coordination with Adjacent Jurisdictions**. Coordinate with adjacent jurisdictions to ensure connected and consistent non-vehicular facilities, including bridges, grade-separate crossings, as appropriate.

Goal MOB-2:

A safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions.

Policies

MOB-2.1: **Vision Zero.** Strive for the elimination of all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

MOB-2.2: **Context Sensitive Design.** Apply a context sensitive design lens to improve multimodal transportation safety by expanding the City's non-motorized transportation infrastructure.

MOB-2.3: **Bicycle Facilities Maintenance.** Increase the safety of bicycle travel by sweeping debris from and repairing bicycle paths and lanes and repairing and restriping worn or damaged surface facilities.

MOB-2.4: **Improved Bikeway Visibility.** Consistent with evolving best practices, upgrade existing bikeways using all means available, such as conflict markings, buffers, rumble strips, and delineators. Use visual cues, such as brightly colored paint on bike lanes or a one-foot painted buffer strip, along bicycle routes to provide a visual signal to drivers to watch out for bicyclists. Nurture a "share the lane" ethic, prioritizing bikeways with recent automobile-bicycle collisions and those that are routes to school.

MOB-2.5: **Speeds on Residential, Collector, and Arterial Streets**. Implement the current Traffic Calming Program to reduce vehicular speeds through residential neighborhoods with evidence-based best practices, such as enhanced crosswalks, lighted crosswalks, speed cushions, reduced lane widths, and others.

MOB-2.6: **Site Designs and Safety**. Ensure, through the development review process, that development projects follow best design practices to reduce conflicts between multiple travel modes.

MOB-2.7: **Stakeholder Partners.** Partner with public, nonprofit, and community stakeholders to secure dedicated funding for the education and infrastructure needs of the Countywide *Safe*

Routes To School Partnership to provide safe and equitable access for students going by active transportation to local schools.

MOB-2.8: **Bicycle Friendly Community.** Obtain resources to assist with improving bicycle facilities and education for people of all ages and abilities by securing and maintaining status as a Bicycle Friendly Community awarded by the National League of American Bicyclists.

Goal MOB-3:

Support safe evacuation routes in the event of an emergency.

Policies

MOB-3.1: **Parallel North-South Roadway**. Prioritize construction of roadways that provide alternate vehicle access parallel to SR 29 through American Canyon and coordinate continuation of parallel routes outside the city with regional agencies.

MOB-3.2: **Evacuation Routes.** Identify important roadways that would serve as evacuation routes in the event of an emergency.

MOB-3.3: **Natural Hazard Awareness Week.** Coordinate with the American Canyon Fire Protection District to conduct outreach to the community on emergency evacuation routes in the city.

MOB-3.4: **Evacuation Route Obstacles.** Evaluate potential physical conditions that could impede an evaluation route, including overhead utility poles, dead or dying trees, and aging infrastructure.

Goal MOB-4:

Support mobility programs that reduce reliance on fossil fuel.

Policies

MOB-4.1: **Transit Electrification.** Support NVTA in its efforts to electrify the transit fleet.

MOB-4.2: **Municipal Fleet**. Prepare a plan to systematically replace the City's vehicle fleet to electric vehicles.

MOB-4.3: **Effects of New Technologies**. Monitor and evaluate the development of convenient new electric mobility technologies (e.g., scootershare and bikeshare).

MOB-4.4: **Expand Electric Charging Stations**. Evaluate regulatory and incentivized processes and funding mechanisms to streamline installation of new electric vehicle charging stations at the lowest possible cost.



NVTA's bus electrification program supports compliance with the California Air Resources Board's (CARB) proposed Initiative Clean Transit (ICT) regulation. The ICT requires that all California transit systems transition to ZEB technologies by 2040. NVTA's goal is to have a fully electric bus fleet by 2030.

Vine Transit's current electric fleet includes five 30-foot buses and two 40-foot buses.

Source: NVTA

Public Transportation

American Canyon has a variety of public transportation options including fixed route systems and demand-responsive systems as well as local systems and regional systems.

American Canyon Transit

American Canyon Transit (ACT), part of the Napa County Transit (VINE) network operated by the Napa Valley Transportation Authority (NVTA), provides weekday bus service on a 90-minute loop between 7:30 AM and 6:00 PM. ACT operates one main route served by two buses—ACT-1 and ACT-2—as well as a peak service route in the morning. ACT buses may deviate from their scheduled routes to provide on-demand service for seniors and individuals with disabilities, as time permits.

- **ACT-1 (Southbound)** begins service at 6:00 AM on weekdays from the ACT stop on Main Street next to Wal-Mart. It travels southbound via Rio Del Mar and Donaldson Way (shown as the blue route on MOB-Figure 5).
- **ACT-2 (Northbound)** starts service at 10:00 AM on weekdays from the ACT stop at James Street and Crawford Way. It travels east on Donaldson Way and then south on Shenandoah (blue route on MOB-Figure 6).

The **AM Peak Service** includes two morning loops:

1. The first departs the Wal-Mart bus stop at 7:25 AM.
2. The second departs from the Rio Del Mar/Eucalyptus (7-Eleven) stop.

This Peak Service is designated as the “American Canyon High School” route, which is identified on the front of the bus (green route on MOB-Figure 6).

VINE

VINE provides transit services throughout Napa County, complementing ACT routes by connecting American Canyon with neighboring cities. Within the city, two routes—Route 10 and VINE 29—offer local stops.

- **Route 10** (shown in purple on MOB-Figure 6) runs between Napa Valley College in the city of Napa and the city of Vallejo. In American Canyon,

it stops at SR 29/Rio Del Mar and the American Canyon Active Adults Center on Elliot Drive between Knightsbridge Way and Kimberly Drive.

- **VINE 29** (yellow route on MOB-Figure 6) is a commuter express line that runs from Calistoga to the El Cerrito Del Norte BART station and the Vallejo Ferry Terminal. In American Canyon, it stops at the Post Office at SR 29 and Crawford Way.

Both routes operate throughout the week. Additionally, **VINE Go** offers door-to-door service for eligible seniors and disabled individuals.

Goals and Policies

Goal MOB-5:

Support increased public transit to improve mobility, improve air quality, and support efforts to reduce vehicle miles traveled (VMT).

Policies

MOB-5.1: **VMT Thresholds**. Maintain and periodically reevaluate established vehicle miles traveled (VMT) thresholds and Transportation Demand Management (TDM) mitigation requirements for the purposes of environmental review under the California Environmental Quality Act (CEQA). Continue to maintain LOS standards for the purposes of planning and designing street improvements on Green Island Road, Devlin Road, and American Canyon Road.

MOB-5.2: **Existing Transportation Demand Management Efforts**. Continue to support the implementation of existing local and regional efforts to manage traffic demand, such as the Napa Logistics Park trip monitoring program, and employer TDM provisions of the Bay Area Air Quality Management District (BAAQMD).

MOB-5.3: **Support Transit Operation Improvements.** Work with NVTA to expand both ACT and VINE fixed route services, improve operations, and support dedicated bus lanes and/or queue-jump lanes on SR 29 to enhance bus operations by reducing travel time for transit vehicles.

MOB-5.4: **Demand-Responsive Transit.** Support NVTA's demand responsive transit system.

MOB-5.5: **Transit Stops.** Work with NVTA to situate transit stops at locations that are convenient for transit users and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, and other amenities.

MOB-5.6: **Transit Service Funding.** Encourage NVTA to continue to pursue Federal and State funds to subsidize capital and operating costs associated with transit operation in the city.

MOB-5.7: **Future Transit Links.** Consider orienting transit system expansion to link with other potential future commuter bus and/or rail services.

MOB-5.8: **Transit Services Marketing**. Support NVTA efforts to encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for local and regional trips.

MOB-5.9: **Support VINE Services.** Continue to support the VINE service provided by NVTA.

MOB-5.10: **Transit Supportive Development**. Ensure that new development is designed to make transit a viable transportation choice for residents, including neighborhood centers or focal points with sheltered bus stops; locating medium and high-density development on or near streets served by transit wherever feasible; and link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

MOB-5.11: **Transit for Seniors**. Require new community care facilities and senior housing projects with over 25 beds to provide accessible transportation services for the convenience of residents.

MOB-5.12: **SB 375 Implementation**. Coordinate with other agencies to implement regional transit solutions as part of the SB 375 Sustainable Communities Strategy.

MOB-5.13: **Park and Ride Facilities**. Continue to encourage additional regional public transportation services and support facilities, such as park and ride lots near Broadway (SR-29).

MOB-5.14: **Effects of New Technologies on Transit Use**. Monitor and evaluate the development of new mobility technologies (such as rideshare, microtransit, and potentially commuter rail transit) and the potential effects on transit demand and the way users access public transit.

Goods Movement

Truck Routes

Truck routes are designed to accommodate heavy commercial, industrial, and agricultural vehicles while minimizing disruptions to local traffic and reducing impacts on residential neighborhoods. Given the significant existing and anticipated light industrial activity in the city's northwest quadrant, it is important to clearly designate truck routes to prevent heavy vehicle intrusion into residential areas.

Green Island Road and SR 29 are the city's designated truck routes. SR 29 currently carries substantial truck traffic and is classified as a terminal access route under the federal Surface Transportation Assistance Act (STAA). Enacted in 1982, the STAA established size and access standards for large trucks—known as STAA trucks—on the National Network, which includes the Interstate System and designated roadways like SR 29.

Rail Transport

Rail transportation in the American Canyon is limited to freight service only. The main rail line is owned by Union Pacific Railroad Company and enters the city from the city of Vallejo parallel to and on the east side of SR 29.

The rail line continues on this trajectory diverting from the SR 29 alignment north of American Canyon Road. North of Napa Junction Road, the railroad line splits into three segments:

- One segment heads northeast parallel to Jameson Canyon Road towards the city of Fairfield.
- Another segment heads northwest under SR 29 and across Green Island Road toward the city of Sonoma.

- The third leg heads north past Napa County Airport, terminating just north of Kennedy Park in the city of Napa. This leg connects to the Napa Valley Wine Train.

The Napa Valley Railroad operates a tourist-oriented passenger train service between the cities of Napa and St. Helena. The Wine Train makes multiple round trips per day between the two cities.

In 2003, the NVTA studied potential passenger rail service from the Vallejo Ferry Terminal north to St. Helena or Calistoga. The Napa/Solano Passenger/Freight Rail Study concluded that passenger rail service could be feasible. However, the service would require a significant subsidy with no current funding source.

In 2019, Sonoma-Marin Area Rail Transit (SMART) completed a Passenger Rail Service Feasibility Study for a 41-mile Novato to Suisun City corridor. This study determined that this corridor is feasible for passenger rail including a potential rail station in American Canyon.

Goals and Policies

Goal MOB-6:

Efficient and safe transport of goods by truck and rail.

Policies

MOB-6.1: **Promote Safe and Efficient Goods Movement.** Promote the safe and efficient movement of goods via truck and rail with minimum disruptions to residential areas.

MOB-6.2: **Promote Railroad Safety.** Maintain safe railroad crossings by coordinating road improvements at rail crossings with the California Public Utilities Commission.

MOB-6.3: **Passenger Rail Service**. Encourage regional transit agencies to evaluate passenger rail service with a station in American Canyon.

MOB-6.4: **Location of Industrial Development.** Continue industrial expansion in the north industrial area to minimize the neighborhood impacts of truck movements.

MOB-6.5: **Secure Truck Parking.** Encourage high-security off-street parking for tractor-trailer rigs in industrial designated areas.

MOB-6.6: **Goods Movement Along City Arterials**. Continue to restrict truck traffic through the city to its arterial roadways in order to facilitate goods movement to regional facilities; continue to prohibit truck traffic on residential streets.

MOB-6.7: **Truck Route Signage**. Ensure that clear signage is provided from regional gateways to truck routes in the city.

MOB-6.8: **Truck Route Design**. Incorporate provisions for trucks in the design of industrial collector streets and other designated truck routes. Ensure that truck routes are designed according to California and, where appropriate, STAA standards for intersections and turning movements.

MOB-6.9: **Effects of New Technologies on Goods Movement**. Monitor and evaluate the development of new technologies and trends (such as e-commerce) and the potential effects on the goods movement network (including increased curbside loading demand).

Goal MOB-7:

Improve the mobility system with fiscally-sound financing methods.

Policies

MOB-7.1: **Funding Sources.** Leverage existing available funding methods and sources to fund the transportation system in American Canyon while also researching innovative funding sources at the Federal, State, regional, and county levels.

MOB-7.2: **New Development.** Ensure new development projects contribute their fair share to transportation network improvements and that existing funding commitments are met.

MOB-7.3: **Monitor Funding.** Monitor fee programs and regular funding mechanisms to ensure adequate funding for programmed transportation improvements**.**

MOB-7.4: **Regional Funding.** Maintain standards to qualify for regional transportation revenues and engage regional agencies to provide adequate transportation funding to local jurisdictions.



SR29 American Canyon Multimodal Improvement Project Photosimulation

Implementation Programs

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
A	**Capital Improvement Program** Update the Capital Improvement Program annaually to incorporate necessary circulation system improvements.	MOB-1.1 MOB -1.2 MOB -1.7 MOB -1.8 MOB -1.9 MOB -1.13 MOB -1.18 MOB -1.19	Public Works / City Manager				■	
B	**Update Street Standards** Update the City's street standards based on the complete streets guidelines published by the National Association of City Transportation Officials (NACTO).	MOB -1.1 MOB -1.2	Public Works	■				
C	**Active Transportation Plan** Prepare and update every five years an Active Transportation Plan to replace the Bicyle Master Plan and include pedestrian faclities. The Plan should include a full range of facilities for bicycle travel, including Class I bike/multiuse paths, Class II bike lanes, Class Ill bike routes, and Class IV separated bikeway to provide a continuous system of bikeways trhoughout the city.	MOB -1.6 MOB -1.19 MOB -1.22 MOB -1.23	Public Works	■	■	■		
D	**Update Transportation Impact Analysis (TIA) Guidelines** Update and adopt Transportation Impact Analysis (TIA) guidelines to include VMT and a Multimodal LOS assessment methodology for the evaluation of potential transportation impacts resulting from new development.	MOB -1.2 MOB -1.3	Pbulic Works	■				
E	**Transportation Impact Fee** Maintain and update the transportation impact fee (TIF) program consistent with AB 1600.	MOB -1.18	Public Works					■
F	**Active Transportation Funding** Annually allocate TIF funds for the Active Transportation Plan updates and bikeway design and improvements consistent with the Active Transportation Plan implementation program.	MOB -1.18 MOB -1.19	Public Works					■
G	**Bicycle Use by City Employees** Establish a program to encourage bicycle use among City employees.	MOB -1.6	Public Works		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
H	**Bicyle Facility Development and Maintenance** Prepare and update every five years a bike facility development and maintenance program that includes the following provisions: • signage consistent with according to Caltrans or City standards • lighting where needed; • bicycle paths and lanes on bridges and overpasses; • bicycle-safe drainage grates; • bikeways free of hazards such as uneven pavement or gravel; • merging or crossing signage where bike routes and paths make transitions into or across roadways; • promoting classes on bicycle safety in the schools in coordination with the Napa Valley Unified School District; and • sweeping debris from and repairing bicycle paths and lanes*)*	MOB -1.12 MOB -1.17 MOB -1.19 MOB -2.3 MOB -2.4	Public Works					■
I	**Reserved**							
J	**Pedestrian Crosswalk Installation** Install clearly marked crosswalks at intersections near all commercial uses, as well as clearly marked pedestrian paths within parking areas. While mid-block crossings are discouraged, if conditions warrant and are approved by City Engineer, crosswalks and signage indicating pedestrian activity should be installed at mid-block entrances where existing commercial uses are adjacent to other high-intensity uses, such as parks and schools where necessary for safety. Where possible, pedestrians should be roiuted to grade separated crossings over State Route 29.	MOB -1.6 MOB -1.22	Public Works					■
K	**Pedestrian Connections to Schools** Continue developing the existing network of walkways between schools and residential uses, and encourage the development of new continuous walkways between schools and residential uses. Where possible, route pedestrians to grade separated crossings over SR 29.	MOB -1.6 MOB -1.21	Public Works					■

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
L	**Vision Zero** Prepare and update every five years a Vision Zero program and install safety countermeasures consistent with the results and recommendations of the Local Roadway Safeway Plan (LRSP).	MOB -2.1 MOB -2.2 MOB -2.2 MOB -2.4	Public Works		■			
M	**Truck Facilities Financing** Prepare an analysis of possible funding sources, including user fees, to help finance truck routes and truck parking areas.	MOB -4-1 MOB -4.2 MOB -4-3 MOB -4.4	Public Works		■			
N	**Railroad Crossing Safety Program** Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted. Participate in railroad safety education, such as Operation Lifesaver activities when offered.	MOB -4-1 MOB -4.2	Public Works					■
O	**New Railroad Crossings** Provide new crossings across the railroad (UPRR) in conjunction with the planned roadway improvements shown on the Circulation System map to ensure at least one cross-town route is maintained in case rail activity interrupts local and regional traffic flow and/or emergency access. New crossings will be at Newell Drive (grade separated); and Rio Del Mar or South Napa Junction Road (initially at-grade, may be grade separated in the future).	MOB -4-1 MOB -4.2	Public Works		■			



5 Utilities

The quality, capacities, and capabilities of the public facilities, utilities, and infrastructure enhances community livability and economic potential. This Element focuses on policies to improve and maintain public facilities, utilities, and infrastructure that sustain households, businesses, and future population and employment growth.

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Water Infrastructure and Supply

A reliable source of water sustains our population, economy, and ensures long term growth. This section focuses on American Canyon's existing potable water system, including water sources, treatment capabilities, and conservation practices.

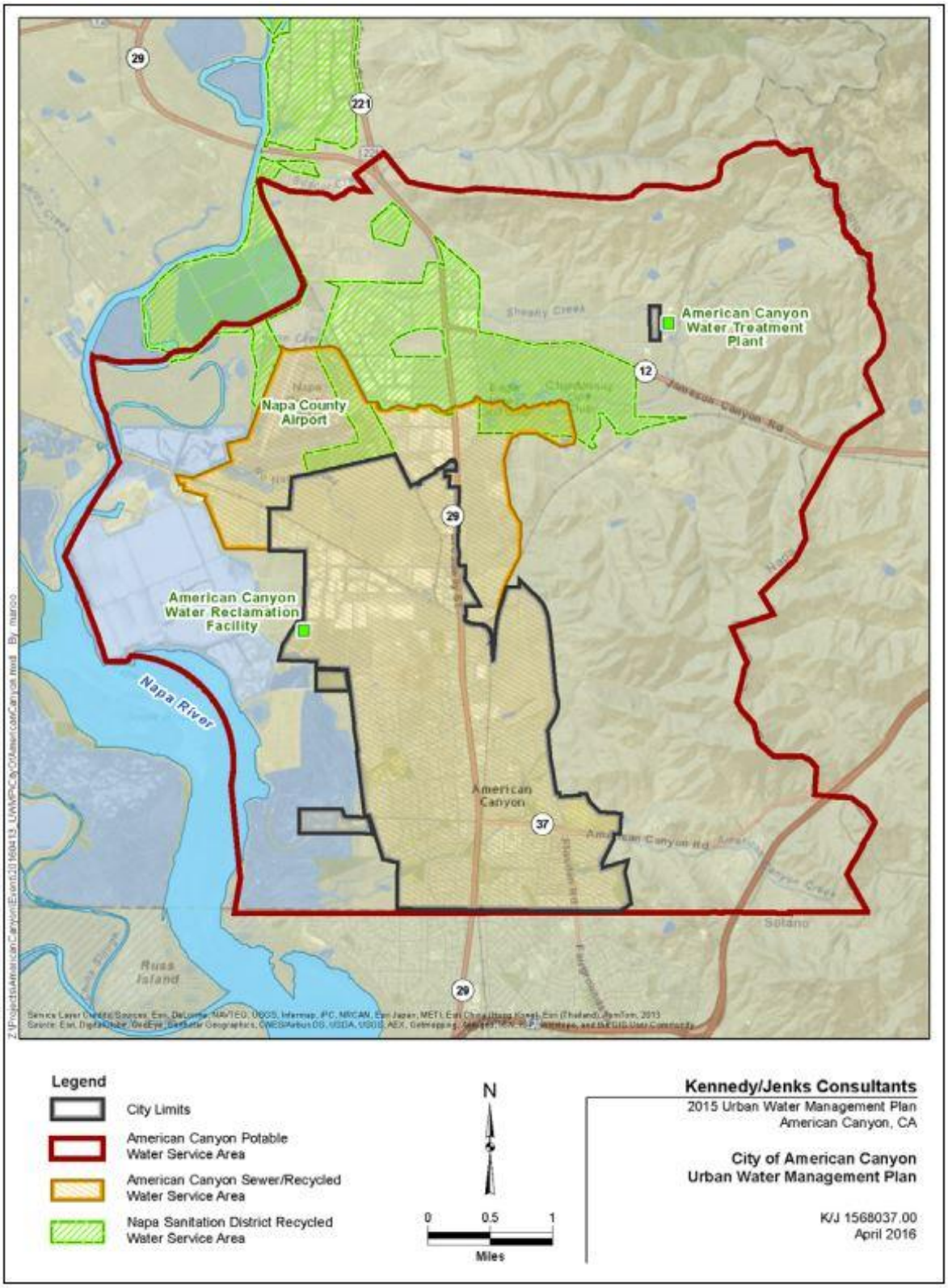
Water/Wastewater Service Area

At the time of City incorporation in 1992, the City acquired the water and wastewater services provided by the American Canyon County Water District. As a subsidiary agency, the water system is owned and operated by the City and governed by a five-member City Council.

- The City's water service area is approximately 30 square miles (see Figure 3-1) and comprises of the following areas:
- The City itself, which is approximately 6 square miles and includes residential, commercial, industrial and agricultural users;
- The commercial/industrial areas in and around the Napa County Airport located north of the City (unincorporated Napa County), which covers approximately 5 square miles; and
- The largely open space/agricultural areas to the west, east and north of the City limits (unincorporated Napa County), which include agricultural users and a small number of single-family residential customers who represent "legacy" accounts that were originally connected and served by the American Canyon County Water District.

A graphic depicting the historical water service area is shown on the figure below.

U-Figure 1: American Canyon Water Service Area



Water Supply

The City's water supply primarily comes from the State Water Project. The State Water Project is designed, constructed, operated, and maintained by the California Department of Water Resources and supplies water for 25 million Californians.

Lake Oroville is the largest State Water Project reservoir, one of 21 reservoirs that collects water for distribution. The water travels to American Canyon through several miles of the North Bay Aqueduct (NBA) and is delivered to tanks near the Jameson Canyon Road water treatment plant. The City also receives supplemental water purchased from the cities of Napa and Vallejo.

In 2017, the City became a partner in the Sites Reservoir Project, an environmentally beneficial, off-river reservoir that will capture excess water from major storms and save it for drier periods. This Project will help California's farms, businesses, and cities continue to supply reliable water when other sources are low.

The City also produces and delivers recycled water to meet demand to private customers for agriculture, industrial, toilet flushing in apartment and commercial uses, and landscape irrigation. According to the draft 2020 Urban Water Management Plan, the City anticipates it can meet water demands through the planning horizon year of 2045.

Potable Water Treatment

Raw water received through the North Bay Aqueduct system must be treated before potable use. The City owns and operates a water treatment plant located at 250 Kirkland Ranch Road. The plant uses two processes to treat water, a conventional sedimentation and filtration process and a membrane filtration process. In total, the plant produces up to 5.5 million gallons of potable water each day within the water service area across 5,621 connections. The plant consistently meets the highest quality standards set forth by State and Federal regulations.



Jamison Canyon Water Treatment Plant

Water Conservation

Climate change is causing higher average temperatures, a decrease in precipitation, and longer and more frequent heat waves and droughts. These climatic conditions overall increase water demand. A key component to water reliability and adaptation to climate change is conservation. The City's Zero Water Footprint directs that conservation offset new potable water demand. These and other measures will be implemented to ensure adequate water supply and responsible water usage. The following are some of the water conservation programs the City is implementing to further conservation efforts.

Water Conservation Ordinances

American Canyon has adopted three ordinances to help further its conservation efforts. The first aims to reduce the amount of wasted water and the second and third require new developments to use water efficient landscaping techniques.

Water Metering

All potable and recycled water customers are metered and billed on a monthly basis. City staff reads meters on a monthly basis, using meter reading to document both demand reductions from conservation and high-water use.

Conservation Pricing

American Canyon uses a tiered rate structure method to encourage water conservation. The tiered rate structure incentivizes conservation by reducing rates for low water users, while progressively increasing the cost per gallon for high water users. Since 2007, American Canyon has applied tiered water rates to all single-family residential users.

Public Education and Outreach

American Canyon is actively involved in water conservation through public outreach and education. City programs include distributing free water saving devices (i.e., shower heads, faucet aerators, shower timers), rebates for high efficiency toilets and clothes washing machines, public outreach through the City website, and the "Cash for Grass" program, which pays homeowners to replace turf with water efficient landscaping.

Goals and Policies[1]

Goal U-1: Water Reliability

Establish and maintain a secure water supply and treatment, distribution, and storage system to serve the land uses proposed under the general plan.

Policies

U-1.1: **Supplemental Surface Water.** Support efforts to increase water supply from a variety of sources, such as participating in the Sites Reservoir programs with other NBA users to obtain supplemental surface water through a water transfer from another area, investment in the Sites Reservoir, local rainwater capture, and other feasible sources.

U-1.2: **Facility Upgrades.** Require construction of upgraded and expanded, distribution, storage, and treatment facilities to support existing and new development.

U-1.3: **Upgrade Responsibilities.** Ensure that improvements to the existing water supply, distribution, storage, and treatment facilities are borne by project applicants in proportion to benefit, either through the payment of fees, or by the actual construction of the improvements.

U-1.4: **Urban Water Management Plan.** Prepare a framework for long-term water planning consistent with the State Urban Water Management Planning Act (UWMP Act), by preparing and adopting an Urban Water Management Plan (UWMP) once every five years.

U-1.5: **Adequate Supply Prior to Occupancy.** Implement a Will Serve Process to ensure adequate water supply, distribution, storage, and treatment facilities are available to serve a project prior to the issuance of certificates of occupancy.

[1] Sustainable policies are noted with a green leaf.

U-1.6: **Water Service Priority**. Consistent with State Law, in times of constrained water service capacity expansion, prioritize affordable housing developments as defined in California Government Code 65589.7 or any successor statute. The second priority is providing water connections and services to residences and businesses located within the city corporate boundaries.

U-1.7: **Extraterritorial Water Service Customers.** Ensure existing water service customers located outside the city limits pay appropriate water rates consistent with Hansen v. City of San Buenaventura (1986) 42 Cal.3d 1172 or latest legal precedent.

Goal U-2: Water Conservation

Establish policies that make the most efficient use of our water resources for a variety of public benefits, such as improve water reliability, reduce greenhouse gas emissions, and minimize environmental impacts from drawing water from the environment.

Policies

U-2.1: **Zero Water Footprint.** Ensure new development offsets potable water demand by funding or constructing potable water conservation efforts elsewhere in the water delivery system.

U-2.2: **City Facilities Retrofits.** Improve water use efficiency at City facilities through retrofits, recycled water usage, and employee education.

U-2.3: **Retrofits Existing Buildings.** Promote existing buildings upgrades to support water conservation by encouraging owners of residential, commercial, and industrial properties to replace inefficient plumbing fixtures, install drought-tolerant and water-wise landscaping, and harvest rainwater for landscaping and other household uses.

U-2.4: **Conservation Applications.** Promote the use of water-saving plumbing fixtures and water-saving landscaping in existing development throughout the water service district.

U-2.5: **Recycled Water Use.** Subject to State regulations and organizational capacity, consider new ways that recycled water can replace potable water.

U-2.6: **Recycled Water Distribution System.** Conserve potable water by expanding the availability of recycled water (i.e., purple pipes) throughout the city.

Wastewater

Wastewater collection and treatment is essential. American Canyon ensures wastewater is properly handled and reused for beneficial purposes. This section provides an overview of the City's wastewater collection and treatment systems.

Infrastructure and Collection

Wastewater collection and treatment services are provided by the City's Maintenance and Utilities Department. The Department responds to reports of sewer spills and back-ups and monitors environmental compliance and water quality regulations. The City's sewer infrastructure consists of 53 miles of gravity pipelines, five pump stations, five miles of sewer force mains, and the American Canyon Water Reclamation Facility (WRF). This infrastructure collects and treats wastewater from both domestic and industrial customers. The City has plans to further develop this infrastructure to accommodate future population growth.

Treatment

The American Canyon Water Reclamation Facility (WRF) treats domestic and industrial wastewater flows from the city. The treatment plant discharges treated wastewater to the Napa River, via wetlands ponds, or to the City's recycled water distribution system. The WRF was designed to treat an average flow of 2.5 million gallon per day (mgd) and has a wet weather capacity of 5.0 mgd. Average treatments flows in 2018 ranged from 1.54 to 1.62 mgd, which is well below the facility treatment capacity.

Recycled Water

American Canyon supplements its water supply with recycled water. The City adopted a Recycled Water Implementation Plan in 2005 and has been working

to expand its recycled water system to further reduce the City's reliance on imported water supply.

The City's WRF can produce recycled water that meets the Title 22 standards for disinfected tertiary water, which is suitable for a wide range of uses such as landscape irrigation in residential and commercial areas, school yards, parks and playgrounds. Title 22 (California Code of Regulations, Division 4, Chapter 3, §60301 et seq.) is the regulation that establishes the level of treatment, water quality standards and the types of uses for recycled water for the purpose of protecting public health.

Napa Sanitation District (NSD) also provides wastewater collection/treatment and recycled water services for northern portions of the City's potable water service area. In addition, some users in the northern part of the City's water service area receive recycled water from NSD.

NSD provides wastewater collection/treatment and recycled water services for the city of Napa and portions of unincorporated Napa County. In 2015, NSD provided approximately 210 acre-feet of recycled water for landscape and agricultural irrigation to customers located within the city of American Canyon's potable water service area. NSD is also planning to expand its recycled water distribution, including to agricultural and commercial landscape irrigation users within the city's potable water service area.

American Canyon operates a residential recycled water fill station open to residents on a drop-in basis. The station is located at the former corporation yard, 205 Wetlands Edge Road. After a brief training on the applicable uses for the water, residents are provided up to 300 gallons of recycled water free of charge. Recycled water taps are purple to easily distinguish them from standard potable water taps.



Recycled water and purple pipe infrastructure.

Goals and Policies

Goal U-3: Wastewater Treatment Capacity

Establish and maintain adequate planning, construction, maintenance, and funding for wastewater collection and treatment facilities to support land uses, upgrading existing deficient systems, and expanding, where necessary, in the City's service area.

Policies

U-3.1: **Demand Requirements for Facilities.** Through the Capital Improvement Plan process, ensure wastewater collection and treatment facilities are installed, maintained, and upgraded in a timely manner to meet usage requirements and maximize cost efficiency.

U-3.2: **Capacity Demand.** Require all new development to evaluate sewer capacity demand during the discretionary review process.

U-3.3: **Fiscal Obligations.** Ensure wastewater infrastructure impact fees reflect the proportional increase in demand from new development.

U-3.4: **Alternatives Sustainable Approaches.** Consistent with best practices, evaluate environmentally and economically efficient wastewater treatment systems, such as the artificial marshland wastewater treatment system.

U-3.5: **Wastewater Service Priority**. Consistent with State Law, in times of constrained wastewater service expansion capacity, prioritize affordable housing developments as defined in California Government Code 65589.7 or any successor statute. The second priority is to provide sewer connections and services to residents and businesses located within the city corporate boundaries.

Flood Control and Storm Drainage

Stormwater is rainwater that does not quickly soak into the ground. Stormwater flows from rooftops, over impervious paved areas, and through lawns and fields. As it flows, runoff collects into streams and rivers that transport soil, pesticides, fertilizer, oil and grease, leaves, litter, and other potential pollutants into local waterbodies. Due to its geographical location near sensitive watersheds, American Canyon plays a vital role in collecting stormwater runoff and preventing pollution that could be distributed in the surrounding sensitive environments.

Stormwater Infrastructure

The City of American Canyon Maintenance and Utilities Department oversees municipal storm drainage facilities within the city limits. The City's storm drainage system collects stormwater runoff and discharges the water to the Napa River through a system of on-street storm drain inlets, ditches, detention basins, ponds, and bio-swales designed to increase groundwater infiltration and reduce sediment and pollutants.

Flooding and Flood Control

Seasonal flooding along the Napa River Watershed is a regular occurrence. In fact, there have been at least 22 serious floods on the river since 1865. During heavy rain, low-lying areas of American Canyon are subject to flooding along natural creeks and low-lying areas around the city.

According to the San Francisco Bay Conservation and Development Commission (BCDC), global warming has caused sea levels in San Francisco Bay to rise nearly eight inches over the past century, and the rate of sea level rise is accelerating. Since 2008, the BCDC has served as the State agency responsible for leading the Bay Area's preparedness for, and resilience to, rising sea level, tides, and storm surge due to climate change.

Rising sea levels (SLR) will have widespread impacts on the Bay Area. Adapting to this hazard will cost billions of dollars over the next several decades.

Goals and Policies

Goal U-4: Flood Control

Establish and maintain adequate planning, construction, maintenance, and funding for storm drain and flood control facilities to support permitted land uses and preserve public safety.

Policies

U-4.1: **Storm Drainage Maintenance.** Maintain existing public storm drains and flood control facilities and construct upgraded and expanded storm drain and flood control facilities, where necessary, to protect existing and accommodate new permitted development.

U-4.2: **Maximize Pervious Surfaces.** Consistent with engineering standards, minimize storm water runoff from new development with pervious surface materials (e.g., grass, ground cover, and other).

U-4.3: **Financial Obligations.** Ensure new storm drain and flood control facility costs are borne by the project applicant in proportion to benefit; either through the payment of fees, or by constructing new improvements.

U-4.4: **National Flood Insurance Program.** Continue to participate in the National Flood Insurance Program. To this end, the City shall ensure that local regulations are in full compliance with standards adopted by the Federal Emergency Management Agency (FEMA).

U-4.5: **Agency Coordination.** Coordinate with the Napa County Flood Control and Water Conservation District and other regional agencies and non-profit groups to maintain and improve levees and drainage channels.

U-4.6: **Flood Control Channel Maintenance.** Ensure clearance of flood control channels routinely of vegetation and debris which could impede stormwater flows, while protecting significant riparian vegetation.

U-4.7: **Integrity of Levees.** Discourage uses that cause the erosion or structural deterioration of levees.

U-4.8: **Low Impact Development.** Require new developments to install green infrastructure consistent with the best management practices of the State and the San Francisco Bay Regional Water Quality Control Board, including but not limited to pervious pavement, infiltration basins, raingardens, green roofs, rainwater harvesting systems, and other types of low impact development.

U-4.9: **Floodwater Diversions.** Implement engineering standards that prevent new development from increasing historical stormwater flows onto neighboring properties.

U-4.10: **Development in Floodplains.** Ensure the City's Floodplain Ordinance is maintained with current standards and new development is designed consistent with the Floodplain Ordinance.

Goal U-5: Stormwater Quality

Maintain the quality of surface and subsurface water resources within the city of American Canyon and its Planning Area.



Passive Treatment System.

U-5.1: **Passive Treatment Systems.** Consistent with engineering standards and water quality regulations, reduce pollutant loading through passive treatment systems such as vegetated filter strips, grass swales, and infiltration/sedimentation areas in suitable open space areas and incorporated into landscaping adjacent to parking lots and streets.

U-5.2: **Water Detention Facilities.** Consistent with engineering standards and water quality regulations, require new and existing development to include drainage detention facilities that enhance the quality of water discharges from the facility.

U-5.3: **Impervious Area Water Treatment.** Implement engineering standards in new development that require stormwater treatment from impervious areas.

U-5.4: **Storm Water Permitting.** Require industrial operations to obtain coverage under the State Storm Water Permit for industrial activities, and comply with provisions of the Permit, through notification and educational activities.

Goal U-6: Climate Change Adaptation

Anticipate existing and future stormwater impacts of sea level rise and climate change-induced storm events.

U-6.1: **Climate Change Vulnerability Assessment.** Use the best available science to forecast areas in the city that are vulnerable to climate change-induced flooding.

U-6.2: **Critical Infrastructure Adaptation.** Plan for and construct sea level rise protection for American Canyon critical infrastructure such as the former corporation yard at 205 Wetlands Edge Road, wastewater treatment plant, and pump station.

U-6.3: **Floodplain Management.** Evaluate the cumulative increase in offsite flooding potential impacts caused by new development projects that remove property from the 100-year floodplain.



Napa River Wetlands.

Solid Waste Disposal and Recycling

Waste collection and management is important to protect the environment and health of the population. Proper collection and disposal of waste is a large task that involves logistical planning and scientific understanding to balance environmental impacts and cost effectiveness. This section describes American Canyon's current sold waste collection and disposal efforts.

Collection

Solid Waste collection is provided by Recology American Canyon under the Napa-Vallejo Waste Management Authority (NVWMA). NVWMA contracts collection, hauling, and disposal of solid waste from the cities of Napa, Vallejo, and unincorporated areas in southern Napa County. Recology provides residents with regular garbage, recycling, and green waste/compost pickup. Waste collected from American Canyon is sorted at the Devlin Road Recycling and Transfer Facility, located at 889 Devlin Road in American Canyon before it is sent to nearby landfills.

Disposal



The Potrero Hills Landfill located in Solano County.

Solid waste from American Canyon is directed to the Solano County Potrero Hills Landfill, located at 3675 Potrero Hills Lane, Suisun City. The Potrero Hills Landfill is a Class III landfill that accepts a variety of waste types, including mixed municipal, construction/demolition waste, agricultural, sludge (biosolids), industrial, and other designated wastes.

As of 2014, Potrero Hills Landfill accepted 97 percent of the city's total solid waste (i.e.: 12,896 tons). The Potrero Hills Landfill is expected to be in operation until 2048 with a remaining capacity of approximately 13 million cubic yards with up to 4,330 tons of waste per day.

On November 16, 2021, City Council adopted Ordinance No. 2021-08 modifying Title 8 (Health and Safety) of the American Canyon Municipal Code to add "Chapter 8.20 Mandatory Municipal Solid Waste, Recycling and Compost

Material Disposal Reduction." A requirement of State Senate Bill 1383 (SB 1383), the Ordinance will:

- Divert 50 percent of organic waste from landfills below 2014 levels by 2020 and 75 percent by 2025;
- Set a goal to recover a minimum of 20 percent of currently disposed edible food for human consumption by 2025; and
- Require organics recycling education and outreach to all residents, businesses, haulers, and food recovery organizations

Goals and Policies

Goal U-7: Solid Waste Collection

Maximize source reduction, recycling, and composting in the solid waste disposal programs.

Policies

U-7.1: **Waste Management Services.** Continue waste management service contracts to provide quality and cost-effective solid waste removal throughout the city and require all residents and businesses to comply with solid waste collection and recycling service requirements.

U-7.2: **Levels of Service.** Conduct monitoring solid waste collection contractor operations to ensure franchise agreement service levels are maintained.

U-7.3: **Landfill Coordination.** Coordinate with the NVWMA concerning the City's continuing use of the Potrero Hills Landfill.

Goal U-8: Solid Waste Source Reduction

Achieve maximum public participation in source reduction, recycling, and composting activities through outreach programs.

U-8.1: **Recycling Education and Information.** Coordinate with NVWMA and Recology to expand public information and

education programs to complement source reduction, recycling, and composting efforts.

U-8.2: **Recycling Programs Expansion.** Expand recycling programs through the local waste hauler.

U-8.3: **Recycling Promotion.** Promote the recycling of solid waste such as paper, metals, aluminum cans, green waste, cardboard, plastic and glass.

U-8.4: **Outreach to Schools.** Coordinate efforts at the local elementary and intermediate school level to provide youth education programs.

U-8.5: **Recycling Receptacles and Biodegradable/Recycled-Materials Products.** Require the availability of recycling and composting receptacles and use biodegradable or recycled-material products instead of single-use plastic products at all City facilities and City-sponsored events.

U-8.6: **Zero Waste Community.** Implement policies and programs to become a Zero Waste Community.

U-8.7: **Food Waste Collection.** Ensure food waste collection is available and convenient to residents and businesses.

U-8.8: **Green Business Program.** Encourage local businesses to participate in the Napa County Green Business Program to minimize waste generation and create recycling and composting programs to reduce waste.

U-8.9: **Demolition and Construction Waste.** Require all new development to comply with the current CALGreen requirements for construction and demolition waste diversion.



Source: City of American Canyon and Recology

Energy Utilities

Energy in many forms is an essential public service. As energy demand increases it may strain existing energy systems and resources. A shift toward alternative energy resources can supplement future demands sustainably.

Shift to Renewable Energy

Since 2016, the City has been enrolled in the Light Green program, Marin Clean Energy's (MCE) default energy plan that offers 60 percent renewable energy. In 2021, the American Canyon City Council voted to supply the City's facilities with MCE Deep Green 100 percent renewable energy. The change to Deep Green will remove approximately 247,000 pounds of carbon dioxide from American Canyon's carbon footprint per year.

The City's switch to Deep Green adds to a growing list of American Canyon's clean energy initiatives, including the Citywide Energy Efficiency and Resiliency Project (CEERP). The City joined MCE in 2016 and has since been enrolled in the electricity provider's 60 percent renewable energy option. Before switching to MCE, the City was enrolled in Pacific Gas and Electric's (PG&E) 29 percent renewable option. MCE is an alternative to PG&E for energy generation; all residents and local businesses were automatically enrolled in Light Green also have the option to opt up to Deep Green. Customers pay higher rates for Deep Green but do not have to pay any upfront fees to upgrade.

In addition to the City's association with a greener electric source from MCE, residents have installed solar energy at their homes with rooftop photovoltaic panels (PVEs). The residential PVE permit activity trends show increasing on-site, carbon free energy generation. Changes in building codes that call for greater energy efficiency in all new construction will increase this trend for the foreseeable future.



Solar Powered Car Charger.

Goals and Policies

Goal U-9: Energy Resilience and Conservation

Improve energy system resilience with energy conservation and access to renewable energy sources.

Policies

U-9.1: **Reach Building Code.** Reduce energy use in new development by considering a local amendment that requires a 15 percent energy efficient standard improvement over the California Building Code.

U-9.2: **Electric Energy Systems.** Coordinate with PG&E to ensure that electrical energy systems do not adversely impact land uses and population in the city of American Canyon.

U-9.3: **Resilient Grid.** Cooperate with PG&E to obtain applicable City permit approvals that improve electric grid resilience to natural hazards (i.e.: seismic events, flooding, wildfires, extreme wind events).

U-9.4: **Overhead Utility Undergrounding**. Develop a comprehensive strategy to underground existing overhead utilities.

U-9.5: **Passive Solar Heating and Cooling.** Consistent with the California Subdivision Map Act, require new subdivisions to examine the feasibility of incorporating site layouts that allow passive solar heating and cooling.

U-9.6: **Residential Energy Efficiency.** Seek grant funds that help low and moderate-income residents obtain low or no-cost loans to increase energy efficiency of their homes through weatherization, insulation, solar energy generation and energy battery backup storage; and assist utility providers with outreach on home energy efficiency rebates and programs for all residents, regardless of income.

Implementation Programs

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
A	**Public Education** Educate the community on effective water conservation methods through a variety of outreach methods. Maintain updated water conservation resources on the City's website.	U-2.4	Public Works	■				
B	**Rate Structure** Develop a rate schedule structured to promote water conservation.	U-1.7	Public Works		■			
C	**Demand Monitoring** Annually monitor the demands on the water system and, as necessary, manage development to mitigate impacts and/or facilitate improvements.	U-2.1	Public Works				■	
D	**Operational Criteria** Develop a set of operational criteria and compare with performance of current water distribution, storage, and treatment facilities.	U-2.2 U-2.5 U-2.6	Public Works		■			
E	**Water Audits** Collaborate with efforts by local water providers to promote water audit programs that offer free water audits to single-family, multi-family, large landscape accounts, and commercial customers.	U-2.1 U-2.3 U-2.4	Public Works	■				
F	**Capital Improvement Program Update** Review and update every five years a new five-year Capital Improvement program for adoption and prioritization by the City Council.	U-3.1	Public Works		■	■		■
G	**Impact Fees** Review and amend as necessary and appropriate, drainage impact fees and service charges collected from new development for the construction of new facilities necessitated by the new development.	U-3.2 U-3.3	Public Works					■

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
H	**Storm Drainage and Flood Control Standards** Review and update every five years the storm drainage and flood control improvement standards to set forth minimum requirements for the planning, design, construction and maintenance of storm drainage and flood control improvements.	U-4.1 – U-4.10 U-5.1 – U-5.3 U-6.1 – U-6.3	Public Works		■	■		■
I	**Low Impact Guidelines** Establish Low-Impact Development (LID) guidelines to limit the amount of impervious surface in new development and to increase the retention, treatment, and infiltration of urban stormwater runoff. LID measures should also apply to major remodeling projects and to public and recreation projects where possible.	U-4.2 U-6.1 U-6.3	Public Works		■			
J	**Sewer Improvement Standards** Prepare sewer system improvement standards and review every five years to minimum requirements are in place for the planning, design, construction, and maintenance of wastewater improvements.	U-3.1 U-3.4	Public Works		■	■		■
K	**Review of Sewer Rates** Review and update sewer rates annually for operation and maintenance of the wastewater system.	U-3.3	Public Works City Manager					■
L	**Wastewater Master Plan** Update the City's Wastewater Master Plan as necessary to accurately determine which collection and treatment facilities will be needed to serve present and future growth in the city.	U-3.1 U-3.2	Public Works					■
M	**Capital Improvement Program on Wastewater** Implement a five-year capital improvement program to upgrade and maintain the City's wastewater collection system.	U-3.1	Public Works City Manager		■	■		■

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
N	**Water Master Plan** Update the Wastewater Master Plan every five years to define existing conditions and reflect significant changes in the planned land use within the City. Capital improvement plans and prioritization schedules shall also be prepared. The utility systems shall be updated accordingly. City maintenance and replacement actions shall be identified.	U-1.4	Public Works		■	■		■
O	**Capacity Recording** Establish and maintain a record of the capacity and utilization of wastewater collection and treatment facilities serving the City of American Canyon, monitoring impacts and demands of new development, and, as necessary, managing development to mitigate impacts and/or facilitate improvements.	U-3.1 – U-3.5 U-6.2 U-6.2	Public Works			■		
P	**Fee Review** Review sewer connection fees, capacity fees, and monthly service charges, as necessary, to ensure that adequate amounts of fees and charges are collected to fund the operation/maintenance of existing facilities and to construct new facilities.	U-3.3	Public Works City Manager					■
Q	**Updating Standards and Guidelines** Regularly update design standards and/or guidelines to reflect best practices for: • open space /landscaping, filter strips, grass swales, • infiltration/sedimentation areas to be used in minimizing impervious area which is directly connected to piped or channelized drainage systems, and • detention facilities which will provide a dual purpose (water quality enhancement and detention) function.	U-3.4 U-4.2 U-4.8 U-5.1 U-5.2 U-5.3	Public Works Community Development	■				■
R	**Municipal Facilities Recycled Water** Implement recycled water for new municipal facilities and landscaping by connecting new facilities to the recycled water pipeline network.	U-2.1 U-2.2 U-2.3 U-2.4 U-2.5	Public Works		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
S	**Residential Recycled Water Program** Promote the Residential Recycled Water Program on social media and posting information on the City's online utility billing portal for residents.	U-2.3	Public Works		■			
T	**Levels of Service** Develop and implement a plan that provides a level of service that will comply with all applicable solid waste regulations and rules while remaining cost efficient, while seeking federal fund to offset any associated fiscal impacts.	U-7.1 U-7.2	Public Works			■		
U	**Annual Reduction Report** Prepare an annual progress report in collaboration with Napa County to report the progress and documentation of solid waste and recycling reduction.	U-8.1 – U-8.9	Public Works City Manager				■	
V	**Funding for Receptacles** Identify appropriate funding sources for placing and maintaining trash and/or recycling receptacles in the City.	U-8.5	Public Works	■				
W	**Zero Waste Action Plan** Create and adopt a zero-waste action plan to maximize waste diversion.	U-8.6	Public Works		■			
X	**Food Waste and Recycling Standards.** Update the Municipal Code to establish standards for food waste and recycling collection for residential, commercial, and industrial development.	U-8.7	Public Works	■				
Y	**Improve Efficiency in Existing Buildings** Study possible measures to improve energy and water efficiency in existing buildings.	U-9.1 U-9.6	Community Development		■			



6 Culture, Environment & Sustainability

Cultural history, environmental stewardship, and sustainability are essential because they shape not only how we understand the past—but how we build a resilient, inclusive, and thriving future.

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Introduction

Our natural environment, combined with recreation and open space are central features of our community's quality of life. Preserving the environment retains important ecosystems that life itself depends. For American Canyon residents, our environment defines American Canyon as our home – a place with familiar physical features that endure for generations. Here's why they matter:

Cultural History: Guiding Identity and Innovation

- Roots and Resilience: Cultural heritage gives communities a sense of identity and continuity, helping people navigate change with confidence.
- Creative Catalyst: Traditions, stories, and art forms inspire innovation in design, technology, and problem-solving.
- Inclusive Development: Respecting diverse cultural narratives ensures that progress doesn't erase identity—it amplifies it.

Environment: The Foundation of Our Future

- Natural Infrastructure: Healthy ecosystems provide clean air, water, food, and climate regulation—essentials for any future society.
- Climate Resilience: Protecting nature helps buffer communities from climate shocks like floods, droughts, and heatwaves.
- Intergenerational Equity: A thriving environment ensures that future generations inherit a planet they can live on—not just survive on.



Wetlands Edge Open Space

Biological Resources

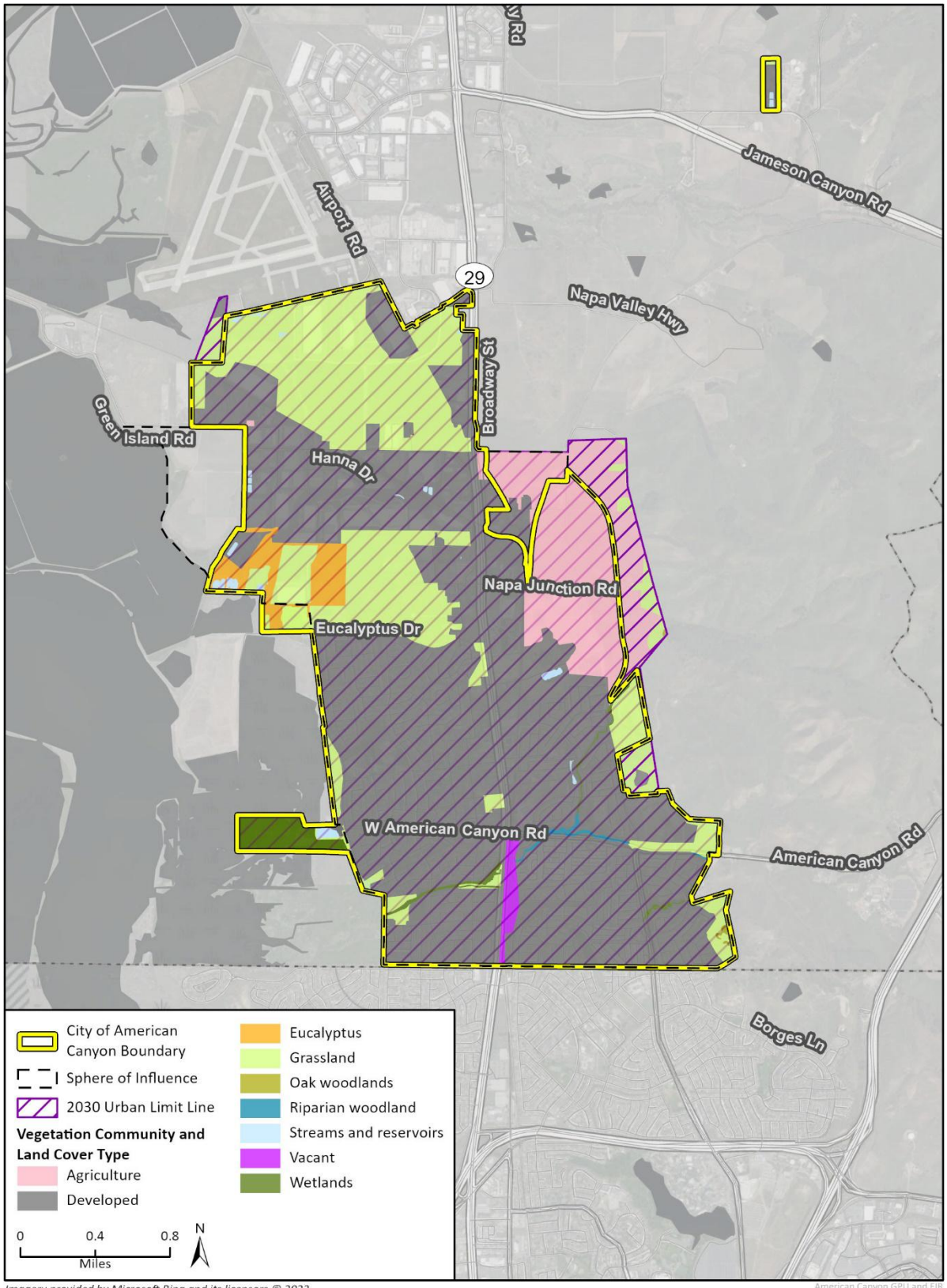
American Canyon is surrounded by rich natural habitats that contribute to the region's ecological diversity. The Napa River tidal wetlands form the city's western boundary, while smaller wetlands, rivers, and streams flow east to west through the city. These ecosystems support a range of special-status species that depend on wetland and riparian environments.

In addition, American Canyon lies near critical habitats for several protected species, including the California red-legged frog (Rana draytonii) to the east and the vernal pool fairy shrimp (Branchinecta lynchi) to the northwest.



Napa River Wetlands

ENV-Figure 1: Vegetation Communities in American Canyon



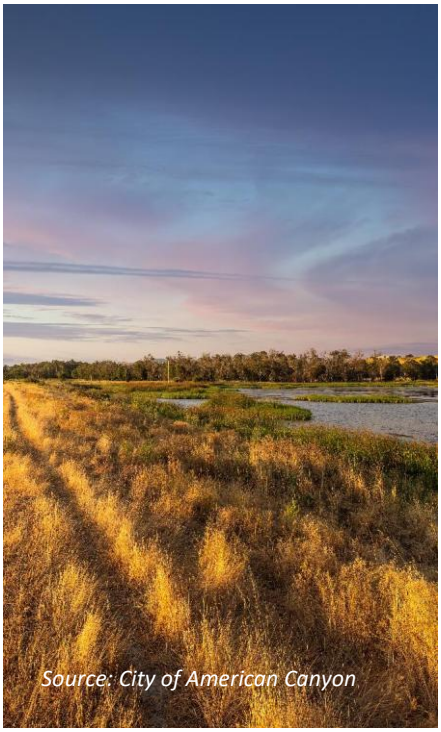
Imagery provided by Microsoft Bing and its licensors © 2023.
Additional data provided by Napa County, 2019.

American Canyon GPU and EIR
Fig X Vegetation Communities in American Canyon

Special-Status Species

A special status species is listed on the federal and/or State Endangered Species Acts as endangered, threatened, a candidate for listing, or of special concern. American Canyon and the surrounding areas are potentially home to numerous special-status species, including 30 plants, 26 birds, 10 fish, five invertebrates, five mammals, two amphibians, and one reptile.

Goals and Policies[1]


Source: City of American Canyon

Goal ENV-1:

Protect and preserve significant habitats, plants and wildlife within the city and areas of its jurisdiction.

Policies

ENV-1.1: **Areas of Significant Biological Value.** Maintain data and information regarding areas of significant biological value within the Planning Area to facilitate resource conservation and the appropriate management of development.

ENV-1.2: **Sensitive Habitat Assessment and Impact Mitigation.** Require new development and redevelopment located within sensitive habitats, including coastal saltmarsh, mixed hardwood forest, oak savannah, vernal pools, and riparian habitats to provide a detailed assessment of the potential for impacts on these resources, and include measures to reduce any identifiable impacts.

ENV-1.3: **Habitat Conservation**. Support habitat conservation efforts to set aside and preserve suitable habitats, with priority given to habitats for rare and endangered species in American Canyon in accordance with state and federal resource agency requirements.

[1] Sustainable policies are noted with a green leaf.

ENV-1.4: **Native Species**. Encourage the use of native vegetation where possible.

ENV-1.5: **Open Space Network.** Establish a network of open spaces along the city's natural drainages and riparian corridors and link significant biological habitats by restricting alteration to these resources and limiting land uses. Any recreational use of these areas shall be designed to avoid damaging sensitive habitat areas.

ENV-1.6: **Urban Forest.** Build upon existing streetscapes and develop an urban forest within the City's streets, parks, and open space to provide avian habitat, sequester carbon monoxide emissions, foster pedestrian activity, and provide shade.

ENV-1.7: **Trees for Pollinators.** Support sustainable pollinator species (i.e.: bees, birds, butterflies) in American Canyon by planting low-water use pollinator-supportive trees in streets, parks, open spaces, and private development.

ENV-1.8: **Education and Appreciation.** With community partners, support a range of educational programs that cultivate an appreciation of American Canyon's natural environment and biological resources.

ENV-1.9: **Natural Drainage Preservation.** Through the development review process, evaluate opportunities to preserve natural on-site drainages and consider opportunities to incorporate pedestrian paths and greenbelts along their lengths.

ENV-1.10: **Natural Resource Integrity.** Consistent with Federal and State Resource Permitting agencies, encourage activities that improve the biological value and integrity of the city's natural resources through vegetation restoration, control of invasive plants and animals, and landscape buffering.

ENV-1.11: **Napa River Studies.** Support state and federal studies of the Napa River wetlands and riverine systems.



Source: City of American Canyon

Water Resources

There are six primary watercourses within the Planning Area: American Canyon Creek, North Slough Creek, Rio Del Mar Creek, Rio Del Mar Creek, No Name Creek, and Fagan Creek. These watercourses have well-defined channels upstream with sparse vegetation due to the streams being dry most of the year. The downstream reaches of the creeks have significant vegetation along banks because of year-round flows mostly generated from development runoff.

Most of the city's precipitation falls as rain during the months of November through April with the most rainfall in December and January. The mean annual precipitation is between 22 and 23 inches.

Goals and Policies

Goal ENV-2:

Maintain the quality of surface and subsurface water resources within the City of American Canyon and the Urban Limit Line.

Policies

ENV-2.1: **Creek Preservation.** Maintain American Canyon Creek within its natural waterway.

ENV-2.2: **Existing Streams and Creeks.** To the extent feasible, incorporate existing streams and creeks into proposed development plans in their natural state to prevent degradation, erosion, or sedimentation and help impart a unique character to the city.

ENV-2.3: **Minimize Soil Erosion.** Implement best management practices from the National Pollution Discharge Elimination System (NPDES) to prevent soil erosion impacts on water resources.

ENV-2.4: **Stormwater Drainage on Development Sites.** Through the development review process, evaluate methods to ensure required stormwater drainage systems are environmentally sensitive, safe, and attractive.

ENV-2.5: **Public Education.** Protect existing water resources by continuing public education on safe disposal of household hazardous waste and storm drain pollution prevention (i.e.: "only rain down the drain").

Climate Change and Air Quality

Greenhouse Gas Emissions

Greenhouse gases (GHG) are gases that trap heat in the Earth's atmosphere and cause changes to the Earth's climate, including changes to weather and precipitation patterns and increasing global temperatures. The main sources of GHG emissions are the combustion of fossil fuels for transportation and energy. California is a leader in GHG emissions reductions efforts and has adopted aggressive targets for GHG reduction. Primary GHG reduction legislation driving State and city climate action plans include Assembly Bill (AB) 32, Senate Bill (SB) 32, and Executive Order (EO) B-55-18. California has also passed legislation to increase energy efficiency in buildings (Title 24), improve fuel efficiency in vehicles (Advanced Clean Cars Program), and establish the goal of 100 percent carbon neutral electricity by 2045 (SB 100).

Major California Climate Change Legislation

- **Assembly Bill (AB) 32** – AB 32 became law in 2014 and sets a statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires for the California Air Resources Board (CARB) to prepare a Scoping Plan that outlines the main strategies the State will employ to meet the 2020 target.

- **Senate Bill (SB) 32** – SB 32 became law in 2017 and is the successor to AB 32. SB 32 requires the State of California to achieve a statewide reduction in GHG emissions of 40% below 1990 levels by 2030.

- **Executive Order (EO) B-55-18** – EO B-55-18 establishes a new statewide goal of achieving and maintaining carbon neutrality as soon as possible and no later than 2045. Executive orders have not been codified by the State but are binding for State agencies and therefore, must be addressed by qualified GHG reduction plans.

- **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, that 100

percent of medium and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible, and that 100 percent of all drayage trucks will be zero-emission by 2035 where feasible. 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 100** – SB 100 requires 100 percent of retail sales of electricity to California end-use customer by sourced from eligible renewable energy resources and zero-carbon resources by 2045. SB 100 targets the reduction of GHG emissions associated with electrical generation.

- **Bay Area Air Quality Management District (BAAQMD) CEQA GHG Emissions Thresholds** – thresholds adopted in April 2022 by BAAQMD require a change to the way CEQA GHG thresholds are analyzed in CEQA documents. In summary, a proposed plan or project within BAAQMD jurisdiction should either 1) be consistent with GHG reduction measures of a local qualified Climate Action Plan (CAP), or 2) include and show proof of all the following: all electric buildings, 15 percent vehicle miles traveled (VMT) reduction, and electric vehicle parking compliant with CalGreen Tier 2 requirements.

The City of American Canyon is advancing its commitment to electrification and decarbonization through the adoption of the Energy Efficiency Climate Action Plan (EECAP), which outlines strategies to reduce energy consumption and greenhouse gas (GHG) emissions. Additionally, the City partnered with Marin Clean Energy (MCE) to support a cleaner, more sustainable energy supply.

In 2019, the City Council issued a proclamation joining other Napa County jurisdictions in a united effort to address climate change. This collaborative approach emphasizes comprehensive, immediate, and sustained action in partnership with community organizations, businesses, schools, and regional agencies to raise awareness and expand support at the local, regional, and state levels.

In 2022, the City Council adopted a Climate Emergency Resolution (Resolution 2022-07), formally recognizing climate change as an urgent threat to the city, the region, and the planet. The resolution commits the City to providing leadership and services that engage partners and residents in coordinated efforts to achieve net-zero climate pollution by or before 2030.

Access to a nearly carbon-free power mix through MCE enables a broader transition to a carbon-free economy. This includes shifting to electric vehicles and buses, adopting electric appliances, and reducing reliance on natural gas in buildings. The goals and policies below are intended to advance the City's progress toward decarbonization and support California's statewide carbon neutrality target by 2045. For additional policies relating to energy see the Utilities Element (Element 5).



Solar Powered Vehicle Charging Station

Goals and Policies

Goal ENV-3:

Conduct decisive near-term action to reduce greenhouse gas emissions in American Canyon.

Policies

ENV-3.1: **Greenhouse Gas Emission Reductions.** Consider initiatives to reduce direct and indirect greenhouse gas (GHG) emissions from transportation sources, and from new, renovated, and existing development in the city.

ENV-3.2: **Intergovernmental Cooperation.** Work with Napa County Jurisdictions together with community organizations, businesses, schools, and regional partners and jurisdictions to educate, mobilize, expand, and accelerate local, regional, and statewide support for comprehensive, immediate, and

sustained action to achieve its goal of net zero climate pollution by 2030.

ENV-3.3: **Gas Station Limits.** Recognizing that the transportation sector is the largest source of GHG emissions in American Canyon and California more broadly, prohibit construction of new fossil-fuel stations in American Canyon.

ENV-3.4: **Expand Zero Emission Vehicles.** Consider feasible methods to foster widespread use of Zero Emission Vehicles (ZEVs) to improve air quality and help meet California's GHG reductions targets by expanding availability of non-fossil vehicle fuel infrastructure, such as public and private electric vehicle charging stations, and hydrogen facilities for fuel cell electric vehicles throughout American Canyon.

ENV-3.5: **Vehicle Miles Travelled Reduction**. Reduce vehicle miles travelled by encouraging future land uses that feature a compact mixed-use urban form connected with pedestrian and bicycle trails.

ENV-3.6: **Reach Building Code.** Consider feasibility of adopting a "reach" local amendment to the California Building Code to require a 15% or greater energy efficiency than the State standard.

ENV-3.7: **Vehicle Idling.** Reduce vehicle engine idling in American Canyon by educating the broader community (i.e.: businesses, commuters, residents) on the greenhouse gas impacts caused by engine idling and implementing feasible commercial vehicle regulations.

ENV-3.8: **Building Electrification.** Consider a Reach Building Code that would prohibit installation of natural gas in all new construction.

ENV-3.9: **CEQA Qualified Climate Action Plan.** Investigate alternatives to develop a CEQA Compliant Climate Action Plan for the City of American Canyon.

ENV-3.10: **GHG Emissions Education.** Support educational programs to educate the public on climate change and GHG emissions reduction measures.

Goal ENV-4:

Reduce energy consumption and increase renewable energy resources.

Policies

ENV-4.1: **Energy Efficiency.** Require developers employ energy-efficient site planning methods and building design, including building orientation, shading, landscaping, building reflectance, and passive solar heating and hot water systems.

ENV-4.2: **Renewable Energy Sources.** Work with other agencies and utility companies to develop safe, economical, and renewable energy resources.

ENV-4.3: **Renewable Energy Program.** Support installation of renewable energy and battery storage for homes and businesses.

ENV-4.4: **Energy Retrofit Program.** Develop an energy retrofit program and incentives for homeowners and building owners to encourage energy efficiency improvements such as fixture and appliance upgrades.

ENV-4.5: **Energy Efficiency City Operations.** Increase energy efficiency of City operations and evaluate the feasibility of installing renewable energy at city facilities.

ENV-4.6: **Energy Conservation Education.** Provide educational programs to the community on energy conservation and renewable energy options.

ENV-4.7: **LEED Certification of Municipal Facilities.** Design new municipal facilities to, at minimum, meet the baseline Leadership in Energy and Environmental Design (LEED) certification criteria.

ENV-4.8: **Land Use Planning**. Utilize land-use planning techniques to reduce traffic congestion and promote alternative modes of transportation for the community.

ENV-4.9: **Development**. Encourage and incentivize the development of mixed-use residential opportunities and live-work

environments within the city to lessen the impacts of traffic congestion on local air quality.

ENV-4.10: **Active Transportation**. Improve active transportation options within the city by connecting local bikeways and trails to City bus stops and public transportation centers.

ENV-4.11: **Public Transit**. Coordinate with NVTA and actively pursue the improvement and expansion of public transit for American Canyon residents.



Solar Panels at the Water Reclamation Plant

Air Quality

American Canyon is located in the San Francisco Bay Area Air Basin (SFBAAB) which includes the nine counties surrounding San Francisco Bay. The Bay Area Air Quality Management District (BAAQMD) monitors regional air quality, oversees policies, and adopts regulations to maintain air quality standards for criteria air pollutants and reduce air pollution and GHG emissions for the SFBAAB.

Air quality in American Canyon is generally good. Monitoring in Napa County from 2016 to March 2020 shows particulate matter of less than 2.5 microns exceeds national standard for a few days in the fall some years but is generally within the national and State standards. The area is within State and national standards for concentrations of other criteria air pollutants, such as, nitrogen dioxide, and particulate matter of 10 microns or less.

Goals and Policies

Goal ENV-5:

Improve air quality and minimize human exposure to toxic air pollutants.

Policies

ENV-5.1: **Regional Air Quality Efforts.** Support and coordinate with BAAQMD and State and Federal planning efforts aimed at reducing air pollution and management of major pollutants affecting American Canyon and the region, including the Clean Air Plan.

ENV-5.2: **Construction Management Plans.** Require new development and redevelopment projects to prepare and implement a construction management plan that incorporates Best Available Control Measures and all best management practices in accordance with the Air District standards to reduce criteria pollutants.

ENV-5.3: **Separate Sensitive Land Uses.** Separate sources of air pollution from sensitive land uses, such as residences, schools, day care centers, hospitals, and nursing homes.

ENV-5.4: **EV Charging Station Requirements.** Consider adopting voluntary measures from CalGreen Tier 1 and/or Tier 2 to implement stricter electric vehicle charging requirements for new development.

ENV-5.5: **Alternative Modes of Transportation.** Encourage residents to use alternative modes of transportation, including walking, biking, and transit to minimize air pollutant emissions.

ENV-5.6: **City Vehicle Fleet.** Transition the municipal fleet to electric or alternative-fuel vehicles.

ENV-5.7: **Air Pollution Education.** Support public education programs that promote the reduction of air pollutant emissions, such as reducing vehicle emissions through reducing VMT and using alternative modes of transportation.

ENV-5.8: **Commute Reduction.** Support programs that reduce commuter vehicle trips.

ENV-5.9: **Countywide Bicycle and Pedestrian Plans.** Work with the County to implement the best practices provided within the American Canyon edition of the Napa Countywide Bicycle Plan and Napa Countywide Pedestrian Plan.

ENV-5.10: **Transit Services.** Work with Vine Transit, SolTrans, and other transit providers to regularly evaluate and update transit servicing American Canyon.

Cultural and Historic Resources

The American Canyon area has a rich Native American history and is the traditional territory of the Patwin. Tribes in the area include the Cortina Rancheria – Kletsel Dehe Band of Wintun Indians, the Confederated Villages of Lisjan, and Yocha Dehe Wintun Nation.

Goals and Policies

Goal ENV-6:

Preserve and restore sites, and structures that have architectural, historical, archaeological and/or cultural significance to the city of American Canyon.

ENV-6.1: **Resource Protection.** Ensure the city's cultural, historically, and archaeologically significant resources are protected in a manner that preserves and/or enhances the inherent resource value.

ENV-6.2: **Historic Structure Compatibility.** Encourage compatibility between new development and existing adjacent historic structures in terms of scale, massing, building materials and general architectural treatment.

ENV-6.3: **Historic Resource Reuse.** Encourage appropriate adaptive reuse of historic resources where possible to prevent misuse, disrepair, and demolition.

ENV-6.4: **Historical Building Code.** When historical structures are rehabilitated in accordance with established historic preservation guidelines, consider implementing the State Historical Building Code Part 8, Title 24.

ENV-6.5: **Historic Resource Preservation.** Prohibit demolition of an historic resource as a first-choice alternative for resources that qualify for Federal, State Historic Registration, or Locally Significant Resources.

ENV-6.6: **Flexible Development Standards.** Consider flexibility in development standards, such as a variance of setbacks, heights and parking requirements to help feasibility of new development that contains preserved historic resources.

Goal ENV-7:

Protect cultural and tribal resources.

Policies

ENV-7.1: **Preservation.** To the extent feasible, protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code.

ENV-7.2: **Development.** Ensure that human remains are treated with sensitivity and dignity and ensure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.

ENV-7.3: **Yocha Dehe Wintun Nation Treatment Protocol**. In the event any Native American human remains, grave goods, ceremonial items, and items of cultural patrimony are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity, the "Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation" shall be implemented as included as Appendix A to the Housing Element.

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Implementation Programs

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
A	**Biological Resources Inventory** Create and maintain an inventory of areas within the City's Sphere of Influence and Urban Limit Line with significant biological habitats as defined in Section 19.24.010 of the municipal code. Utilize the inventory during site plan review to ensure protection of resources in those habitat areas.	ENV-1.1	Community Development / Public Works					■
B	**Site Design Standards** Expand and enforce the site design standards and land use restrictions within the municipal code for water courses and riparian habitats to preserve the natural state of drainages and riparian cooridors to the extent feasible.	ENV-1.3 ENV-2.1 ENV-2.2	Community Development		■			
C	**Natural Drainage Protection** Update the Municipal Code to establish objective standards for protection of natural drainage and pedestrian paths and greenbelts for new development and redevelopment.	ENV-1.4	Community Development / Public Works		■			
D	**Invasive Plant Species Management** Create an invasive species management plan to identify and and remove invasive species in designated natural habitats and open spaces. Work with property owners to coordinate removal and prevention efforts.	ENV-1.5	Community Development / Public Works		■			
E	**City Vegetative Maintenance Plan** Prepare and implement a vegetative maintenance plan for City-owned properties to maintain views into and through vegetated areas, and to remove invasive species.	ENV-1.5	Community Development / Public Works		■			
F	**Local Historic Resources** Develop critieria for establishing local historic resources and maintain a database of designated local historic resources.	ENV-6.1	Community Development		■			
G	**Funding for a Historic Resources Inventory** Seek funding to conduct a citywide survey to inventory sites of historical significance.	ENV-6.1	Community Development		■			
H	**Historic Compatibility** Develop guidelines, such as a review checklist, for determining historic and architectural compatibility for new development and redevelopment projects that include or are in proximity to historic structures.	ENV-6.2	Community Development		■			

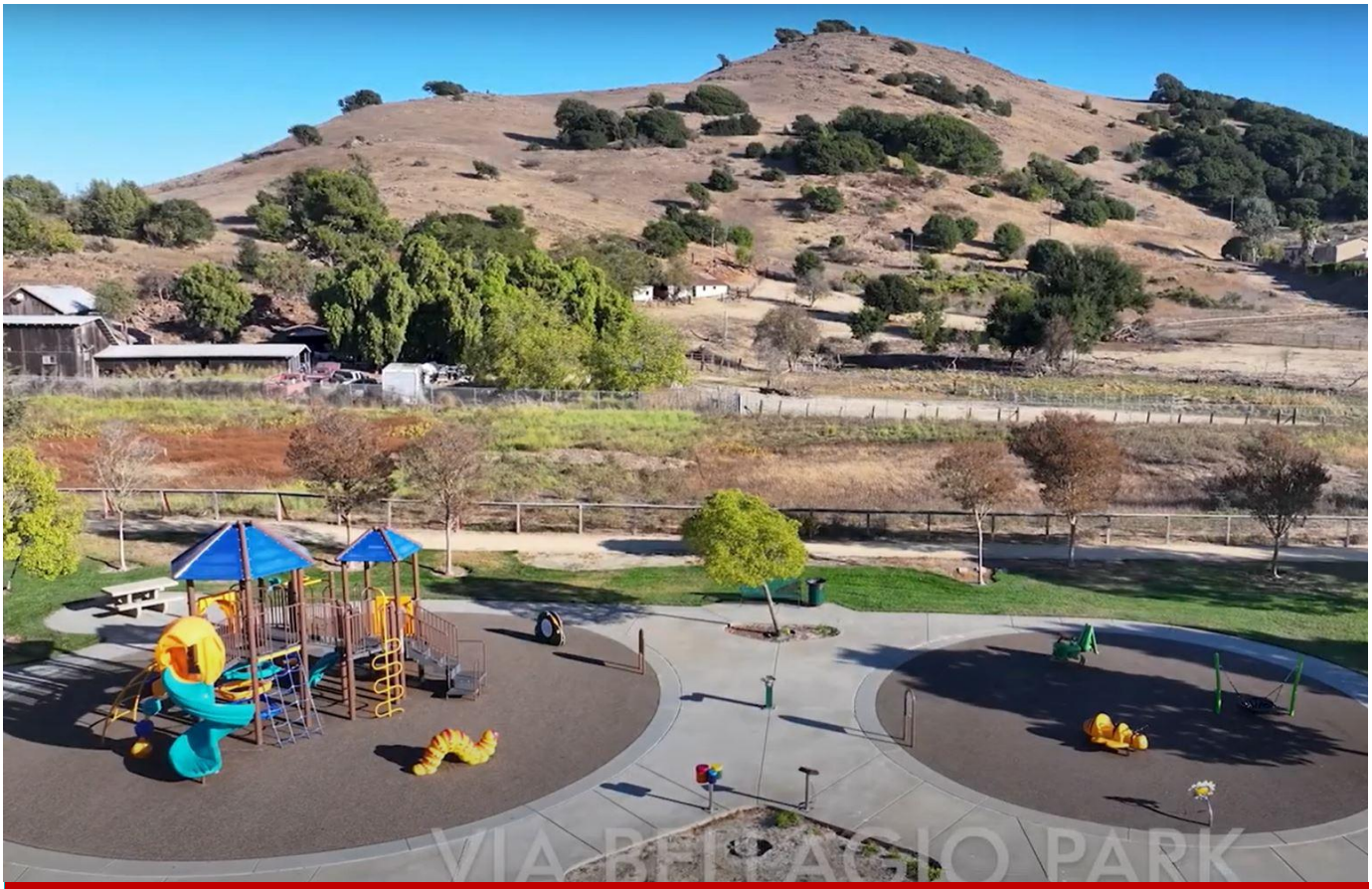
	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
I	**Adaptive Reuse** Develop guidelines for adaptive reuse of historic buildings in new development and redevelopment projects.	ENV-6.3	Community Development		■			
J	**Historic Preservation Incentives** Develop a historic preservation incentive program to encourage preservation of historic resources with measures such as waiving building permit fees for property owners with historic resources for the rehabilitation, alteration, or reuse of their structure in accordance with established historic preservation guidelines.	ENV-6.6	Community Development		■			
K	**Building Code Flexibility for Historic Structures** Consider allowing flexibility in building code requirements for the rehabilitation of historic structures as specified in State Historical Building Code Part 8, Title 24 if these structures are rehabilitated in accordance with established historic preservation guidelines.	ENV-6.6	Community Development					■
L	**Architectural and Cultural Resource Survey** Conduct a comprehensive survey of archaeological and cultural resources and historic vegetation that is based on established criteria and encompasses the entire City and its Sphere of Influence.	ENV-7.1	Community Development		■			
M	**Project Review Guidelines** Develop guidelines for project review to ensure potential impacts to archaeological and/or cultural resources are minimized.	ENV-6.1 ENV-7.1	Community Development		■			
N	**Archaeological Surveys** Update site plan review requirements to ensure discretionary projects located in areas where archeological resources are suspected conduct an archaeological investigation in accordance with CEQA to determine if the site contains cultural resources.	ENV-7.1 ENV-7.2 ENV-7.3	Community Development	■				
O	**Construction Management Plan Guidelines** Develop construction management plan guidelines for incorporating best management practices for air quality in new development and redevelopment projects.	ENV-5.2	Community Development		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
P	**Sensitive Land Uses** Update the Municipal Code to prohibit the siting of sensitive land uses in proximity to air pollutant emission sources unless adequate mitigation measures are adopted and implemented.	ENV-5.3	Community Development	■				
Q	**EV Charging Standards** Update the Municipal Code to incorporate development standards for electric vehicle charging facilities as new State and federal legislation is adopted. Consider adopting the voluntary CalGreen Tier 1 and/or Tier 2 electric vehicle measures.	ENV-5.4	Community Development		■			
R	**Bicycle and Pedestrian Infrastructure Funding** Pursue grant funding to implement bicycle and pedestrian infrastructure, such as new bike lanes and sidewalks.	ENV-5.5 ENV-5.9	Community Development		■			
S	**Municipal Fleet Electrification** Phase out the use of gasoline vehicles in the City's vehicle fleet for electric powered or alternative fuel vehicles.	ENV-5.6	Public Works					■
T	**Air Pollution Reduction Education** Provide and support educational programs that educate the public on air pollution and strategies to reduce air pollution emissions, especially vehicle emissions.	ENV-5.7	Community Development / Public Works				■	
U	**Commute Trip Reduction Program** Create a commute trip reduction program to support employer implementation of commute reduction measures. Create guidelines for employers that include best practices and resources for commute reduction.	ENV-5.8	Community Development	■				
V	**GHG Thresholds** Establish GHG thresholds to evaluate non-exempt discretionary projects consistent with CEQA. Require projects above those thresholds to mitigate their GHG emissions and locally offset the remaining GHG emissions if necessary.	ENV-3.1 ENV-3.2	Community Development	■				
W	**Building Electrification Ordinance** Adopt a new building ordinance which bans the installation of natural gas in new residential construction by 2024 and in new commercial construction by 2025. The ordinance will only apply for building types where electrification is shown to be cost-effective.	ENV-3.1	Community Development	■				

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
X	**Electric Appliances Building Retrofit Program** Coordinate with SCP and other local programs to create incentives for retrofitting for electric appliances in existing buildings by 2030.	ENV-3.1	Community Development		■			
Y	**Climate Action Plan** Update the Energy Efficiency Climate Action Plan and GHG emissions reduction targets to be consistent with State and federal regulations.	ENV-3.1 ENV-3.2	Community Development	■				
Z	**GHG Inventory Update** Update and report the citywide GHG emissions inventory every five years.	ENV-3.2	Community Development	■				
AA	**GHG Emissions Reduction Education** Work with the school district to provide educational programs that educate the public on climate change and GHG emissions reduction strategies.	ENV-3.10	Community Development					■
BB	**Energy Efficient Building Code** Update the Zoning Ordinance to require energy efficient site and building design in all new development consistent with and, where feasible, beyond the requirements of Title 24 of the California Administrative Code.	ENV-4.1	Community Development		■			
CC	**Energy Performance Requirements** Enforce existing energy conservation provisions and establish additional energy performance requirements in the building code as new information becomes available. Measures to be considered include building orientation and shading, active and passive solar heating and hot water systems, insulation of water heater and pipes, roof, wall and floor insulation, solar swimming pool heater, setback thermostats, double-pane windows, etc.	ENV-4.1	Community Development		■			
DD	**Renewable Energy Incentives** Partner with energy providers to develope a program to offer incentives to installation of renewable energy generating systems, such as rebates, fee waivers, and permit streamlining.	ENV-4.3	Community Development		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
EE	**Energy Retrofit Program** Provide incentives to support adoption of building retrofits for fixtures and appliances to conserve energy in partnership with energy providers, the County, or local programs such as BayREN. Incentives can include rebates, permit fee waivers, or connecting interested parties with agencies that provide technical assistance (BayREN).	ENV-4.4	Community Development / Public Works		■			
FF	**Energy Education** Prepare educational and promotional materials for distribution at the Planning and Building Department and post information on the City's website outlinining permitting procedures and a submittal checklist for solar, wind, and other alternative energy permits.	ENV-4.6	Community Development / Public Works					■
GG	**Energy Audits** Initiate and facilitate programs that allow for energy audits of existing structures and public education programs aimed at promoting energy conservation. The programs should define the current levels of use, compare these to current standards for similar types of structures, and prescribe corrective methods to improve conservation.	ENV-4.4 ENV-4.5 ENV-4.6	Public Works					■

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7 Parks, Recreation & Open Space

Parks and open spaces are essential to a healthy, fulfilling life. As defining features of our community, they foster connection through shared joyful experiences, promote inclusivity, and provide access to clean air, natural beauty, physical activity, and mental well-being.

Our open space system also plays a vital role in enhancing local biodiversity, helping to maintain a harmonious balance between urban living and the natural world.

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Introduction

American Canyon's environmental resources are critical features that define our character and quality of life. The City's open space system provides places for recreation, activity, and engagement, for peace and enjoyment, and for freedom and relief from the built world. Physical recreation reduces obesity and risk of cardiovascular disease, diabetes, and other health ailments. Public open spaces, whether playgrounds, picnic fields or even just engaging streets, can help build community by giving neighbors a realm in which to get to know each other, and giving children a safe place to play.



Newell Open Space

Open Space and Parks

"Open space" and "parks" are related but distinctly different concepts in land use and urban planning.

- Open Space is land often preserved in an undeveloped condition for environmental, scenic, or agricultural purposes. Some Open Space land will have a conservation easement, which sometimes allows for passive recreation.
- Parks are a type of open space specifically designed for public recreation and enjoyment. To serve this purpose, parks typically include amenities like playgrounds, sports fields, picnic areas, trails, and restrooms.

American Canyon maintains approximately 1,168 acres of open space and parks, including the 642-acre Newell Open Space Preserve, the 24-acre Clarke Ranch open space area, and 513 acres of protected wetlands on the western side of the city.

Policies that implement open space and parks will increase the city's inventory over time. A graphic depicting current open space and parks is shown in Figure PR-1.

Open Space and Parks are managed by several agencies and private individuals within the city and Planning Area. Some of these are listed below:

The City of American Canyon

The City of American Canyon owns and manages several open space resources within the city and Planning Area.

Newell Open Space Preserve

The Newell Open Space Reserve (Newell Open Space) consists of 642 acres of steep hills most of which is located east of the City limits. Newell Open Space is also a working ranch with free-range cattle. The preserve was donated to the City in 1999 by Jack and Bernice Newell. The Land Trust of Napa County holds a conservation easement over the property which allows limited passive recreation. The preserve consists primarily of non-native grassland with pockets of oak-bay woodlands and eucalyptus trees and provides habitat for federally listed threatened and endangered plant and animal species including

golden eagles, red-legged frogs and Tiburon paintbrush. In addition to providing natural habitat and grazing lands, Newell Open Space is used for recreation by the public and has a system of trails.

Clarke Ranch

Acquired by the City in 1999 from the Port of Oakland through CalFed grant funds, Clarke Ranch is a 24-acre parcel of open space adjacent to the Wetlands Viewing Area and Napa River Bay Trail. Today, the property is home to the American Canyon branch of the 4-H Club and a Spirit Horse Riding Center facility. Spirit Horse is an all-inclusive riding program open to riders of all abilities who are facing developmental, emotional, social, and physical challenges. In 2017, the City Council adopted a Master Plan for future improvements at Clarke Ranch.

Napa River Wetlands

The Napa River Wetlands are located on lands outside the city limits but owned by the City of American Canyon and the State of California. The Wetlands features ten miles of trails jointly managed by the City of American Canyon, the California State Fish and Wildlife Department, and the Napa County Parks and Open Space District, including segments of the San Francisco Bay Trail. The Napa River Bay Trail, which opened the first segment in 2010 provides great views of the wetlands and constructed ponds, as well as public access to the Napa River. You can view a video that describes the wetlands at this link: https://www.youtube.com/watch?v=90JUMwGc0sY.



Napa River Wetlands

Watercourses in American Canyon

Major watercourses in American Canyon have been set aside as open space as part of development approvals. These watercourses and uplands are shown on Figure PR-1.

Golden State Land Conservancy

Canyon Estates Homes is a residential subdivision situated east of Newell Drive north of the American Canyon High School. The Canyon Estates project set aside 67 acres to Golden State Land Conservancy for wildlife and habitat conservation.

Napa Logistics Park is an industrial park located south of Napa Airport, east of Devlin Road. In 2013, the Napa Logistics Park set aside a 34-acre wetland easement to Golden State Land Conservancy for wildlife and habitat conservation.

Trail Networks

Napa County and American Canyon enjoys a network of regional trail systems that showcase many of the unique environments and spectacular scenery throughout the valley. From paved riverwalk trails to hikes along the ridge, the combined trail systems listed below provide views, exercise, and adventures for everyone.

The City of American Canyon supports trail networks with several regional partners. These include the Napa County Regional Park and Open Space District, the Napa Valley Vine Trail Coalition, the San Francisco Bay Trail, and the Bay Area Ridge Trail Council.

Napa Valley Vine Trail

The Napa Valley Vine Trail is spearheaded by the nonprofit Napa Valley Vine Trail Coalition to construct a 47-mile walking and biking trail system connecting the entire Napa Valley from the Vallejo Ferry terminal to Calistoga. The City of American Canyon adopted the Vine Trail into the General Plan as part of the Bicycle Master Plan in 2012 with minor updates since that time. A total of 47 miles is envisioned when the trail network is complete. As of 2025, approximately 3.25 miles have been completed within American Canyon.

The Bay Trail

The Bay Trail is spearheaded by the nonprofit San Francisco Bay Trail Coalition to construct over a 500-mile walking and biking trail system to circle the San Francisco Bay. In American Canyon, a Bay Trail segment is located adjacent to Meadow Bay Drive and Wetlands Edge Road. From there, the Bay Trail continues north along the Napa River to the eastern side of the Brazos Railroad Bridge.

Ridge Trail

The Bay Area Ridge Trail Council, a nonprofit organization encompassing representatives from public and private organizations, has sponsored planning for a 550-mile Ridge Trail that would traverse the ridgelines surrounding the San Francisco Bay. The closest Ridge Trail to American Canyon traverses Hiddenbrooke in Vallejo, north to Lynch Canyon, then to Skyline Wilderness Park in the City of Napa.

Within American Canyon a planned River to Ridge Trail would connect the Bay Trail next to the Napa River to the Ridge Trail in Lynch Canyon through the Newell Open Space Reserve.

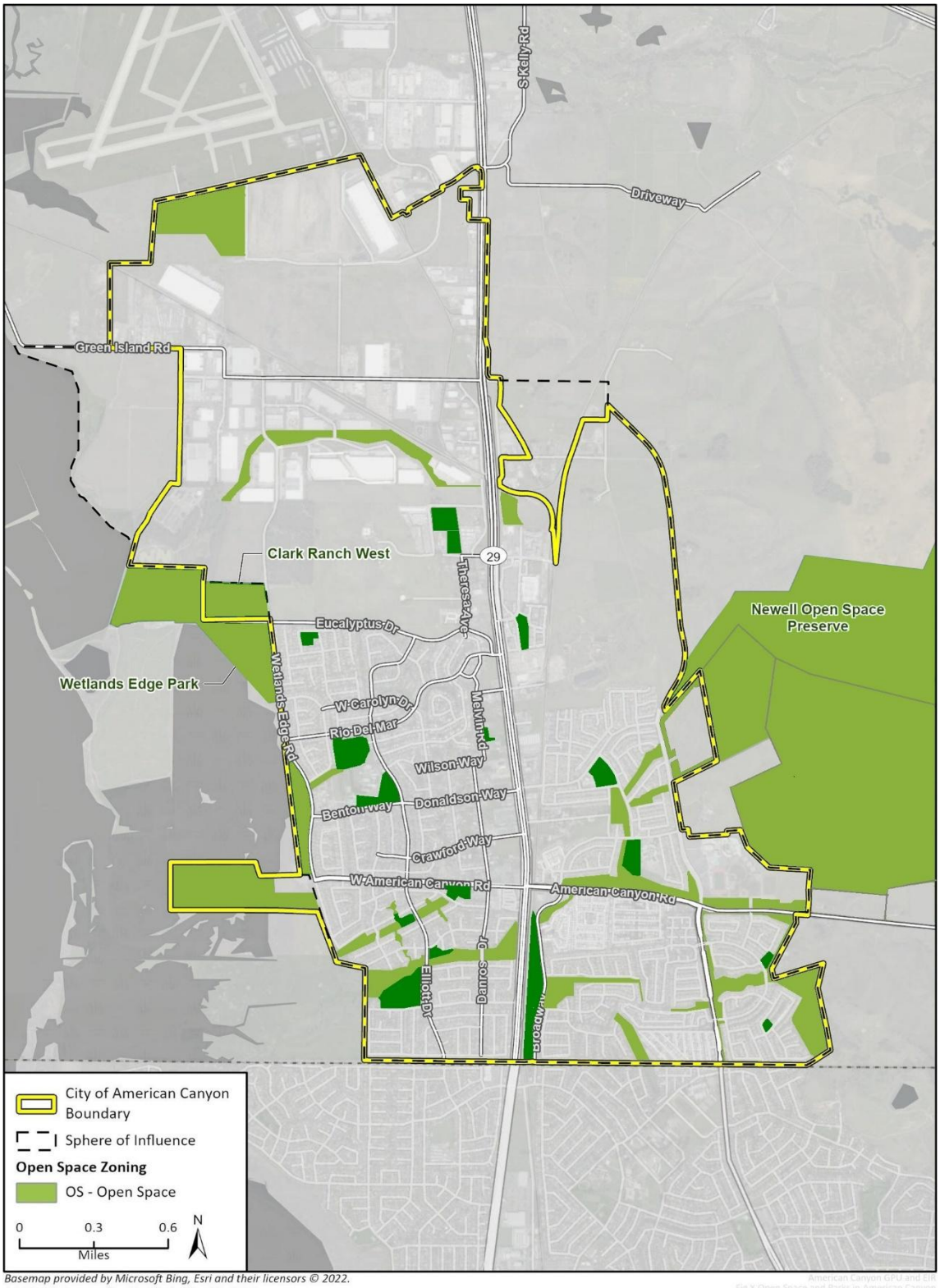
American Canyon Wetlands Trail

The American Canyon Wetlands trail was opened to the public in 2010. This five-mile Class I paved trail network showcases the Napa River, associated marshes, and beautiful views across town east to the Newell Open Space.



American Canyon Wetlands Trails

PR-Figure 1: Open Space and Parks in American Canyon



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Additional data provided by Mintier Harnish, 2022.

Goals and Policies[1]

Goal PR-1

Preserve and expand trails and public and private open space areas for conservation and recreational use.

Policies

PR-1.1 **Open Space Designation.** To the extent feasible, maintain the following types of land as designated open space:

a. Sensitive habitats or unique resources such as oak woodlands, riparian/creek corridors, significant wetlands and corridors which connect habitats;

b. Those areas which are best suited to non-urban uses due to:

i. Infeasibility of providing proper access or utilities;
ii. Excessive slope or slope instability;
iii. Wildland fire hazard;
iv. Noise exposure; or
v. Flood hazard.



Napa River Trails

PR-1.2 **Open Space Funding.** Encourage partnering with community groups and neighboring jurisdictions to identify grant opportunities to maintain, enhance, and expand open space, and recreational opportunities.

PR-1.3 **Interjurisdictional Open Space Coordination.** Coordinate open space planning, acquisition, and development efforts with those of Napa County, regional, and State agencies.

PR-1.4 **Open Space Access.** Provide public access to open space resources, with interpretive information, when doing so is consistent with protection of the resources, and with the security and privacy of affected landowners and occupants.

[1] Sustainable policies are noted with a green leaf.

PR-1.5 **American Canyon Bicycle and Pedestrian Trail Plans.** Continue to refer to the American Canyon Bicycle and Pedestrian Trail plans for guidance on trail locations, construction design, priority development and other relevant policies. See Mobility Element Appendix A and B.

PR-1.6 **Trail System.** Work with property owners, resource conservation agencies, neighboring cities, Napa County, and the State to establish an interconnected system of trails connecting open space resources with surrounding neighborhoods.

PR-1.7 **River to Ridge Trail.** Implement the planned River to Ridge Trail alignment (West to East). The trail would travel from Eucalyptus Drive to Broadway, south on Broadway to South Napa Junction Road, east across the railroad tracks to Watson Ranch and the Newell Open Space Preserve beyond.

PR-1.8 **Urban Open Space.** Plan, design, and build open spaces of varying size (e.g. public plazas, large and small open spaces, and spaces for social gatherings that serve as local focal points) to diversify the open space experience and provide opportunities for a larger range experiences for park users.

PR-1.9 **Surplus Caltrans Right-of-Way.** Work with Caltrans to use vacant, surplus properties for park and open space purposes.

PR-1.10 **Urban Trails.** Improve the convenience of nonmotorized in-town trips and recreation by linking residential and commercial land uses with pedestrian trails.

PR-1.11 **Trail Construction.** Require new development to dedicate and improve trails and walkways at least ten feet wide across long blocks or to provide access to schools, parks, open spaces, or other public areas, and where such trails or walkways are within the project boundary or frontage and shown on any map or diagram in the General Plan and any of its elements or on any specific plan of the City of American Canyon.

PR-1.12 **Climate Adaptation**. Mitigate the effects of heat reflecting from paved trail surfaces by incorporating shade trees along the south and west sides of trails wherever possible.

PR-1.13 **Trail Connectivity.** Enhance trail functionality by identifying gaps that connect missing links along a trail or between trail networks.

Parks and Recreation



The City of American Canyon's natural beauty makes outdoor recreation that much more special. The park system in the Planning Area is comprised of a diverse range of outdoor parks and recreation facilities that serve every segment of our community. The General Plan will guide the City's future park and recreation decisions, so they improve over the next 20 years for the benefit of everyone.

Policy Framework

American Canyon Subdivision Ordinance

The Subdivision Ordinance is included in the American Canyon Municipal Code under Title 18. The subdivision ordinance requires parkland to be dedicated, or in-lieu fees paid in conjunction with approval of residential subdivisions.

Parks and Community Services Master Plan

This plan is intended to guide the vision and direction and natural amenities and services provided by the Parks and Recreation Department in American Canyon.

Parks and Recreation Needs Assessment

The Parks and Recreation Needs Assessment was completed in 2015. The assessment used a statistically valid survey to predict trends and patterns of use and how to address unmet needs in American Canyon and recommended Level of Service Standards to develop appropriate actions regarding recreation programs, parks, trails, open space, building and other amenities.

Quimby Act

The Quimby Act (Government Code Section 66477) allows local governments to require developers to dedicate land, donate conservation easements, or pay fees to fund parkland development. The Quimby Act has a standard of 3.5 acres of parkland per 1,000 residents. The American Canyon General Plan and

Parks and Community Services Master Plan identify a local standard for American Canyon at 5.0 acres per 1,000 residents.

American Canyon Bicycle Master Plan

This plan was developed as a component of the Napa Valley Transportation Authority's Countywide Bicycle Plan Update. The Bicycle Plan is intended to help make American Canyon more safe, convenient, and accessible for bicycles within and traveling through American Canyon. American Canyon adopted the Bicycle Plan into the General Plan in 2012.

American Canyon Pedestrian Master Plan

This plan was developed as a component of the Napa Valley Transportation Authority's Countywide Pedestrian Plan Update. The pedestrian plan is intended to make walking in Napa County more safe, comfortable, convenient, and enjoyable for all pedestrians. It strives to improve accessibility for the disabled but does not intend to replace an existing Americans with Disabilities Act (ADA) Transition Plan. American Canyon adopted the Pedestrian Plan into the General Plan in 2017.

Park Classifications:

Mini-Parks are less than one acre in size and not designed for active recreational uses. They do, however, provide passive open space and buffering from adjacent urban development and typically include elements such as walking paths and benches. The City has three mini-parks listed below:



PR-Table 1 Mini Parks

Name	Address/Location	Acreage
Bedford & Kensington	323 Bedford Lane	0.14
Nottingham & Bently	270 Nottingham Lane	0.10
Danrose Sports Court	785 Danrose Drive	1.24
Total		1.48

c. Neighborhood Parks are usually two and a half to five acres in size and primarily planned for children five to fourteen years of age. To maximize the use of the parcel, these parks are ideally located within the center of a neighborhood and sited adjacent to a school whenever possible.

Recreation facilities typically provided in neighborhood parks include children's play areas (ideally equipped with a variety of play equipment for a range of users), picnic tables, and basketball courts. The service area for a neighborhood park is generally one-quarter to a one-half mile radius. The City has 15 Neighborhood Parks listed below:

PR-Table 2 Neighborhood Parks

Name	Address/Location	Acreage
Banbury Park	100 Banbury Way	8.83
Elliott Park	2234 Elliott Drive	2.83
Gadwall Park	161 Gadwall Street	2.0
Linwood Park	285 Linwood Lane	1.32
Main Street Park	5050 Main Street	3.0
Melvin Park	19 Melvin Road	1.3
Montecarlo Park	54 Montecarlo Way	2.75
Northampton Park	243 Northampton Drive	4.0
Pelleria Park	54 Pelleria Drive	1.0
Quarry Park	N/A	7.1
Shenandoah Park	100 Sonoma Creek Way	6.0
Silver Oak Park	485 Silver Oak Drive	5.0
Via Bellagio Park	100 Via Bellagio	1.0
Watson Ranch Center Park	Marcus Road	3.8
Watson Ranch Newell Park	Newell Drive	7.4
Total		57.33

d. Community Parks are designed to serve several neighborhoods. Community parks are planned for youths and adults and provide for a wider range of activities than the neighborhood park or playground. Community parks generally range in size from 10 to 40 acres and provide facilities for both indoor and outdoor recreational activities such as

softball diamonds, basketball courts, tennis courts and community centers. The service area for a community park is typically one-to-one-and-a-half-mile radius. The City has five Community Parks listed below:

PR-Table 3 Community Parks

Name	Address/Location	Acreage
Community Park I	1400 Rio Grande Drive	8.0
Community Park II	20 Benton Way	6.3
Kimberly Park	600 Kimberly Way	10.0
Little League Complex	280 Napa Junction Road	10.0
Veterans Memorial Park	2801 Broadway	9.0
Total		43.3



Kimberly Park

Goals and Policies

Goal PR-2

Enrich the quality of life in American Canyon by providing parks, trails, and recreational services for all the city's residents.

Policies

PR-2.1 **Park Standards.** Provide a variety of mini, neighborhood, community, and regional park facilities to achieve a minimum standard of 5 acres of parkland per 1,000 residents.

PR-2.2 **Parks Master Plan.** Create a comprehensive, citywide Parks and Recreation Master Plan that provides specific criteria and guidelines for the siting, design, and programming of parks and recreational facilities.

PR-2.3 **Parks System.** Work toward the establishment of a public parks system interconnected by off-street trails or bicycle lanes.

PR-2.4 **Park Balance between Active and Passive.** Ensure that American Canyon provides both active and passive recreational activities in a variety of park and trail settings.

PR-2.5 **Public Input.** Promote a high level of public outreach regarding park and recreation opportunities and facility design in American Canyon.

PR-2.6 **Landfill Re-Use**. Evaluate the potential for further recreational use at the closed landfill.

PR-2.7 **Kayak Launch.** Evaluate feasible locations to accommodate a kayak launch at the Napa River wetlands.

PR-2.8 **Broadway District Specific Plan Parks.** Evaluate feasible locations for public parks to serve residents in the Broadway District Specific Plan area.

PR-2.9 **Watson Ranch Specific Plan.** Incorporate the Watson Ranch Specific Plan recreation program into the General Plan by reference which includes private recreation facilities, public parks, trails, and community center and plaza.

PR-2.10 **Climate Change Adaptation.** Consider impacts and feasible adaptation measures to address potential long-term impacts of sea level rise, extreme weather, and heat on the city's park system.

PR-2.11 **Park Dedications.** Review the Subdivision Ordinance as necessary to ensure park dedication requirements remain consistent with the Subdivision Map Act.

PR-2.12 **Park Accessibility.** Require any park construction and any new development on existing park facilities meet accessibility standards defined by the Americans with Disabilities Act (ADA) and playground safety requirements (Senate Bill 2733).

PR-2.13 **Park Fee Revenue.** Periodically review the parks and recreation fee structure to ensure it meets established cost-recovery objectives without placing an excessive financial burden on residents.

PR-2.14 **Park Impact Fee**. The City shall update, as needed and appropriate, the park in-lieu fee assessed to all new development.

PR-2.15 **Park Donations**. Provide mechanisms by which the City may accept gifts and dedications of parks, open space and facilities.

PR-2.16 **Park Funding.** Consider the use of special taxes, bonds, or assessment districts for park development and maintenance.

PR-2.17 **Park Funding**. Seek out and aggressively pursue all forms of Federal, State, county, private foundation, and endowment support to assist in the acquisition, development and programming of park and recreation resources in the City of American Canyon.

PR-2.18 **Park Service Variety.** Provide a variety of desirable amenities within recreation areas to accommodate people of varying ages and leisure time interests.

PR-2.19 **Private Recreation Services.** Ensure the Zoning Code accommodates sufficient land within the city to allow establishment of private commercial recreation facilities and services that serve all age groups that could not otherwise be provided by the City.

PR-2.20 **Park Operation and Maintenance.** Operate and maintain American Canyon's park and recreation facilities by utilizing programs that are designed for the most effective use and enhancement of park sites at the minimum possible cost.

PR-2.21 **Partnerships.** Encourage partnerships with the American Canyon Community & Parks Foundation, the Napa County Parks and Open Space District, the 4-H Club and many other neighborhood groups, organizations, clubs, and businesses to take a greater interest and financial responsibility in the improvement of the park and recreation system in American Canyon through the donation of goods, services, and financial support.

PR-2.22 **Volunteer Services.** Promote establishment of volunteer services program to assist City Park and Recreation staff, thereby stimulating more direct community involvement and reducing future staffing costs.

PR-2.23 **Volunteer Recognition**. Recognize, support, and celebrate the efforts of local groups and organizations that provide recreational opportunities for youth and members of all age groups.

PR-2.24 **Nighttime Park Use**. Limit nighttime hours in parks located adjacent to residences to ensure noise does not adversely impact resident quality of life.

PR-2.25 **Park Maintenance**. Rehabilitate existing American Canyon parks based on such measures as increased public access, lower maintenance costs and increased service delivery.

PR-2.26 **Highlight Natural Features**. Combine park sites that contain significant natural features with recreational learning opportunities wherever possible. For example, the City could establish a natural resource learning center near the Napa River Wetlands.



Wetlands Edge Open Space

Public Art

A community's sense of place is not static. As a narrative that evolves over time, Public Art provides voice to the many values and historical periods within the community. A further beauty of Public Art is its expressive diversity – there is no limit to art form and subject matter. What can Public Art do?

- Create a sense of place.
- Improve pedestrian connections and walkability.
- Instill civic pride.
- Provide jobs for neighborhood artists.
- Celebrate the city's history and culture.
- Reduce vandalism and graffiti.

Encouraging and celebrating the community's artistic expression will enrich our lives and nurture our community to flourish intellectually, culturally, and economically.



American Canyon Arts Foundation Mural

Goals and Policies

Goal PR-3

Enhance the community with visual arts that acknowledge our local artistic community, inspire pride, identity, and a sense of place within the community.

Policies

PR-3.1 Public Art Program. Establish a program to facilitate artwork on public property.

PR-3.2 Public Art Generally. Ensure administrative policies foster an artwork-rich environment by exempting formal artwork selection procedures for minor-age residents and artwork on private property.

PR-3.3 Public Art Committee. On a regular basis, ensure a two-Councilmember Ad-Hoc Subcommittee of the City Council is appointed to review and implement the Public Art Program.

PR-3.4 Public Art Qualifications. Ensure artists who develop public art are well qualified and recognized by critics and peers as professional practitioners of visual art.

PR-3.5 Public Art Selection Criteria. Ensure Public Art is diverse and inclusive by considering artworks of all schools, styles, and tastes.

PR-3.6 Public Art Location Criteria. Ensure Public Art selected is visible and accessible to the public and constructed safely and placed outside traffic or other potential hazards.

PR-3.7 Public Art Maintenance. Ensure ongoing artwork maintenance is considered when selecting Public Art.

PR-3.8 Public Art Funding. Consider establishing a Public Art fund as the depository for all funds collected with the Public Art Program.

Scenic Resources

American Canyon is located adjacent to the Coast Mountain Ranges with rich scenery and iconic landscapes. Wetlands Edge Road provides unimpeded views of the marsh and the nearby Napa River to the distant hills beyond. The eastern hills are visible from many areas of the community, bordering the city with foothills along Newell Drive and American Canyon Road.

Several streams and creeks are located throughout the city and surrounding area, including American Canyon Creek, which runs through the southern portion of the city from the Sulphur Spring Mountains down to the Napa River. These waterways and natural areas provide habitat for local animal and plant species and are an important community resource for recreation and attractive landscapes. These scenic resources, and the general bucolic environment in which the city resides, is a key characteristic for American Canyon that will be preserved and protected through policy and future development decisions.

There are no designated scenic highways or roads in American Canyon. However, the County has designated the portion of Highway 29 north of the American Canyon and couth of the city of Napa as a designated scenic road. In addition, the portion of American Canyon Road located east of the city limits is also designated as a scenic road.

Goals and Policies

Goal PR-4

Preserve viewsheds and scenic resources, including ridgelines, canyons, and significant public views.

Policies

PR-4.1 Implement the Urban Limit Special Study Zone. The Special Study Zone in the Urban Limit Line on the eastern side of American Canyon requires proposed development to provide view corridors and public access from Newell Drive to the agricultural and Open Space lands in Unincorporated Napa County to the east. Because the 2008 Urban Limit Line Initiative will expire in 2030, this policy will not apply to the

Future Study Area designation applicable to the Hess/Laird property. (2008 Urban Limit Line Initiative)

PR-4.2 **Oat Hill View Corridor**. In conjunction with new development on Oat Hill, accommodate a public view trail around the top of Oat Hill.

PR-4.3 **Identify Scenic Vistas.** Identify notable viewsheds and public views from which scenic vistas can be observed.

PR-4.4 **Visual Design.** Require massing, height, and orientation of new development where allowable by the zoning standards adjacent to viewsheds and public views be evaluated and sited and designed to minimize additional obstructions of public views to and along scenic areas.

PR-4.5 **Public Access to Vistas.** Identify important vista locations within the City, Sphere of Influence, and Urban Limit Line and evaluate modification to the American Canyon Bicycle Plan and the Napa Countywide Bicycle and Pedestrian Master Plans to include trails that lead up to and around important vista locations.



Oat Hill Views

Implementation Programs

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
A	**Grant Opportunities.** Pursue available funding sources and/or partnerships for open space acquisition, management, and enhancement.	PR-1.2	Recreation / Community Development					■
B	**Level of Service and Access.** Establish open space level of service and level of access standards to prioritize acquisition, maintenance, and access for open space areas.	PR-1.4	Community Development / Recreation		■			
C	**Open Space ADA Accessability.** Evaluate and identify ADA compliance of open spaces. Seek funding to implement improvement projects that could increase accessibility such as providing ADA accessible parking and pathways and establishing easy access trails.	PR-1.4 PR-1.6 PR-1.8	Recreation / Community Development					■
D	**Trail Network Plan.** Develop a trail network plan to and connect open spaces, parks, and residential neighborhoods.	PR-1.5 PR-1.6 PR-1.7 PR-1.10 PR-1.11 PR-1.13	Recreation / Community Development		■			
E	**Scenic Resources Inventory.** Create and periodically update an inventory of scenic resources important to the City.	PR-1.1	Community Development					■
F	**Scenic Resource Protection.** Identify and map valuable scenic viewscapes and update the City's development and design standards to protect scenic resources and important viewsheds.	PR-1.1	Community Development					■
G	**Bicycle and Pedestrian Infrastructure Funding.** Pursue grant funding to implement bicycle and pedestrian infrastructure, such as new bike lanes and sidewalks.	PR-1.2 PR-1.5 PR-1.10	Community Development		■			



8 Environmental Justice

The Environmental Justice Element establishes environmental justice goals, policies, and implementation programs to ensure all members of the American Canyon community (i.e., residents, workers, business owners, local organizations, and visitors) regardless of race, ethnicity, age, gender, religion, sexual orientation, disability, and socio-economic status feel valued, safe, respected, included, and secure.

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Environmental Justice

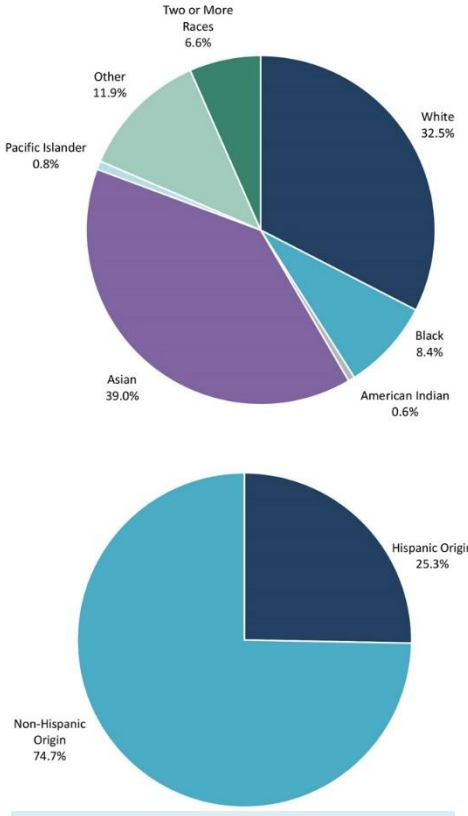
The State of California defines Environmental Justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Fair treatment means that no group should bear a disproportionate share of negative environmental impacts caused by industrial, governmental, or commercial activities.

Historically—and continuing today—communities with lower incomes, less access to education, and higher proportions of minority residents often face greater exposure to environmental hazards. These disparities largely stem from land use policies and zoning regulations, such as placing residential areas next to industrial zones.

The Environmental Justice goals, policies, and implementation programs outlined in this Element are designed to address these longstanding systemic inequities.

Racial and Ethnic Diversity

The city is home to a variety of races and cultures. Diversity is the representation of different groups, and in American Canyon no single US Census-reported race category makes up more than 40 percent of the local population total. About four in ten residents are Asian, three in ten are White, and almost one in ten are Black. About one quarter of residents' report being ethnically Hispanic.



Source: US Census, 2019

Introduction

Legal Requirements

The Planning for Healthy Communities Act of 2016 (Senate Bill 1000) was enacted to promote environmental justice in local and regional planning. Under SB 1000, cities and counties must identify "disadvantaged communities" within their planning areas and include related goals and policies in their general plans. These environmental justice provisions may be integrated throughout the general plan or presented as a separate element. The City of American Canyon chose to create a standalone element to address environmental justice goals, policies, and objectives, in accordance with state law. As of 2022, there are no disadvantaged communities within American Canyon.

In addition, Government Code Section 65302.10 requires general plans to identify and analyze Disadvantaged Unincorporated Communities (DUCs) located outside city boundaries but within or adjacent to a city's sphere of influence (SOI). DUCs are defined as inhabited unincorporated areas with at least 10 housing units and a median household income below 80 percent of the statewide median. As of 2022, there are no DUCs within or adjacent to American Canyon's SOI.

Relationship to Other General Plan Goals, Policies, and Implementation Programs

State law requires that the General Plan—and each of its individual elements—together constitute an "integrated, internally consistent, and compatible statement of policies." The goals, policies, and programs of this Justice Element align with and build upon those in other elements of the General Plan.

This Element aims to reduce health risks in American Canyon by implementing strategies such as limiting pollution exposure, improving air quality, and supporting access to public facilities, nutritious food, safe and sanitary housing, and opportunities for physical activity. It also seeks to promote civic engagement in public decision-making and prioritize investments and programs that meet both current and future community needs.

Many existing policies across other General Plan elements already address environmental justice and help enhance the quality of life for American Canyon residents. EJ-Table 1 below outlines these relevant policies. The Environmental Justice Element builds on this foundation by identifying gaps and introducing additional goals, policies, and programs to ensure the General Plan fully reflects the needs of the community.

Household Income Distribution

The 2019 median household income in American Canyon was about $99,400, 12 percent higher than the Napa County median income of $88,500. The median income in American Canyon grew by an average of about 2.4 percent per year over the past decade, a rate comparable to inflation in the economy.

By 2019, over 23 percent of American Canyon households had an annual income in the range of $100,000 to $149,999, compared to 19 percent countywide. About seven percent have an annual income below $25,000, compared to nearly 10 percent in Napa County as a whole.

EJ-Table 1: Policies in Other Elements Supporting Environmental Justice Efforts

Policy Number	Policy Title	Page Number
Civic Engagement		
LU-15.7	Community Outreach	LU-33
U-8.1	Recycling Education and Information	U-17
ENV-6.6	Public Input	ENV-24
S-1.6	Public Training	S-10
S-1.7	Public Awareness	S-10
S-5.5	Safe Use and Disposal	S-28
S-7.13	Climate Change Impact Outreach	S-34
S-7.14	Monitoring	S-34
Pollution Exposure		
LU-5.3	Truck Access	LU-20
ENV-11.1	Regional Air Quality Efforts	ENV-38
S-5.4	Storage and Disposal	S-28
S-5.2	Cleanup Sites	5-28

EJ-Table 1: Policies in Other Elements Supporting Environmental Justice Efforts

Policy Number	Policy Title	Page Number
Physical Activity		
LU-1.4	Compact Development Pattern	LU-15
MOB-1.7	Promote Walking and Bicycling	M-30
Public Facilities and Services		
ENV-5.5	American Canyon Bicycle and Pedestrian Trail Plans.	ENV-18
ENV-5.10	Urban Trails	ENV-18
ENV-6.3	Park System	ENV-24
ENV-10.10	Active Transportation	ENV-36
ENV-11.9	Countywide Bicycle and Pedestrian Plans	ENV-39
LU-7.1	Adequate Public Facilities	LU-22
MOB-1.24	Bicycle Facilities	M-32
MOB-1.25	Street Trees	M-32
S-1.2	Critical Facilities	S-10
Land Use and Development		
MOB-1.11	Reduce the Need to Drive	M-30
MOB-1.23	Pedestrian Connections to Employment Destinations	M-32
ENV-6.2	Parks Master Plan	ENV-24
LU-5.4	Industrial Operations	LU-20
LU-5.5	Prevent Adverse Impacts	LU-20
LU-12.14	Industrial Performance Standards	LU-30
ENV-1.6	Urban Forest	ENV-7
ENV-11.3	Separate Sensitive Land Uses	ENV-38
MOB-6.4	Location of Industrial Development	M-42
Managing Environmental Concerns		
ENV-5.12	Climate Adaptation	ENV-19
S-7.9	Resilient Hubs	S-34
LU-10.13	Climate Change Adaptation	LU-27
ENV-9.1	Greenhouse Gas Emissions Reductions	ENV-34
ENV-9.5	Vehicle Miles Travelled Reduction	ENV-35
Infrastructure Accessibility, Design, and Maintenance		
LU-2.5	Active Transportation	LU-16
LU-10.14	Safe Pedestrian and Bicycle Mobility	LU-27
MOB-1.5	Sidewalks	M-30
MOB-1.22	Non-motorized Circulation System	M-32
MOB-2.3	Bicycle Safety	M-34
U-2.3	Retrofits Existing Buildings	U-8

EJ-Table 1: Policies in Other Elements Supporting Environmental Justice Efforts

Policy Number	Policy Title	Page Number
ENV-6.1	Park Standards	ENV-24
ENV-6.13	Park Accessibility	ENV-25
Health and Safety		
MOB-2.1	Vision Zero	M-34
MOB-2.5	Speeds on Residential and Arterial Streets	M-34
Safe and Sanitary Housing		
LU-10.11	Property Maintenance Programs	LU-26
U-9.6	Residential Energy Efficiency	U-20
ENV-10.4	Energy Retrofit Program	ENV-36
S-2.3	Retrofit Strategy	S-16
S-2.9	Property and Building Improvements	S-17

Source: City of American Canyon, 2023.

Background

California law defines "disadvantaged communities" as areas disproportionately affected by a combination of economic, health, and environmental burdens—factors that contribute to lower quality of life and heightened health risks. To assist in identifying these communities at the local level, the Governor's Office of Planning and Research (OPR) recommends using the California Communities Environmental Health Screening Tool (CalEnviroScreen).

CalEnviroScreen 4.0 Methodology

Developed by the Office of Environmental Health Hazard Assessment (OEHHA), the CalEnviroScreen tool identifies disadvantaged communities across California. The latest version, CalEnviroScreen 4.0—released in October 2021—was used to inform the development of this Element. It evaluates census tracts using 20 indicators drawn from environmental, health, and socioeconomic data. These indicators are organized into four categories, which are then combined into two overarching data groupings. See EJ-Table 2.

Pollution Burden

- **Environmental Effects Indicators.** Based on the locations of toxic chemicals in or near communities.
- **Exposure Indicators:** Based on measurements of different types of pollution that people may encounter.

Population Characteristics

- **Socioeconomic Factor Indicators.** Based on conditions that may increase peoples' stress or make healthy living difficult and cause them to be more sensitive to pollution effects.
- **Sensitive Populations.** Based on conditions that measure the number of people in a community who may be more affected by pollution because of their age or underlying health.

EJ-Table 2: CalEnviroScreen 4.0 Indicators

Pollution Burden	
Exposure Indicators	**Environmental Effect Indicators**
• Ozone Concentrations	• Cleanup Sites
• PM2.5 Concentrations	• Groundwater Threats
• Diesel PM Emissions	• Hazardous Waste
• Drinking Water Contaminants	• Impaired Water Bodies
• Children's Lead Risk from Housing	• Solid Waste Sites and Facilities
• Pesticide Use	
• Toxic Releases from Facilities	
• Traffic Impacts	
Population Characteristics	
Sensitive Populations Indicators	**Socioeconomic Factor Indicators**
• Asthma Emergency Department Visits	• Educational Attainment
• Cardiovascular Disease (Heart Attacks)	• Housing Burdened Low-Income Households
• Low Birth Weight Infants	• Linguistic Isolation
	• Poverty
	• Unemployment

Source: California Communities Environmental Health Screening Tool (CalEnviroScreen 4.0), Office of Environmental Health Hazard Assessment (OEHHA), 2022.

To identify potential disadvantaged communities, CalEnviroScreen assigns each census tract a percentile ranking that reflects the level of environmental and socioeconomic burden relative to other tracts across the state. This ranking is calculated by combining indicator scores, as shown in EJ-Table 2. Generally, a higher CalEnviroScreen score indicates greater pollution exposure and population vulnerability. For instance, a tract in the 80th percentile ranks among the top 20 percent of most burdened areas statewide. Communities scoring in the top 25 percent (with overall CalEnviroScreen percentile scores of 75 or higher) are designated as disadvantaged.

Census Tracts in American Canyon

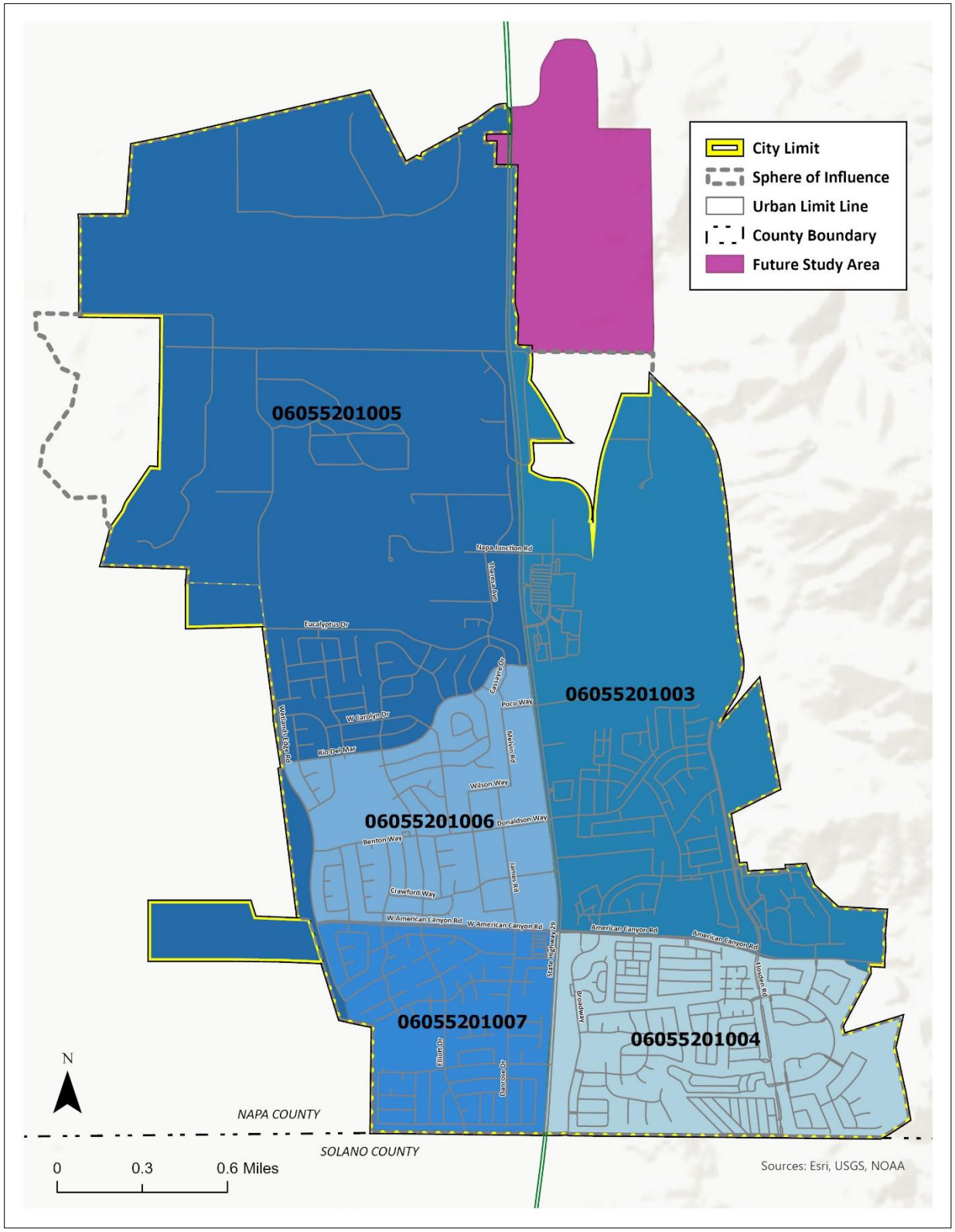
The American Canyon planning area includes five census tracts. Census tracts are geographic units used to collect and report population data. Some align with city boundaries, while others fall entirely within unincorporated county areas—or span both. Of the five census tracts in the planning area, three include portions of unincorporated Napa County. See EJ-Table 3, below, and EJ-Figure 1.

EJ-Table 3: American Canyon Census Tracts

Census Tract	Census Tract Location	
	Entirely Within SOI	Within City SOI and County
6055201003		X
6055201004		X
6055201005		X
6055201006	X	
6055201007	X	

Source: United States Census Topologically Integrated Geographic Encoding and Referencing (TIGER) 2020 database, 2022.

EJ-Figure 1: American Canyon Census Tracts



Environmental Justice in American Canyon

Disadvantaged Communities

Disadvantaged communities are those with an overall CalEnviroScreen 4.0 percentile score of 75 or higher (the highest 25 percent of census tracts across California).

Disadvantaged Community Analysis

Based on 2019 data, none of the census tracts in American Canyon fall at or below the statewide median household income[1]. As shown in EJ-Table 4 and EJ-Figure 2, no census tracts in the planning area received an overall CalEnviroScreen percentile score at or above the 75th percentile—indicating that there are no designated disadvantaged communities within the city or its Planning Area.

Census tracts 6055201003 and 6055201005 had the highest CalEnviroScreen scores—62 and 63, respectively. As illustrated in Figure EJ-1, these tracts cover large areas outside the city limits and include industrial zones near Napa Airport as well as vineyards northeast of the city.

In contrast, census tracts 6055201004, 6055201006, and 6055201007—which are confined to areas within American Canyon's city limits and the open space east of the La Vigne neighborhood—received the lowest scores, with an average CalEnviroScreen score of 31.

EJ-Table 4: American Canyon CalEnviroScreen 4.0 Score Overview

Census Tract	Pollution Burden Percentile	Population Characteristics Percentile	Overall CalEnviroScreen 4.0 Score
6055201003	74	48	62
6055201004	8	45	24
6055201005	73	50	63
6055201006	14	46	30
6055201007	13	63	39

Source: California Communities Environmental Health Screening Tool (CalEnviroScreen 4.0), Office of Environmental Health Hazard Assessment (OEHHA), 2022.

[1] *California's median income for 2019 was $41,870 Source: State of California Franchise Tax Board*

Pollution Burden

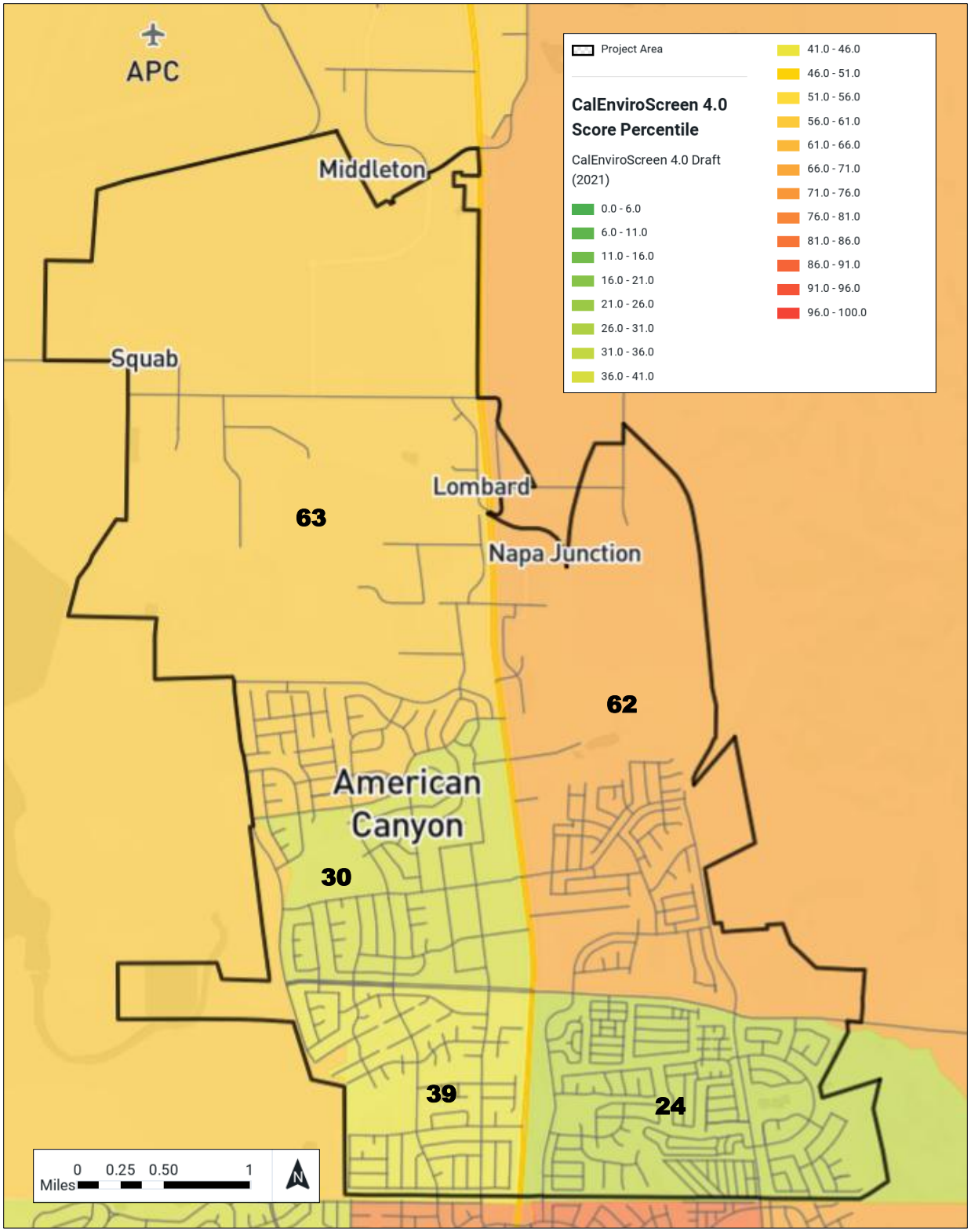
EJ-Table 4 presents the CalEnviroScreen pollution burden scores for each census tract within the American Canyon planning area. These scores are calculated based on a range of pollution exposure and environmental indicators that reflect potential risks in the surrounding environment (see EJ-Table 2 for a list of indicators).

Encouragingly, none of the census tracts in American Canyon received a pollution burden percentile score at or above the 75th percentile. Tracts with the lowest pollution burden are located primarily within the city, while the highest scoring tracts are situated in the northern areas that extend beyond the city limits into unincorporated Napa County. See EJ-Figure 2.

Population Characteristics

EJ-Table 4 presents the CalEnviroScreen population characteristics burden scores for all census tracts within the American Canyon planning area. These scores are based on a variety of indicators related to sensitive populations and socioeconomic conditions. Many of these factors—such as lower educational attainment, linguistic isolation, poverty, unemployment, and housing burden—are linked to increased risks of health issues like asthma, low birth weight, and cardiovascular disease (see EJ-Table 2 for a full list of indicators). None of the census tracts in American Canyon received a population characteristics burden score at or above the 75th percentile.

EJ-Figure 2: Overall CalEnviroScreen 4.0 Scores



Goals and Policies[2]

This section outlines goals and policies designed to ensure that all members of the American Canyon community—including residents, workers, business owners, local organizations, and visitors—feel valued, safe, respected, included, and secure, regardless of race, ethnicity, age, gender, religion, sexual orientation, disability, or socioeconomic status.

Goal EJ-1: Affordable Housing

Support equal and fair access to affordable housing options for all residents.

Policies

EJ-1.1: **Affirmatively Further Fair Housing.** Promote and affirmatively further fair housing policies and programs.

EJ-1.2: **Review and Update of Housing Policies.** Periodically review and update, as necessary, local housing policies and procedures to ensure they do not pose impediments to furthering fair housing.

EJ-1.3: **Housing Affordability and Access.** Support the development and preservation of affordable housing throughout the city for a variety of income levels.

EJ-1.4: **Housing Element Implementation.** Support implementation of the Housing Element policies to address equal and fair access to affordable housing options for all residents.

[2] Sustainable policies are noted with a green leaf.

Goal EJ-2: Health and Safety

Ensure residents have healthy and safe living conditions.

Policies

EJ-2.1: **Education and Awareness.** Support and expand education programs that increase awareness among residents about property maintenance and neighborhood quality standards.

EJ-2.2: **Safe and Sanitary Housing**. Through implementation of the Housing Element, the City shall provide standards for development that promote safe and sanitary housing.

EJ-2.3: **Housing Support Services**. Through implementation of the Housing Element, continue support for regional and nonprofit agency efforts that provide housing support services.

Goal EJ-3: Land Use Equity

Ensure all land use decisions benefit American Canyon residents and do not create a disproportionate burden to any resident based on location, income, race, color, educational status, or national origin.

Policies

EJ-3.1: **Environmental Justice Considerations**. Consider potential adverse health and safety impacts associated with land use decisions and reduce negative impacts on residents from hazardous materials, industrial activities, facility locations, and design features.

EJ-3.2: **New Incompatible Land Uses.** Avoid the introduction of new incompatible land uses and consider the potential impacts of adding uses with environmental hazards into existing residential areas.

EJ-3.3: **Environmental Protection.** Evaluate and implement environmental protection measures within the City's authority that support equitable treatment of all neighborhoods.

EJ-3.4: **Capital Improvements.** When preparing a Capital Improvement Program, consider reducing existing infrastructure deficiencies in lower-income neighborhoods.

EJ-3.5: **Vision Zero Mobility.** Support and fund a Local Road Safety Program that evaluates priority measures to improve the safety of trails and streets in all areas of the city.

EJ-3.6: **Accessible Pathways.** Implement a city-wide accessibility plan to improve accessible pathways throughout the city.

EJ-3.7: **Combat Heat Island Impacts**. Consider the addition of trees in new street and trail construction to reduce the heat island impacts of new paved surfaces.

Goal EJ-4: Policy Inclusiveness

Support meaningful and inclusive participation of all community members in the decision-making process.

Policies

EJ-4.1: **Accessibility to City Events.** Schedule City events using different days, times, and formats (i.e., virtual and digital accessibility) to encourage and facilitate participation among community members with work, school, and other obligations that conflict with more traditional scheduling.

EJ-4.2: **Innovative Communication.** Promote and implement new and innovative approaches to facilitate communication between members of the community and City-elected officials and staff members.

EJ-4.3: **Transparent Public Decision-Making.** Ensure transparent public decision-making processes through effective public outreach, engagement, and participation that is inclusive of socially disadvantaged individuals and groups.

EJ-4.4: **Leadership Development.** Promote and implement programs that educate local residents about the roles of each municipal department and local decision-making processes.

EJ-4.5: **Municipal Employee Recruitment.** Evaluate and implement "state of the art" employment recruitment procedures that reduce or eliminate opportunities for intrinsic bias in employment application and screening.

EJ-4.6: **Diverse Employment Opportunities.** Support measures to streamline the development review process to facilitate new development that will provide diverse employment opportunities from construction and ongoing business operations.

EJ-4.7: **Open and Inclusive Recreation.** Support municipal and private nonprofit recreation events that appeal to all segments of society.

Goal EJ-5: Healthy Environment

Ensure all residents have access to healthy foods, education, green spaces, and medical services.

Policies

EJ-5.1: **Community-Supported Agriculture.** Support community-supported agriculture/food production, such as community gardens and cottage food operations.

EJ-5.2: **Acceptance of Government-Issued Vouchers.** Coordinate with farmers market vendors and local food retailers to continue to accept payment through Electronic Benefit Transfer (EBT), which allows residents in the Supplemental Nutrition Assistance Program (SNAP) and the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC) to purchase food with their program benefits.

EJ-5.3: **Access to Community Assets.** Identify and address gaps in access to residential, commercial, recreation facilities, natural open space areas, and physical and mental health resources, to help ensure that these resources are equitably available to all residents.

EJ-5.4: **Integrated and Accessible Park System.** Continue to develop an integrated park system that is safe and accessible.

Goal EJ-6: Education and Lifelong Learning

Support exceptional variety and quality of education and lifelong learning opportunities that reach community members throughout their lives.

Policies

EJ-6.1: **Joint Ventures.** Support policies, projects, and programs that facilitate shared use and joint development of resources with education providers and nonprofit organizations that provide recreational facilities, and cultural, intellectual, and artistic opportunities.

EJ-6.2: **Recreation as Education.** Seek opportunities to include educational lessons in recreation programs.

EJ-6.3: **Education Partnerships.** Support awareness of education and lifelong learning service providers who operate autonomously from the City.

EJ-6.4: **American Canyon Library.** Support policies, projects, and programs that recognize the American Canyon library as a central element in American Canyon's citywide educational system.

Implementation Programs

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
A	**Implement Housing Element Policies** Implement and enhance Housing Element goals and policies to ensure that future improvements in the environmental justice community do not result in a net loss of affordable housing or displacement of existing residents.	EJ-1.1 EJ-1.3 EJ-3.1 EJ-3.5 EJ-3.6	Community Development / Planning Division					■
B	**Review and Update Housing Related Policies** Review and update, as necessary, local housing policies and programs to ensure they support and do not pose impediments to furthering fair housing.	EJ-1.1 EJ-1.2 EJ-3.1 EJ-3.3 EJ-3.4 H-5.16	Community Development / Planning Division					■
C	**Establish Best Practices** Explore and implement best practices for innovative housing options such as tiny homes, cooperatives, and community land trusts, that prioritize community ownership and support resident efforts to build intergenerational wealth.	EJ-1.1 EJ-1.2 EJ-1.3 H-5.12 H-7.1 H-7.2 H-7.3 H-7.4 H-7.5 H-7.6 H-7.7	Community Development / Planning Division					■
D	**Educational Resources for Housing** Maintain and update information on the City website that contains resources related to affordable housing, rental assistance, tenant rights, homeownership, homelessness services, and other special needs resources.	EJ-2.1 H-5.11 H-5.12	Community Development / Planning Division					■
E	**Racial, Social, and Environmental Justice Outreach** The City shall prepare and use clear and inclusive outreach materials, expand media campaigns, and implement other strategies (i.e., translation services) to increase and advance racial, social, and environmental justice initiatives.	EJ-4.1 EJ-4.2 EJ-4.3	City Manager / Community Development					■

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
F	**Community Engagement** The City shall prepare and implement programs that include new and innovative mechanisms to communicate and engage members of the community who are not typically active in civic issues to foster stronger relationships with the City such as mobile device surveys, community meetings, and community roundtables.	EJ-4.2 H-5.11 H-7.1	City Manager Community Development					■
G	**Constraints to Healthcare** Evaluate and remove local governmental constraints that might hinder the provision of high-quality healthcare services and resources are accessible and near residential neighborhoods.	EJ-3.7 EJ-5.1 EJ-5.3 H-3.5 H-3.6 H-7.4	Community Development					■
H	**Park and Open Space Access** Establish procedures wich encourage the development of urban open space and recreation opportunities such as plazas and public community gathering spaces provided by both non-residential and residential development.	EJ-5.1 EJ-5.4 H-3.5	Parks Department Community Development		■			

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9 Safety

The Safety Element provides the City of American Canyon's goals, policies, and actions to minimize safety hazards to in and around the city. The Safety Element evaluates natural and human-caused hazards that affect existing and future development and provides guidelines for protecting the community from harm. The Safety Element describes existing and potential future conditions and sets policies to reduce risk of injury, death, property loss, and other hardships to acceptable levels.

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Introduction

Public Safety in American Canyon includes both natural and manmade hazards and the emergency response to them. The goals and policies of this element are organized around the following topics:

- Emergency Operations
- Fire Safety
- Flooding
- Geologic Hazards and Seismic
- Hazardous Waste and Materials
- Airport and Military Operations
- Climate Change
- Noise

Emergency Response and Preparedness

There are several guiding documents that help the City of American Canyon prepare for and respond to natural and manmade disasters. The Emergency Operations Plan (EOP) and community emergency preparedness program helps minimize the risk of loss of life or property in the event of a disaster.

In 2020, the American Canyon Fire Protection District and County adopted The Napa County Multijurisdictional Hazard Mitigation Plan (MJHMP), developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and following FEMA's Local Hazard Mitigation Plan guidance. The MJHMP uses a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The MJHMP evaluates hazards such as drought,

earthquakes and geologic hazards, wildfire, and flood for the City of American Canyon, and assesses how those hazards may change in the future due to climate change.

Emergency Operations Plan

The City of American Canyon Emergency Operations Plan was adopted in 2009 and covers the government responsibilities, initial and long-term response and operations, mutual aid agreements, and funding options for emergency response in American Canyon.

Community Emergency Preparedness

The City manages a comprehensive website containing information, guidance, and instruction on preparing and responding to each type of emergency the residents of American Canyon may anticipate in the future. General preparedness tips and checklists are included on the main page of the website, with links to more specific guidance, in English and Spanish, for earthquakes, flooding, wildfires, power outages, evacuation procedures, and COVID-19 safety practices.

Emergency Communications

Napa County Jurisdictions' emergency management is organized within the Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS). The Napa County EOP complies with SEMS and NIMS to coordinate with the State Emergency Plan and National Response Framework. Additionally, the City has an established system for warning and alerting the public of an emergency, and for needed coordination with other departments, agencies, organizations, and levels of government. To notify residents of emergencies, the Police and Fire Departments use the Emergency Alert System (NIXLE), integrated public alert and warning system (IPAWS), special broadcasts, the public address system, City website, City Manager's updates, Nextdoor, Facebook, non-electronic communications, and sirens. To alert and activate emergency response personnel, American Canyon uses an Emergency Operations Center (EOC) Notification List, which can only be activated by the City Manager, Police Chief, Fire Chief, or Incident Manager when a disaster occurs or threatens to occur in the city.

Emergency Operations Center (EOC)

The Napa County EOC, located at 1535 Airport Blvd, Napa, CA 94558, within the Napa County Sheriff's Office, is the central coordination point for multi-agency emergency management coordination. The purpose of a multi-agency coordination point is to provide a location to collect and disseminate information, provide a common operating picture of operational area response activities, and facilitate actions necessary to protect residents and property of Napa County during an event. Napa County has developed an EOC Plan as an annex to the County's EOP, which includes more specific operational guidance and position description for EOC roles. The American Canyon EOC is located at 911 Donaldson Way East.

The EOC exchanges information with governmental and nongovernmental agencies to maintain a comprehensive situational analysis. The EOC provides space and facilities for the centralized coordination of emergency functions (e.g., emergency operations, communications, damage assessment, public information). It is staffed with specially trained personnel and is equipped with a variety of systems and tools that aid in data collection and sharing, resource allocation, and other critical functions. (*Source: Napa County Office of Emergency Services*)

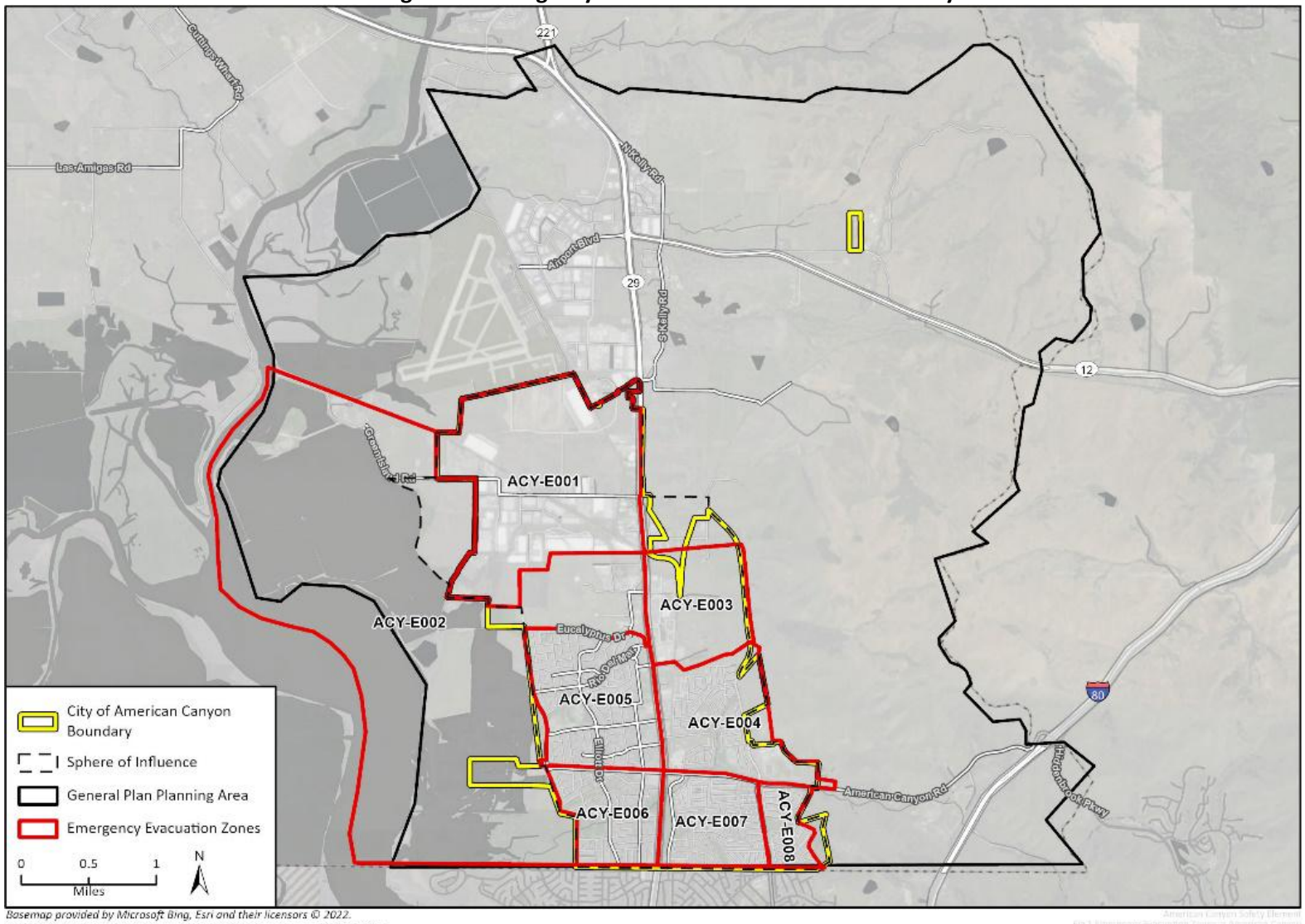
Evacuation Procedures

Evacuation may be required if a wildfire or earthquake takes place in the vicinity of homes, businesses, or gathering places. American Canyon generally operates using three levels of evacuation alerts:

- **Evacuation Advisory**: This is a precautionary notice designed to give residents time to prepare for a possible evacuation.
- **Voluntary Evacuation**: Those in the evacuation area are strongly urged to leave the area. If they choose to remain, they should be prepared to take action immediately if danger approaches.
- **Mandatory Evacuation**: Danger is imminent. Those in the evacuation area should find their Emergency Supply Kit and leave the area immediately. Should they choose to remain, they may be on their own as emergency personnel will not likely be able to help them.

Napa County and incorporated municipalities have partnered with Zonehaven to establish standardized evacuation zones for the entire county. In the past, evacuation zones were different for each incident; zones now remain consistent. American Canyon consists of eight evacuation zones, as shown in Figure 1.

S-Figure 1: Emergency Evacuation Zones in American Canyon



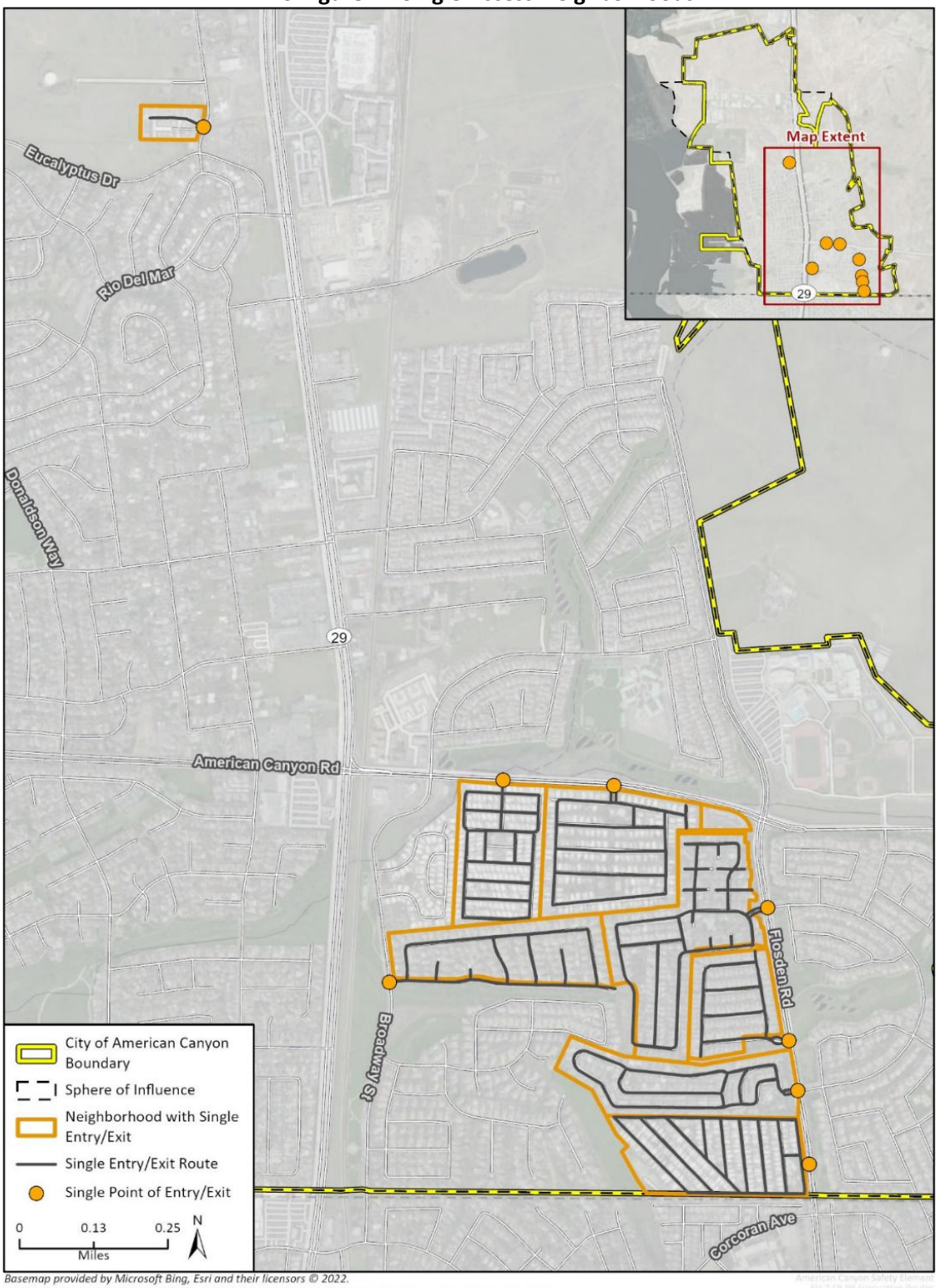
Basemap provided by Microsoft Bing, Esri and their licensors © 2022.
Additional data Georeferenced and Digitized from Zonehaven AWARE, 2022.

SB 99 Evacuation Analysis

Evacuation zones have been designated using Zonehaven to facilitate the movement of residents away from impacted areas before or during a disaster or hazard event. In 2019, the State adopted Senate Bill (SB) 99 which requires cities to identify residential developments in any hazard area identified in the Safety Element that do not have at least two emergency evacuation access roads. This allows the City to identify opportunities to improve evacuation capacity and connectivity for vulnerable neighborhoods. Figure 2 identifies residential neighborhoods that have a single access road for entry and exit (i.e., roads that connect to a collector or arterial road by only a single route).

There are currently eight neighborhoods in the city that have been identified as having only a single access road. Residents of these neighborhoods may be at risk during evacuation scenarios and these neighborhoods may pose significant logistical challenges. As a result, policy and implementing actions have been developed to minimize evacuation challenges for these specific neighborhoods.

S-Figure 2: Single Access Neighborhoods



Basemap provided by Microsoft Bing, Esri and their licensors © 2022.
Additional data provided by Mintier Harnish, 2022; SB 99 Routes determined by Rincon Consultants, Inc, 2022.

Goals and Policies[1]

Goal S-1:

Prepare and equip American Canyon to minimize loss of life, injury, property damage, and disruption of vital services from disasters and emergencies.

Policies

S-1.1: **Emergency Shelters.** Periodically coordinate with emergency shelter providers to ensure that necessary equipment and supplies are available in case of emergency.

S-1.2: **Critical Facilities.** Coordinate with service providers to ensure the resilience of critical emergency facilities to serve the entire city and other jurisdictions within the region.

S-1.3: **Law Enforcement.** Coordinate with the American Canyon Fire Protection District, Napa County, the State, and neighboring jurisdictions to ensure readiness and availability of emergency services and back up services.

S-1.4: **Water and Sewer Service.** Ensure any interruption of utility services in the case of a disaster is minimal and short-term, including water and sewer services.

S-1.5: **Business Disaster Preparedness.** Coordinate with the American Canyon Chamber of Commerce to assist local and small businesses in preparing and responding to disasters and in planning for the subsequent continuity of operations.

S-1.6: **Public Training.** Encourage residents to attend periodic training programs on wildfire mitigation and disaster planning, and to develop disaster preparedness and evacuation plans for their families.

S-1.7: **Public Awareness.** Increase public awareness of City and Fire District emergency response plans, evacuation routes and shelters, and ways to reduce risks at the home and office,

[1] Sustainable policies are noted with a green leaf.

focusing on the most vulnerable populations such as older adults and individuals with chronic health conditions. Offer informational materials in multiple languages.

S-1.8: **Emergency Access.** Work with the American Canyon Fire Protection District (ACFPD) and the Napa County Sheriff's Department to identify and regularly evaluate emergency access routes to improve accessibility throughout the city in the event of a disaster.

S-1.9: **Essential Facilities.** Work with service providers to maintain the reliability of essential facilities, such as communications towers, electrical substations, water services, and first-response buildings in the event of an emergency through promoting grid resilience and energy independence. Work to implement on-site power generation through solar photovoltaic systems and battery storage.

S-1.10: **Communication.** Evaluate the potential to utilize a comprehensive emergency communication system to ensure effective communication between City departments, outside organizations and agencies, and with the community before, during, and to accelerate recovery following a disaster.

S-1.11: **City Employee Emergency Preparedness.** Increase City employee capacity to respond to emergencies through the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) compliant training drills to identify hazards and assist in emergency preparedness, response and recovery.

S-1.12: **Local Partnerships.** Coordinate with citizen groups and organizations, such as the American Canyon Community Emergency Response team (CERT) to identify, prepare for, and respond to emergency assistance in the event of a natural disaster.

S-1.13: **Emergency Evacuation Protocols for Single Access Neighborhoods.** Update emergency evacuation protocols and relevant evacuation plans to address and support neighborhoods with one ingress/egress route.

S-1.14: **Communication and Outreach for Single Access Neighborhoods.** Establish and maintain communication and outreach with the public that include tailored evacuation

messaging to residents that live in identified neighborhoods with one ingress/egress route. Outreach should include support for preventative home hardening and defensible space standards and conduct emergency preparedness and response trainings.

S-1.15: **Expand Access for Single Access Neighborhoods**. Assess options for expanding ingress/egress options for residents in the identified access-limited areas in coordination, as necessary, with Napa Valley Transportation Authority, Caltrans, California Highway Patrol, adjacent cities, and Napa County.

S-1.16: **Zone-Based Evacuation Plans.** Establish specific "zone-based" evacuation plans and protocols that address the specific needs of residents in identified areas with fewer than two ingress/egress routes.

S-1.17: **Critical Infrastructure Siting.** Whenever feasible, locate the following critical facilities outside of flood, seismic, and high fire hazard zones: health care facilities, schools, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.

S-1.18: **Emergency Operations Plan.** Update the City's Emergency Operations Plan every five years and maintain consistency with the County's Emergency Operations Plan.

S-1.19: **Multi-Jurisdictional Hazard Mitigation Plan Updates.** Continue to fully participate in, support, and implement the five-year updates of the Napa County Multi-Jurisdictional Hazard Mitigation Plan.

S-1.20: **Funding for Critical Facilities.** Direct the dedication of funds to upgrade and maintain City owned critical facilities, including the Emergency Operations Center, fire and police departments, and City Hall, to make them more resilient to the potential impacts of natural disasters.

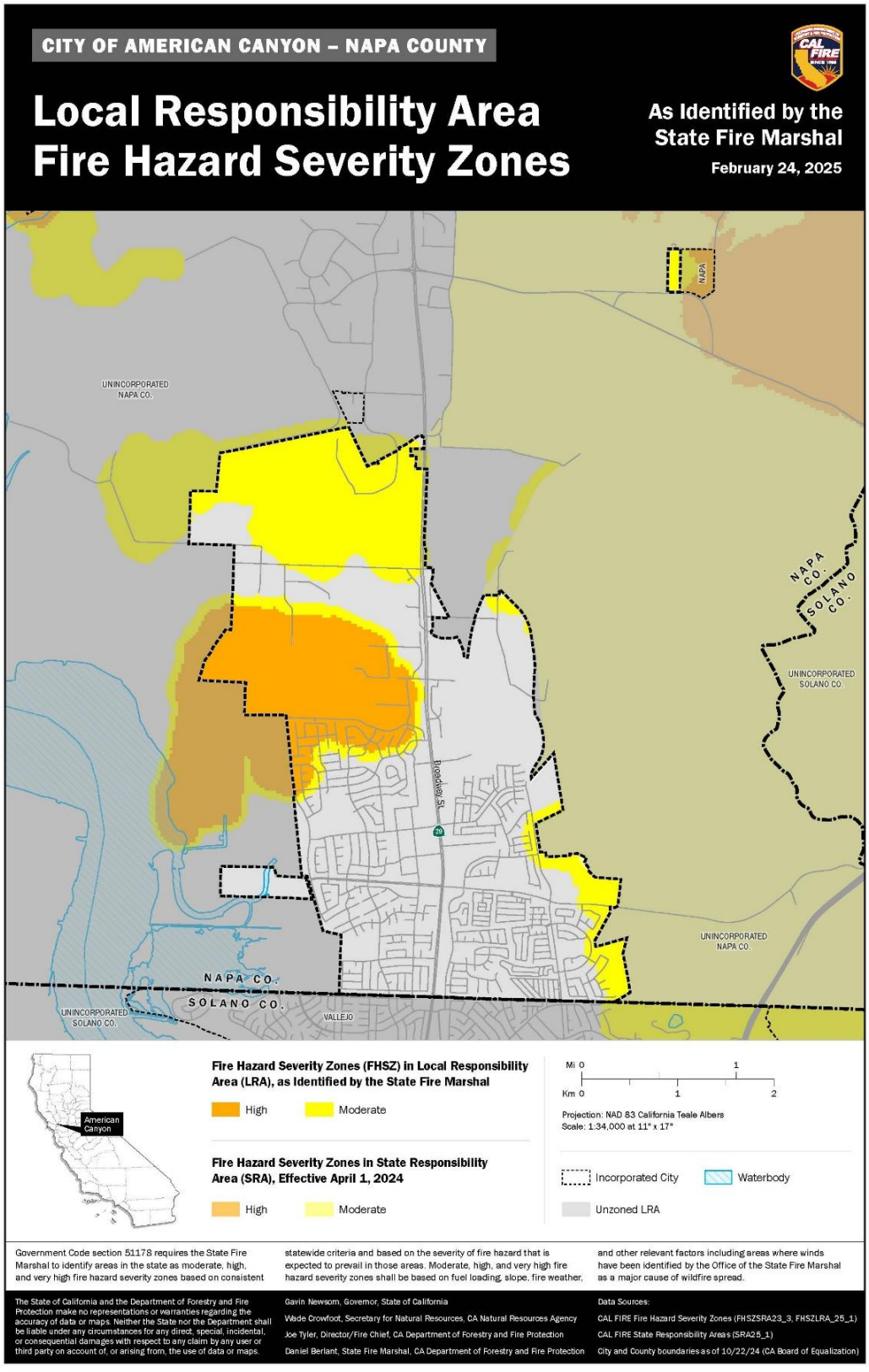
Wildfire Hazards

Wildfires are a common risk for Californians, and Napa County and American Canyon have had several nearby fires in recent history. The combination of highly flammable fuel, long dry summers and steep slopes creates a significant natural hazard for large wildland fires in many areas of Napa County. Wildland fire behavior is based on three primary factors: weather, topography, and fuel. Similarly, fires that start in urbanized areas can grow into wildland fires. Wildland/urban interface (WUI) fire hazards are especially pronounced in areas of high structure densities adjacent to undeveloped open space areas or narrow roads with dense vegetation. A WUI fire may result in death, injury, economic loss, and a large public investment in firefighting activities.

From 2000 to 2020, there were 12 wildfires that burned over 1,000 acres in Napa County. In October 2019, the American Fire caused 526 acres of open space in the eastern hills to burn, threatening the city and prompting evacuation advisories. The Atlas Fire and Nuns Fire, both in 2017, burned approximately ten miles north of American Canyon and were part of a series of destructive wildfires that occurred in the same season. Numerous other fires have caused health issues in the community from smoke, and such fire hazards are expected to continue and worsen in the future due to climate change.

The American Canyon Wildfire District provides fire protection services for the City of American Canyon. Direct wildfire risks for American Canyon are mostly on the eastern side of the city, as shown in Figure 3. As of 2020, American Canyon High School and the American Canyon Water Treatment Plant are located in high wildfire intensity zones, and approximately 1,460 people live in moderate to high wildfire intensity zones. While the urbanized areas of the city are not directly susceptible to wildland fires, development on hillsides has increased the number of homes in the WUI and fire could spread from the hillside area to urbanized areas.

S-Figure 3: Fire Severity Zones Surrounding American Canyon



Goals and Policies

Goal S-2:

A City safe and adequately prepared for urban and wildfire emergencies.

Policies

S-2.1: **Fire Safe Site Design.** Develop site design and ongoing maintenance standards for new development in the moderate and high fire hazard zones to mitigate wildfire risk, including implementing minimum road widths and clearances to ensure adequate space for emergency vehicles.

S-2.2: **Utility Undergrounding.** Develop a comprehensive plan to underground overhead utilities in new development projects and throughout the city.

S-2.3: **Residential Evacuation Routes.** Require that all new residential development have at least two emergency evacuation routes.

S-2.4: **Public Education.** Coordinate with the American Canyon Fire Protection District to target fire safety education efforts and fire hazard reduction strategies towards the most vulnerable populations such as older adults and individuals with chronic health conditions.

S-2.5: **Fire Equipment.** Coordinate with the American Canyon Fire Protection District to ensure that all fire equipment remains operable and adequate to respond to a major disaster.

S-2.6: **Building and Fire Code Compliance.** Require new development to meet or exceed structural hardening requirements in the most current version of the California Building Codes and California Fire Code.

S-2.7: **Development Standards Update.** Incorporate relevant new legislative requirements and best practices into the City's development standards.

S-2.8: **Property and Building Improvements.** Encourage property and building owners to implement site improvements and building retrofits to bring existing non-conforming developments into conformance with contemporary fire safe standards.

S-2.9: **Fire Protection Plans.** Coordinate with the American Canyon Fire Protection District to consider developing fire protection plan guidelines and standards for new construction projects.

S-2.10: **Fire Suppression.** Coordinate with the Fire District to ensure adequate water supply to suppress wildfire, as part of the next Napa County Multi-jurisdictional Hazard Mitigation Plan update.

S-2.11: **Peakload Water Supply.** Support measures to provide adequate water availability throughout the city to meet future peak fire demand during times of peak domestic demands.

S-2.12: **Emergency Roadways.** Maintain roadways used for emergency access by emergency response vehicles as necessary and appropriate to ensure ongoing serviceability.

S-2.13: **Community Fire Breaks.** Coordinate with the American Canyon Fire Protection District to encourage property owners to maintain fire breaks and fuel modification/reduction zones on their property.

Flood Hazards

The Napa River is prone to seasonal flooding from November through April each year, which most severely impacts low-lying properties near the Napa River and its feeder streams. Recorded history indicates there has been recurrent flooding on the Napa River, with the most serious recent floods occurring in 2005, 1997, 1995, and 1986.

Most areas in the 100- and 500-year FEMA flood zones are located on the west side of the city and along the canal that runs east to west across the city, as shown in Figure 4. Flooding may also occur throughout the city during extreme storms, when the stormwater system is overwhelmed and cannot convey water away quickly enough. Most flooding in the city, whether from the flood zones or stormwater system, occurs during extreme storm events and is limited to localized flooding of a few inches to a few feet at most.

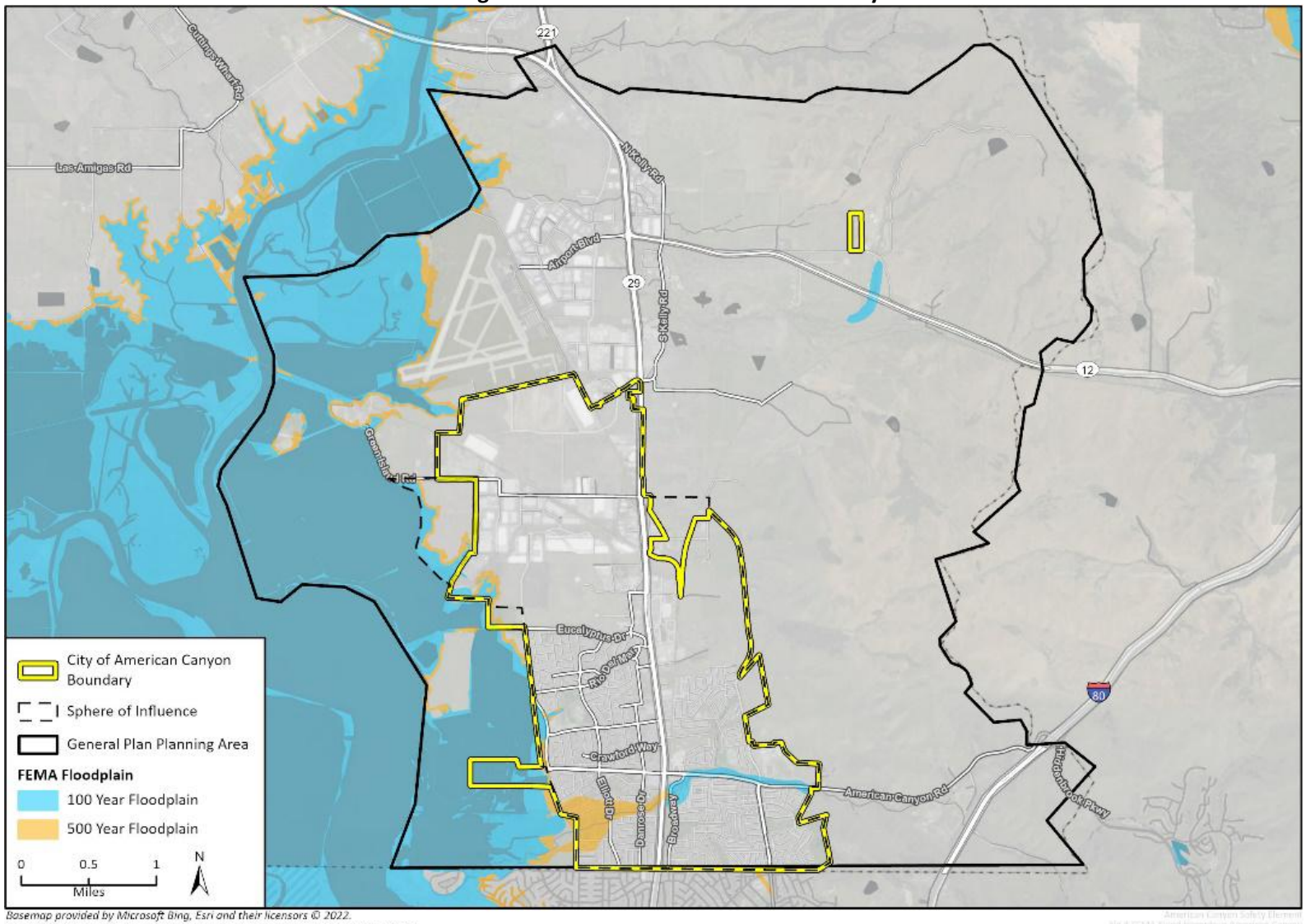
Sea Level Rise

Sea level rise is the increase in ocean levels caused by climate change. Rising global temperatures are melting glaciers and ice caps and causing an expansion of sea water. This phenomenon will lead to more extensive coastal flooding during storms and increased coastal erosion. A small area adjacent to the city's western border is projected to be affected by future sea level rise due to increased flooding from the Napa River. This area includes the American Canyon Wastewater Treatment Plant, Public Works Yard, and pump stations located along Wetlands Edge Road. This flooding would be minimal, mostly exacerbating any issues already present, with expected flooding depths of less than two feet in most storm events.

Dam Inundation

The Napa County MJHMP includes Figure 1-5: Dam Failure Exposure Summary showing the extent of potential inundation risk for American Canyon in the event of dam failure. While the City does have areas within potential inundation areas should a dam fail, the MJHMP has mitigation measures in place to cooperate with other participating jurisdictions in the assessment of local dams and coordination of warning systems if necessary.

S-Figure 4: Flood Hazards in American Canyon



Basemap provided by Microsoft Bing, Esri and their licensors © 2022.
Additional data provided by FEMA, 2021; Napa County and Mintier Harnish, 2022.

Goals and Policies

Goal S-3:

Protect the community from potential flood hazards.

Policies

S-3.1: **Regulatory Compliance**. Coordinate with local, State, and Federal agencies to ensure the City's flood control regulations comply with Federal, State, and local standards.

S-3.2: **FEMA Coordination**. Coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the City.

S-3.3: **Changing Conditions**. Coordinate with the Bay Conservation and Development Commission (BCDC) to consider the need to expand flood control capacity caused by flood conditions associated with climate change and extreme weather.

S-3.4: **City Preventative Maintenance.** Maintain City storm drains to prevent local flooding and debris flows.

S-3.5: **Private Preventive Maintenance.** Require property owners keep natural drainage courses on their sites free of obstructions such as structures, dams, and debris, which may adversely affect stormwater drainage on the site or downstream properties.

S-3.6: **Development in Flood Zones**. Implement the standards and requirements defined in the Municipal Code to reduce hazards within the 100-year flood zone and require projects in the 100- and 500-year flood zones to incorporate adequate stormwater management and flood-prevention design measures.

S-3.7: **Reduce Flood Vulnerability**. Seek funding and assistance to protect existing structures and infrastructure that are vulnerable to flood hazards and sea level rise impacts.

S-3.8: **Protect Public Facilities.** Protect existing public infrastructure at risk from sea level rise through building retrofits and other mitigation methods.

S-3.9: **Zero Net Fill**. Establish an ordinance that requires any permit that adds fill within a floodway to demonstrate that an equal amount of fill is removed from the floodway.

S-3.10: **Sea Level Rise Mitigation**. Require new development and redevelopment within areas at risk of sea level rise to incorporate mitigation measures to address flood and erosion hazards into the project's design.

S-3.11: **Flood Protection by Wetlands**. Coordinate with resource agencies to preserve and restore wetlands in the western areas of the city to mitigate the effects of sea level rise and flood impacts.

S-3.12: **Public Facilities.** Locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, or identify mitigation measures to ensure such facilities are protected from flood hazards.

Geologic and Seismic Hazards

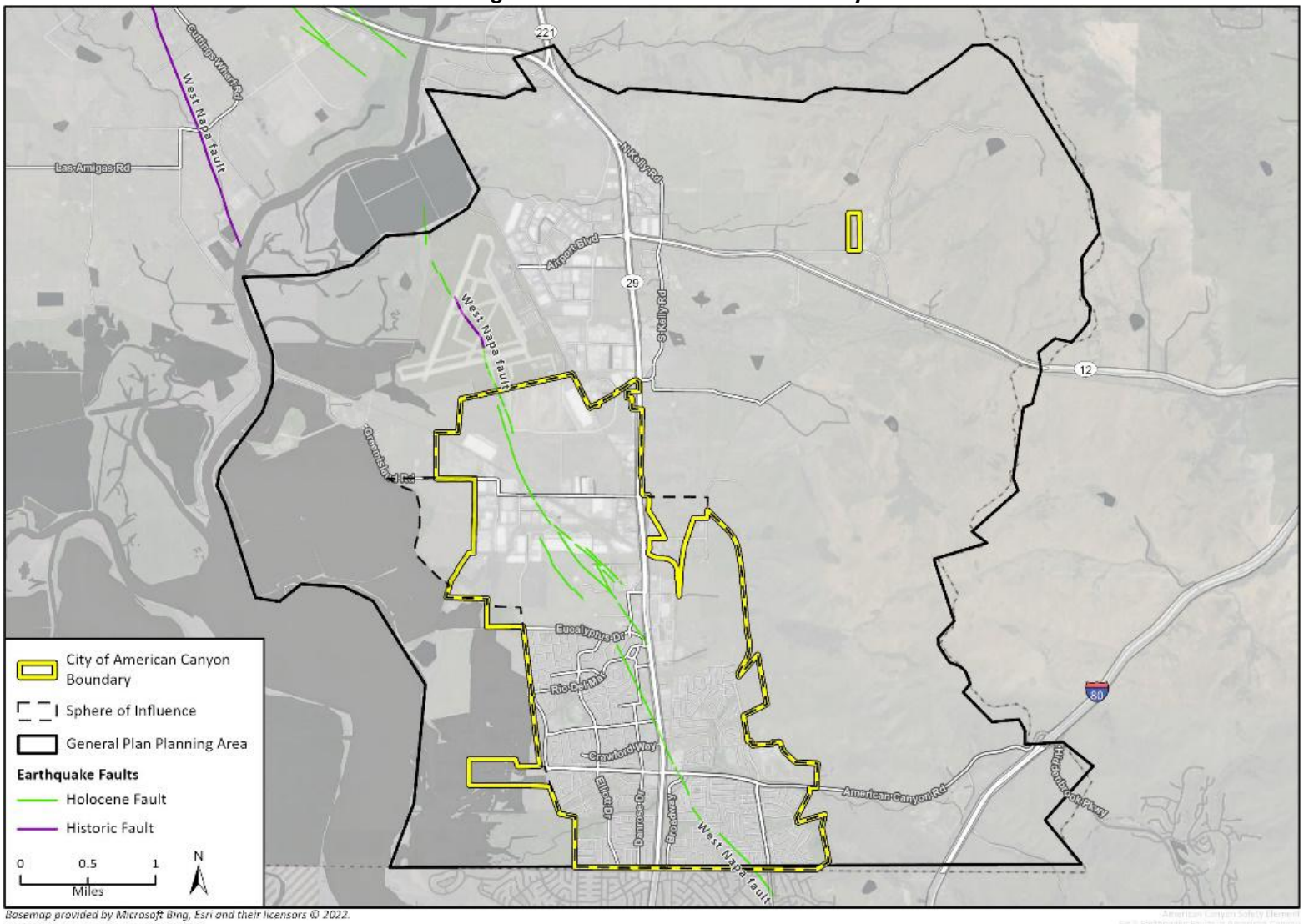
American Canyon is located near several active or potentially active earthquake faults, including the Northern Hayward/Rodgers Creek, Mayacamas, Hunting Creek-Berryessa, West Napa, and Green Valley faults. Numerous earthquakes have occurred in and near Napa County over the last twenty years. Two large-scale earthquakes in Napa County caused damage, death, and injuries over the last twenty years. In September 2000, Napa County residents experienced a 5.2 earthquake on the West Napa Fault. Damages were estimated at $30-50 million. American Canyon is in a severe earthquake probability zone. Figure 5 shows fault lines in American Canyon. Seventy-nine critical facilities are located in earthquake hazard areas, and the water and utility distribution systems are vulnerable in the event of a severe earthquake.

Risk of landslides in American Canyon is primarily located in the eastern hills just outside of the city limits. A moderate earthquake could trigger landslides that impact development on the eastern side of the city, especially in the area south of American Canyon Road and east of Flosden Road and along Newell Drive. Figure 6 shows areas susceptible to landslide in American Canyon.

The 2014 South Napa Earthquake

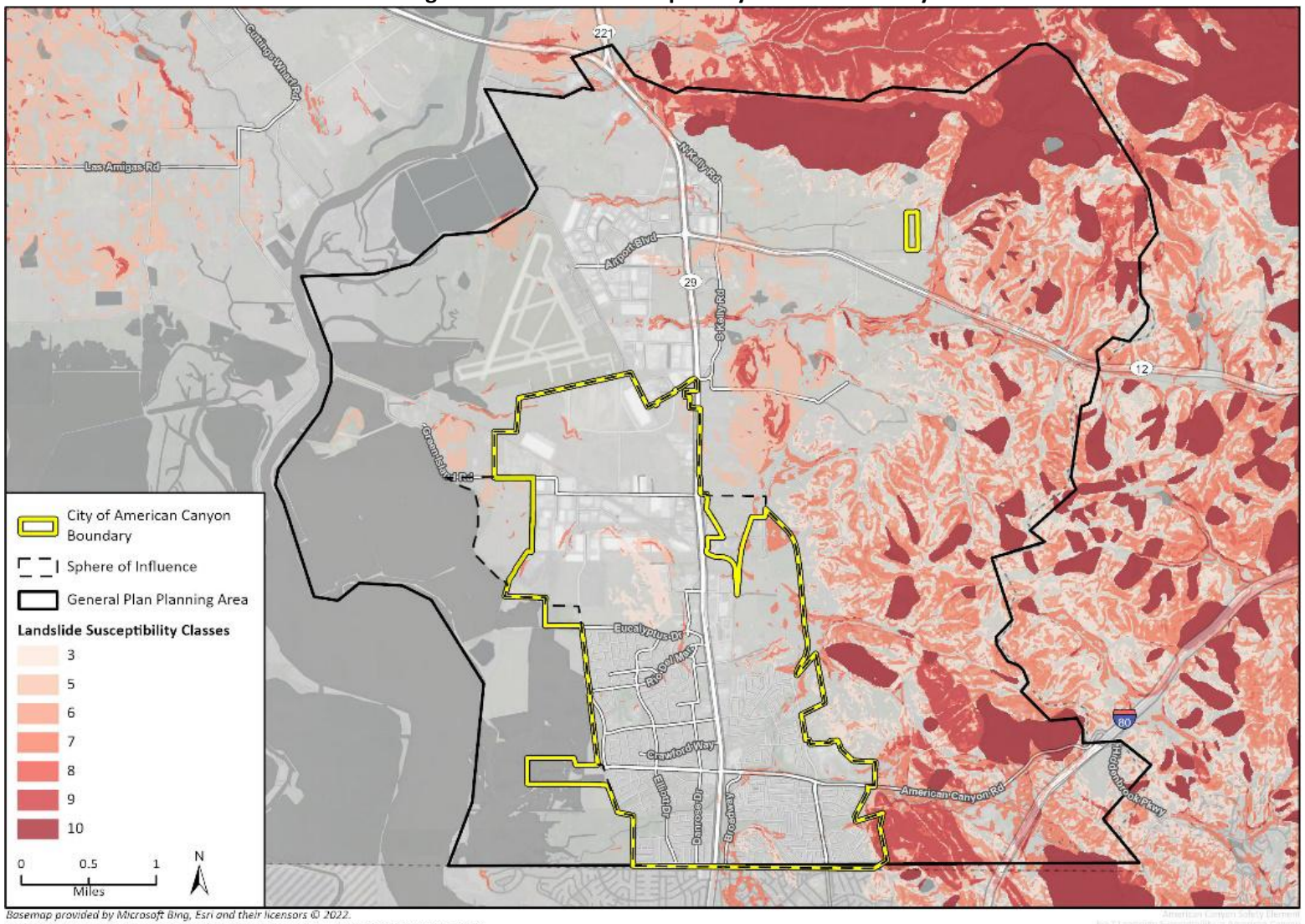
The South Napa earthquake hit at approximately 3:30 a.m. on August 24, 2014, at a 6.0 on the moment magnitude scale and a maximum Mercalli intensity of VIII (severe), making it the largest bay area earthquake since the 1989 Loma Prieta earthquake. The earthquake was centered four miles northwest of American Canyon and resulted in over 200 people being injured and significant damages to buildings and infrastructure.

S-Figure 5: Fault Lines in American Canyon



Basemap provided by Microsoft Bing, Esri and their licensors © 2022.
Additional data provided by USGS, 2017.

S-Figure 6: Landslide Susceptibility in American Canyon



Basemap provided by Microsoft Bing, Esri and their licensors © 2022.
Additional data provided by CGS, Map Sheet 58, 2015; Napa County and Mintier Harnish, 2022.

Goals and Policies

Goal S-4:

A community adequately prepared for natural hazards related to landslides, geologic instability, and seismic activity.

Policies

S-4.1: **Geologic Hazard Identification**. Reference current local and California Geologic Survey seismic and geologic hazards map surveys when assessing development review applications.

S-4.2: **Liquefaction**. Require special site-specific studies in areas potentially subject to liquefaction to determine engineering mitigations and development siting measures for new development.

S-4.3: **Structure Protection.** Develop inventories of at-risk public buildings and infrastructure and seek funding to bring existing City-owned structures into compliance with updated seismic safety standards.

S-4.4: **Infrastructure Protection.** Support earthquake strengthening and provision of alternative or backup services, for at-risk infrastructure such as water, sewer, electricity, and natural gas pipelines and connections, for critical facilities especially in areas of high seismic or geologic high hazard or where weak segments are identified by existing or future studies.

S-4.5: **Earthquake Protection.** Enforce seismic design provisions from all relevant building codes to reduce the risk of damage associated with seismic activity in all new and expanded development and ensure adequate review and inspection.

S-4.6: **Alquist-Priolo Act**. Implement mandatory development restrictions and investigation requirements (by the State, under the Alquist-Priolo Act, or by the City) on the West Napa fault zone located within American Canyon and its Planning Area.

S-4.7: **Geotechnical Review.** Continue to require preliminary investigations of tract sites by State-registered geotechnical

engineers and certified engineering geologists (Chapter 70 County Building Code) and ensure regular inspection of grading operations.

S-4.8: **Landslide Activity.** Restrict new development in areas of known landslide activity unless adequate mitigation is incorporated.

Hazardous Materials

Hazardous material is any substance that may be explosive, flammable, poisonous, corrosive, reactive, radioactive, or any combination thereof because of its quantity, concentration, or characteristics. These substances have a variety of uses and are frequently stored and transported but require special care in handling and disposal because of their hazardous nature.

Hazardous material concerns are most likely to occur as part of certain land uses, such as oil and gas, agriculture, or industrial businesses, or through the transport or storage of hazardous materials. Hazardous materials are most often transported along Highways 29, 12, and 37, and on the Northern California railway. The city's rail yard also has bulk hazardous material storage, and several permitted underground storage tanks are located throughout the city that could potentially cause concern if leaks occur. There are no State or Federally listed hazardous material cleanup sites in American Canyon, but there are five locations that are considered hazardous waste sites due to the materials or uses on the site.

Goals and Policies

Goal S-5:

A community protected from use, storage, and transport of hazardous materials.

Policies

S-5.1: **Regulations**. Ensure that American Canyon Fire Protection District continues to enforce the Fire Code relating to the use of hazardous material and ensure that appropriate regulations are followed and precautions are taken for the type and amount of hazard being created.

S-5.2: **Cleanup Sites**. Require developers to coordinate with the Napa County Health Care Agency to confirm that hazardous waste cleanup sites located within the city are remediated by the property owner in a manner that keeps the public safe.

S-5.3: **Travel Restriction.** Restrict the travel of vehicles carrying hazardous material through the city by establishing designated travel routes.

S-5.4: **Storage and Disposal.** Coordinate with the American Canyon Fire Protection District to enforce proper storage and disposal of hazardous materials, including medical waste, by commercial and industrial operations.

S-5.5: **Safe Use and Disposal**. Coordinate with the City's waste service provider(s) to increase public awareness about safe use and disposal of household hazardous waste.

S-5.6: **Hazardous Material Review.** Review new development sites for potential presence of hazardous materials.

Airport Hazards and Military Compatibility

The northern city boundary is just south of the Napa County Airport, with industrial buildings closest to the airport and residences located approximately four miles south. The airport was first constructed in 1942 by the Army Corps of Engineers on County-owned land. The airport serves general aviation flight activity from small single-engine aircraft to large business jets. Total aircraft operations in 2023 and 2024 were between 65,500 and 68,000 each year. Federal Aviation Administration (FAA) forecasts project this same, steady level of annual aircraft activity through 2049[2].

Potential dangers from the airport are mostly limited to the obstruction of airspace near the airport and the risk of aircraft accidents. The airport and surrounding communities adhere to several practices that minimize these risks.

Open Land Requirements

Maintaining open land to be used in the event of an emergency landing is important to maintain the safety of communities surrounding the airport. The Airport Land Use Plan (ALUP) and land use plans of surrounding communities ensure adequate open space is maintained for emergency landings if necessary.

Limiting Surrounding Development

Residential uses are not allowed in areas that may be impacted by significant noise or safety issues from the airport. Maintaining a buffer around the airport where homes are not allowed to be built mitigates potential hazards.

[2] Federal Aviation Administration, Terminal Area Forecast, issued January 2024.

Goals and Policies

Goal S-6:

A community protected from loss of life, injury, and property damage from aircraft operations.

Policies

S-6.1: **Airport Land Use Consistency.** Adhere to land use compatibility planning policies in the Land Use Element Goal LU-9.

S-6.2: **Adverse Airport Impact Mitigation.** Work with the Napa County Airport Authority to ensure that onsite ground activities of the Airport do not adversely impact (e.g., noise, vibration, air emissions, or other pollution) the City of American Canyon.

S-6.3: **Airport Traffic Impacts.** Work with the Napa County Airport Authority to ensure that airport vehicular access does not adversely impact the City of American Canyon.

S-6.4: **Airport Operation Expansion.** Work with the Napa County Airport Authority to ensure that any expanded operations of the Airport do not adversely impact existing land uses and development in the City of American Canyon.

S-6.5: **Emergency Preparedness**. Work with the Napa County Airport Authority and other appropriate agencies to ensure that emergency preparedness plans are maintained to protect American Canyon residents and development.

S-6.6: **Economic Development.** Recognize the importance of the Napa County Airport to City residents, including the economic, transportation, and recreational benefits, and ensure that land use decisions rendered for this area do not negatively impact Airport operations.

S-6.7: **Airport Plan Updates.** Participate in Napa County efforts to update with the Napa Airport Land Use Compatibility Plan.

Climate Change and Adaptation

Climate change is affecting the bay area in many ways, some obvious and some more subtle. While climate change occurs on a global scale, the effects are felt locally, and local communities do their part to reduce emissions of the greenhouse gases that cause climate change. Rising average temperatures, more days of extreme heat, more occurrences of drought, more risk of severe wildfires, and rising sea levels are already affecting California cities because of climate change.

According to models developed by the State of California and the University of California, Berkeley, increases in temperature will be the most intense effect of climate change. By 2040, the average maximum temperature is expected rise by 2.5°F to 77.7°F, and by 2050, the average maximum temperature will rise by 3.4°F to 74.8°F, and by 2100 it will rise 4.5°F to 75.9°F. Days where temperatures reach 99.0°F or more are likely to occur twice as often each year by 2040, and more than triple to 12 days a year by 2060.

Regional risks such as wildfire and drought will also increase in American Canyon and in the surrounding Napa and Solano Counties. Changes in weather patterns throughout California could occur, leading to times of extreme drought when rainfall and snowfall is reduced, or instances of extreme storms and flooding. The California Department of Water Resources projects that the Sierra snowpack will decrease by 25 to 40 percent by 2050, reducing available water supplies throughout California and the surrounding states. The increased temperatures and potential for extreme drought will also increase the risk and intensity of wildfires because of dry vegetation and an increased chance of ignition.

Goals and Policies

Goal S-7:

A community prepared for the effects of climate change.

Policies

S-7.1: **Water Conservation.** Continue and expand water conservation programs and water efficiency upgrades for existing and new development.

S-7.2: **Planning Decisions.** Prepare for and adapt to the effects of climate change by considering climate change vulnerability in planning decisions, including those involving new public facilities and private development.

S-7.3: **Climate Planning Partnerships.** Engage surrounding jurisdictions and Napa County to coordinate climate adaptation planning efforts.

S-7.4: **Green Infrastructure.** Utilize drought-tolerant green infrastructure projects including street trees and landscaped areas and encourage installation of green roof systems as part of cooling strategies to help reduce the heat island effect and energy demand during extreme heat events.

S-7.5: **Extreme Heat Response Measures.** Update emergency and disaster response measures to provide support during extreme heat emergencies.

S-7.6: **Extreme Heat Education.** Provide educational programs on preparing for extreme heat days and the effects heat related illness and target educational efforts to vulnerable populations.

S-7.7: **Air Conditioning Alternatives.** Encourage residents to adopt air conditioning supplements such as installing fans or planting shade trees.

S-7.8: **Public Facility Retrofits.** Seek funding to retrofit existing public facilities, including public buildings and transit stops, to protect

the community from extreme heat events and poor air quality.

S-7.9: **Resilient Hubs.** Establish community serving facilities that support vulnerable population resilience during climate related emergencies such as poor air quality and extreme heat.

S-7.10: **Open Space Protection.** Protect city open space areas and parks from the effects of drought and heat by incorporating drought tolerant landscaping and native trees for shade.

S-7.11: **City Tree Maintenance.** Reduce risk of falling tree limbs caused by drought and heat by properly maintaining city trees.

S-7.12: **Emergency Power for Critical Facilities.** Work with local providers and facility owners to establish emergency power systems for critical facilities such as hospitals, police and fire departments, City Hall, and community centers.

S-7.13: **Climate Change Impact Outreach.** Create an outreach plan with specific outreach programs for vulnerable populations identified in the Climate Change Vulnerability Assessment to educate and help prepare residents for climate change hazards such as extreme heat, sea level rise, flooding, drought, wildfires, and poor air quality.

S-7.14: **Monitoring.** Coordinate with the Napa County Public Health Department to establish extreme heat and air quality warning systems and develop accessible and language appropriate community education resources to prepare community members for increase extreme heat events and air pollution.

S-7.15: **Backup Power Sources.** Require new City-owned critical facilities to have adequate backup power sources and battery storage to minimize service disruptions during climate hazard events.

Noise

Noise refers to recurring or ongoing unwanted or intrusive sounds. Common sources include vehicle, railroad, or airplane traffic; construction or industrial activities; and neighborhood disturbances such as barking dogs, home maintenance, special events, or parties.

To address these issues, the American Canyon Municipal Code (Title 8, Chapter 8.12: *Community Noise*) establishes a noise control program. This ordinance designates the Community Development Director as the City's Noise Control Officer (NCO), who, along with the Police Chief, is authorized to enforce noise regulations.

Chapter 8.12 prohibits any noise that disturbs the peace and quiet of the community or causes discomfort or annoyance. It outlines procedures for measuring problematic noise levels and sets specific limits for both interior and exterior noise near residential areas, as well as for construction activities. The ordinance also lists types of noise that are explicitly prohibited.

Additionally, the Noise Ordinance provides a process for applying for a variance if a noise source does not comply with the established limits but seeks temporary exemption.

Noise Sources

Effective noise management often begins with thoughtful land use and transportation planning. By strategically locating noise-generating activities away from noise-sensitive areas—such as homes, schools, and hospitals—communities can reduce the impact of unwanted sound.

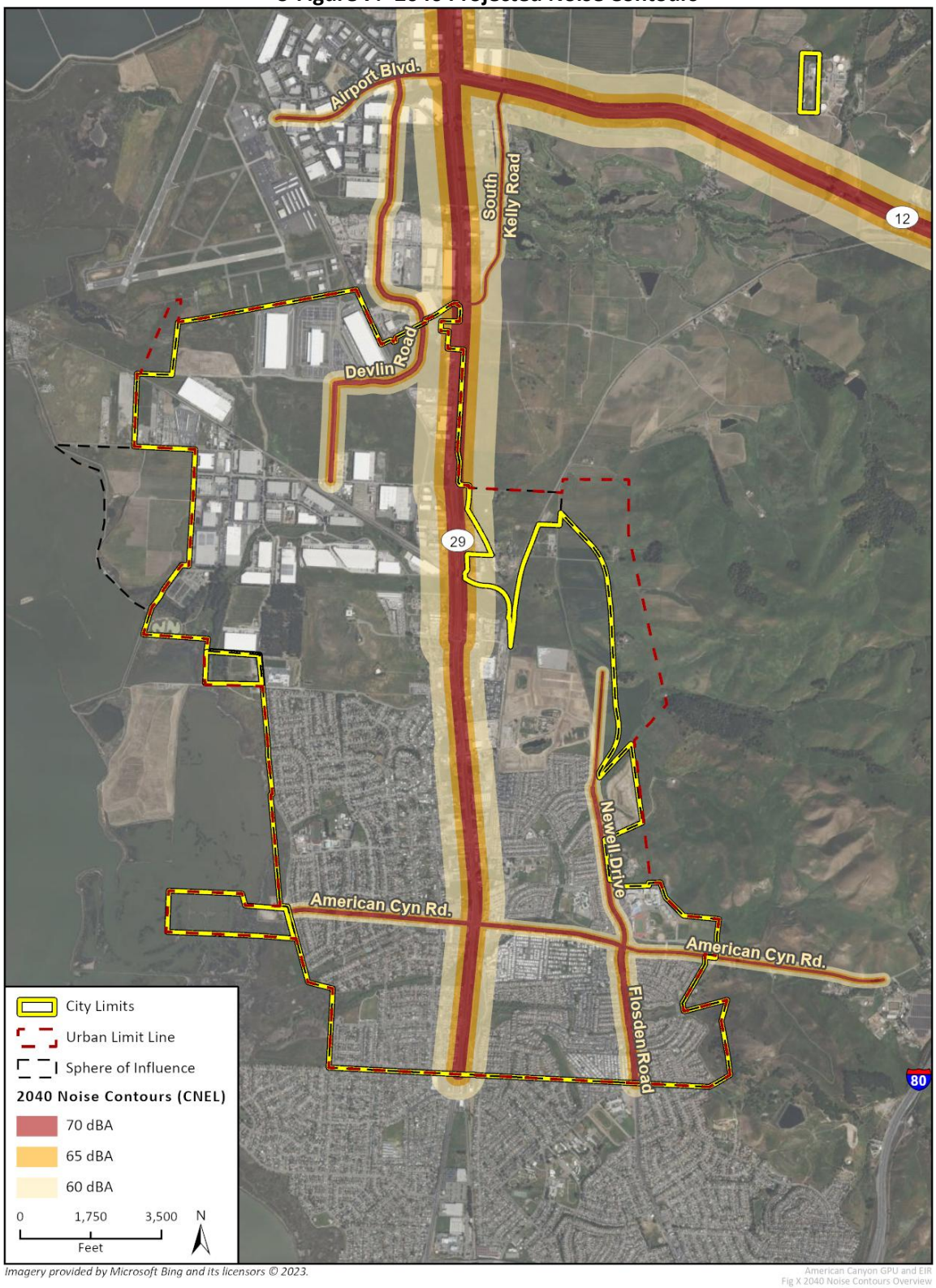
In American Canyon, the primary source of noise is vehicular traffic, particularly along Highway 29 and American Canyon Road. These major corridors experience high traffic volumes, contributing significantly to ambient noise levels. The railroad, which runs parallel to Highway 29 from north to south, is another notable source of noise.

To help mitigate these impacts, many residential and other noise-sensitive areas along these roads are equipped with sound-buffering fences. Additionally, much

of the land along Highway 29 is developed for commercial use, which is generally less sensitive to noise.

Aircraft operations also contribute to the city's overall noise environment, though to a lesser extent than road and rail traffic. Construction activities are another common source of noise, typically causing short-term spikes in ambient noise levels near work sites. These temporary increases can be disruptive to nearby sensitive uses. S-Figure 7 illustrates the projected future noise contour map for American Canyon, highlighting areas expected to experience elevated noise levels based on current and anticipated development patterns.

S-Figure 7: 2040 Projected Noise Contours



Imagery provided by Microsoft Bing and its licensors © 2023.

American Canyon GPU and EIR
Fig X 2040 Noise Contours Overview

Noise Measurement

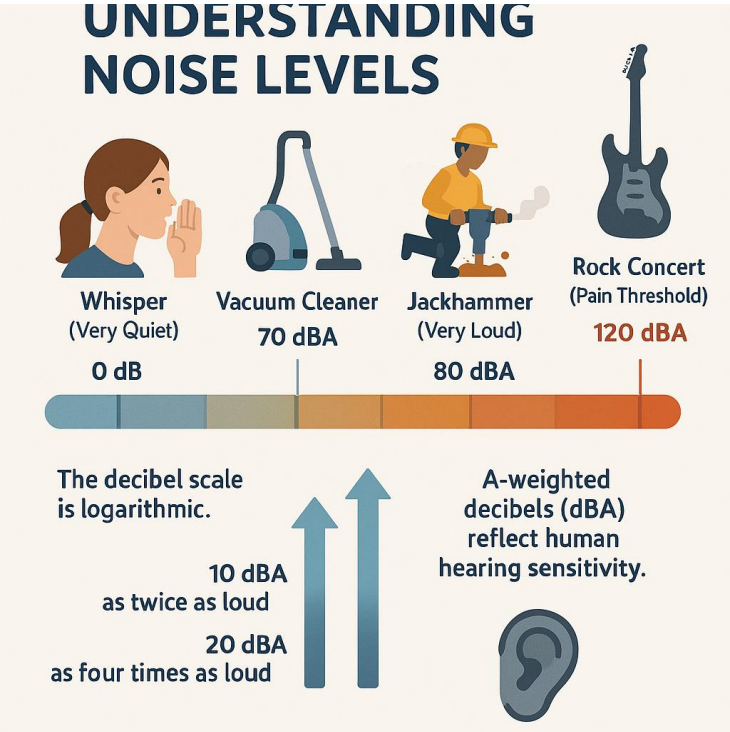
Noise is typically described by two main characteristics: **loudness** (amplitude) and **frequency** (pitch). Loudness is measured in **decibels (dB)**, using a **logarithmic scale** that compresses a wide range of sound pressures into manageable numbers. To better reflect how humans perceive sound, noise levels are often measured in **A-weighted decibels (dBA)**. This scale adjusts for the sensitivity of the human ear, which is less responsive to very low and very high frequencies.

For reference:

- A sound that is **10 dBA louder** is generally perceived as **twice as loud**.
- A sound that is **20 dBA louder** is perceived as **four times as loud**.

Everyday sounds typically range from:

- **30 dBA** (very quiet, like a whisper)
- to **100 dBA** (very loud, like a jackhammer).



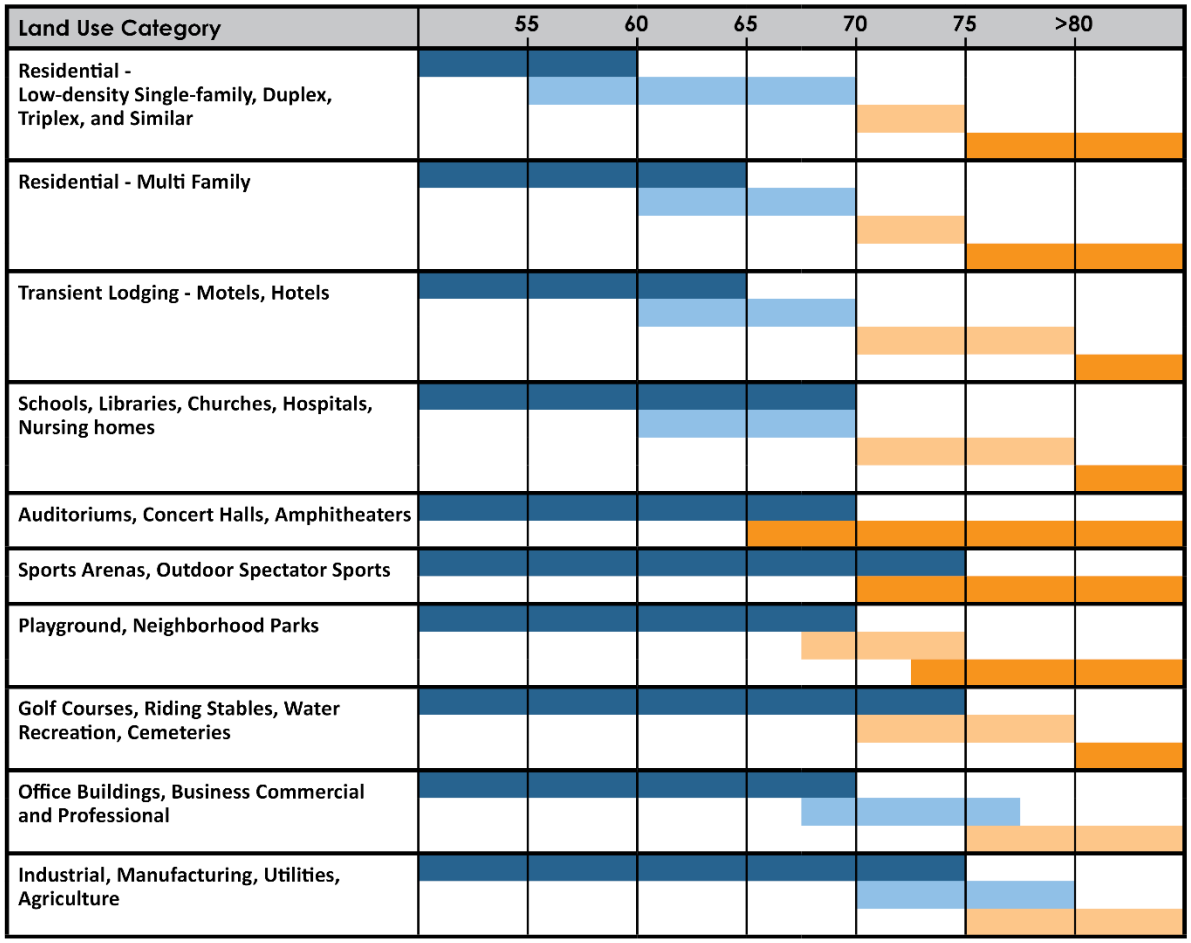
Noise Sensitive Uses

Some land uses are more sensitive to noise than others. These noise-sensitive land uses include residential areas, residential care facilities, child and elder care centers, schools, places of worship, and hospitals. It is important to consider the location of these sensitive uses in relation to noise sources to ensure that noise levels remain non-disruptive.

In American Canyon, residential neighborhoods are the most common noise-sensitive areas. Homes are primarily located on the western and eastern sides of the city, generally away from Highway 29 and the noisier areas near the airport and northern commercial zones. Schools, daycares, and assisted living facilities are also situated within these quieter residential zones, helping to shield them from major noise sources.

Table S-1 outlines the State guidelines for various land use categories and their corresponding acceptable noise levels.

Table S-1 Noise Compatibility Matrix



Legend

Normally Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable
New construction or development generally should not be undertaken.

Airport Noise

The Napa County Airport is located north of American Canyon, and the Napa County Land Use Commission oversees the expansion and compatibility of the airport with surrounding jurisdictions to ensure noise mitigation and public safety related to airport activities.

The Napa Airport Land Use Compatibility Plan (NALUCP) outlines compatibility criteria to evaluate and coordinate compatible land use planning and decision-making at the local, regional, and State levels. The NALUCP includes guidance on compatible land uses for designated compatibility zones.

The NALUCP is incorporated into the General Plan as a standalone document identified as Appendix 3 Napa County Airport Land Use Compatibility Plan.

Goals and Policies

Goal S-8:

A comfortable community environment that is free from excessive stationery and mobile noise and vibration.

Policies

S-8.1: **Land Use Compatibility.** Use the land use-noise compatibility matrix in Table S-1 to guide the siting of future land uses.

S-8.2: **Sensitive Facilities**. Ensure appropriate noise mitigation is incorporated into the design of noise-sensitive facilities.

S-8.3: **Site Design**. Minimize noise impacts to adjacent noise-sensitive land uses in site planning and project design.

S-8.4: **Roadway Noise**. Encourage nonmotorized transportation alternatives for local trips and decrease excessive motor vehicle noise by implementing traffic-calming road design, lateral separation, natural buffers, and setbacks.

S-8.5: **Highway Noise**. Continue to coordinate with California Department of Transportation (Caltrans) and the NVTA to complete the American Canyon SR 29 Corridor Improvement Project.

S-8.6: **Noise Complaints.** The Noise Control Officer will continue to monitor and enforce noise complaints from residents, seek to resolve concerns where feasible, and make the enforcement process accessible to the public.

S-8.7: **Mobile Noise Sources.** Minimize exposure of sensitive receptors to noise from roads through land use decisions, by encouraging the siting of sensitive noise receptors away from high traffic roadways.

S-8.8: **Noise Mitigation Measures.** Require heavy trucks to use designated truck routes that avoid residential and other sensitive land uses to the maximum degree feasible. When not feasible, investigate noise mitigation strategies such as noise barriers or truck travel restrictions, especially in areas of concern such as along American Canyon Road.

S-8.9: **Railroad Noise.** Minimize exposure of sensitive receivers to railroad-related noise and vibration through land use decisions and, as appropriate, use of setbacks and/or noise insulation for new development.

S-8.10: **Construction Noise.** Minimize exposure of sensitive receivers and enforce the limits in Section 8.12 of the Municipal Code for construction noise and vibration through methods such as restricting construction to daytime hours, use of sound barriers and/or other methods to dampen noise from construction equipment, and public notification prior to construction activities.

S-8.11: **Cross-Jurisdictional Coordination.** If noise concerns related to the California Northern Railroad (CFNR) or Napa County Airport arise, coordinate with those entities to develop and implement appropriate responses.

S-8.12: **Residential Outdoor Mechanical Equipment**. Require air conditioning units and pool equipment within residential areas to be designed and sited in a manner that does not intrude upon the peace and quiet of adjacent noise-sensitive uses.

S-8.13: **Vibration Impacts.** Require project specific vibration impact assessments for projects involving the use of vibration generating equipment such as pile drivers and vibratory rollers

that could generate groundborne vibration levels. For projects with significant vibration impacts, require feasible mitigation measures to reduce ground vibration levels and exposure to sensitive receptors.

Goal S-9:

Limit aircraft noise impacts consistent with the Napa Airport Land Use Compatibility Plan (ALUCP) which is included in the General Plan as Appendix 3.

Policies

S-9.1: **Land Use Compatibility.** Except for projects that require Napa County Airport Land Use Commission review or are exempt, all new development within the city that is subject to the NALUCP shall be evaluated consistently with the procedures in NALUCP Section 5.1 which addresses noise-sensitive land use policies.

Implementation Programs

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
A	**Emergency Centers** Conduct an evaluation of public facilities that can be used as emergency centers to identify necessary retrofitting to ensure the stability and safety of the facility in the event of a disaster. Outline procedures for preparation and use of the identified facilities the during emergencies.	S-1.1	Public Works / Community Development, Police, Fire District	■				
B	**County Fire and Police Coordination** Meet annually with the County Fire and Sherrif Departments to coordinate and evaluate the provision of emergency services to the City.	S-1.3 S-1.8	Fire District / Police					■
C	**Water Agency Coordination** Work with contracted water agencies to identify peak load water requirements for the City and plan for adequate water supply and delivery in the event of a disaster.	S-1.4	Public Works					■
D	**Prepare City Staff** Update emergency protocols and provide training to City staff annually to ensure quick response in reestablishing/maintaining power, water, and roadway access in the event of a disaster.	S-1.1	Community Development / Public Works, Fire District, Police					■
E	**Community Emergency Preparedness** Create a community preparedness program to educate and prepare residents for disasters. The program can include emergency preparedness training for businesses and residents, increasing awareness on the City's emergency response plans and resources, providing checklists for personal and business emergency preparedness kits, and developing a network of emergency and medical response volunteers.	S-1.7 S-1.12 S-1.13 S-1.14	Community Development / Police, Fire District	■				

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
F	**Community Emergency Response Team (CERT)** Encourage community members and City staff to participate in FEMA's CERT program by distributing flyers/information to City departments, businesses, and social media.	S-1.12	Police Fire District	■				
G	**Information Sharing** Distribute flyers and use social media to provide information on disaster preparedness, resources, and updates during emergencies. Regularly update emergency preparedness information on the City's website.	S-1.5 S-1.6 S-1.7 S-1.11	Police Fire District	■				
H	**Educate Vulnerable Populations** Target educational emergency preparedness materials and trainings to the city's most vulnerable populations by distributing information to senior centers, daycares, schools, cultural centers/organizations, and employers with low-income, non-english speaking, and outdoor workers. Provide informational materials in multiple languages.	S-1.5 S-1.6 S-1.7 S-1.11	Community Development Police Fire District	■				
I	**Emergency Access Routes** Regularly evaluate existing roadways, particularly along evacuation and emergency access routes, to ensure roads will have adequate capacity during times of emergency. Develop and implement improvement plans for roadways that do not have adequate capacity or require maintenance.	S-1.7 S-1.18	Public Works					■
J	**Fire Review** Include Fire Department plan review and approval for new development and redevelopment projects that involve roadway design or redesign to ensure adequate emergency access is maintained.	S-1.7 S-1.18	Fire District					■
K	**Backup Power for Critical Facilities** Identify critical facilities that do not have reliable power in the event of an emergency. Develop a plan to provide on-site backup power or other means of providing back up power to those facilities.	S-1.20	Public Works		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
L	**Emergency Communication Plan** Develop an emergency communication plan to evaluate and implement communication procedures and resources during and after a disaster. Review and update the plan at least once a year to incorporate new technologies, processes, and pprocedures as needed.	S-1.10	Community Development		■			
M	**Employee Training Plan** Update and implement the employee training plan to include up to date training requirements for City employees based on the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).	S-1.11	Administration	■				
N	**Volunteer Registry** Create a registry of volunteers who live and work in the city and can assist in the event of an emergency. (New Program).	S-1.12	Police / Fire District	■				
O	**Emergency Alerts for Single Access Neighborhoods** Update the City's local alert system, Nixle, to provide tailored emergency alerts and evacuation directions to residents in neighborhoods with a single evacuation route.	S-1.13 S-1.14	Police / Fire District	■				
P	**Residential Secondary Access** Develop and implement a plan to add a second route of ingress/egress for neighborhoods with fewer than two evacuation routes to the extent feasible.	S-1.15 S-2.3	Community Development / Public Works	■				
Q	**Single Access Neighborhood Outreach** Provide and distribute flyers with emergency access and preparedness information tailored for specific neighborhoods with only one ingress/egress route.	S-1.14	Police / Fire District	■				
R	**Critical Facilities Siting** During the project development and review process, ensure new and expanded critical infrastructure is located outside of high risk hazard areas, or is retrofitted to appropriately withstand such hazard events if such location is not possible.	S-1.17	Community Development / Public Works					■

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
S	**Inventory Critical Facilties** Inventory City owned critical facilities to identify facilities that require retrofitting to bring them up to modern safety standards for natural disasters and outline what improvements are needed.	S-1.19	Public Works					■
T	**Critical Facilties Funding** Designate a City staff member to identify and pursue funding opportunities and available grants for critical facilties improvements to improve resiliency to natural disasters.	S-1.19	Public Works					
U	**Site Design Standards** Develop specific site design and maintenance standards, such as requirements for maintaining defensible space surrounding structures, for development on the eastern side of the city, in proximity to the high fire hazard severity zones.	S-2.1	Fire District / Community Development		■			
V	**Retrofit Incentives Programs** Develop and promote incentives for building improvements such as installation of fire sprinklers for existing structures to improve fire safety in existing development.	S-2.8 S-3.8 S-7.8	Public Works / Fire District		■			
W	**Fire Safety Education** Distribute flyers with information on fire safety, including wildland and structural fire prevention, evacuation protocols, and guidelines for defensible space and other hazards around structures.	S-2.4 S-2.6 S-2.14	Fire District	■				
X	**Fire Equipment** Regularly inventory and test fire equipment and water supply availability to evaluate the City's capacity to suppress and respond to fires.	S-2.5 S-2.12	Fire District					■
Y	**Evacuation Route Capacity** Evaluate evacuation route capacity, safety, and viability under a range of emergency scenarios as part of the next update to the Napa County Operational Area Multi-jurisdictional Hazard Mitigation Plan, in accordance with AB 747.	S-1.16 S-1.18 S-2.3	Community Development / Fire District					■

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
Z	**Fire Safety Audits** Offer fire safety audits to property owners and residents to enhance fire prevention for existing structures.	S-2.5 S-2.6	Fire District					■
AA	**Fire Protection Plans** Update the municipal code to establish requirements for fire protection plans for new development projects.	S-2.9	Fire District Community Development		■			
BB	**Defensible Space** Update the municipal code to establish requirements for defensible space for development in high and very high fire hazard severity zones.	S-2.8 S-2.13	Fire District Community Development		■			
CC	**Water Supply** Regularly evaluate the city's water supply and water fire flow to ensure adequate capacity during wildfire/fire events.	S-2.11	Fire District Public Works					■
DD	**Emergency Roadway Maintenance** Prioritize emergency roadway maintenance projects within the City's Capital Improvement Plan.	S-2.1	Public Works		■			
EE	**Storm Drain Maintenance** Encourage community members to assist in maintaining storm drains by providing instructions for clearing debris from stormdrains on the City's website and posting links ot the information to social media before storm events.	S-3.4	Public Works					■
FF	**Flood Improvement Projects** Develop and implement an improvement plan to outline and prioritize capital improvement projects for low-lying, flood-prone, and sea level rise areas and seek funding for those projects.	S-3.1 S-3.2 S-3.5	Public Works			■		
GG	**Flood Management Training** Work with FEMA and other floodplain management authorities to receive annual training regarding floodplain regulations, best practices, and management.	S-3.1	Public Works					■
HH	**Flood Prevention in New Development** Develop mitigation and design guidelines for new construction to protect development from flood and sea level rise impacts.	S-3.5 S-3.6	Community Development		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
II	**Wetland Management Plan** Work with other agencies to develop and implement the American Canyon Wetlands Restoration Plan and to preserve the ecological integrity of wetland areas within the city.	S-3.1 S-3.9 S-3.11	Community Development / Public Works			■		
JJ	**Publicly-Owned Critical Facilities** Inventory critical facilities and other public buildings that are exposed to seismic shaking or are at an elevated risk of seismic shaking or liquefaction. Seek funding to conduct retrofits to City-owned infrastructure to improve safety and provide emergency power backup to reduce vulnerability related to seismic hazards.	S-4.3 S-4.4 S-4.5	Public Works		■			
KK	**Funding to Identify Vulnerable Critical Facilities** Seek grant funding to idenitfy and retrofit critical facilities and infrastructure that is vulnerable to geologic hazards.	S-4.3 S-4.4 S-4.5	Public Works / Community Development					
LL	**Privately-Owned Critical Facilities** Work with businesses and organizations to encourage building retrofits to privately owned critical faicilities to improve safety and provide emergency power backup.	S-4.1 S-4.5	Public Works		■			
MM	**California Building Code** Adopt new California Building Code requirements, when necessary, to promote the use of updated design standards.	S-4.1 S-4.3	Community Development					■
NN	**Geologic Studies** Continue to enforce the California Building Code and the Alquist-Priolo Earthquake Fault Zoning Act that require geologic studies to be performed so that habitable structures and essential facilities will be sited away from active and potentially active faults.	S-4.1 S-4.2 S-4.6	Community Development					■
OO	**Water Infrastructure** Evaluate and monitor earthquake and seismic safety of existing water infrastructure and identify weaknesses. Develop improvement programs for infrastructure that is susceptible or damaged by seismic events.	S-4.4	Public Works		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
PP	**Hazardous Materials Transport** Designate and enforce safe routes through the city for the transport of hazardous materials.	S-5.3	Waste Management		■			
QQ	**Hazardous Waste Information** Provide information on proper disposal of household and industrial hazardous waste to businesses, in City Hall, and on the City's website.	S-5.5	Waste Management	■				
RR	**Hazardous Waste Disposal** Work with Recology American Canyon to adjust hazardous waste drop off limits and potentially expand curbside pick up beyond motor oil.	S-5.5	Public Works	■				
SS	**Medical Waste Disposal** Distribute information on proper medical waste disposal to businesses and residents.	S-5.4	Waste Management	■				
TT	**Environmental Site Assessment** If determined by the City to be necessary, a Phase I Environmental Site Assessment (ESA) in accordance with ASTM International methodologies shall be completed for new development proposals prior to project approval. If the Phase I ESA determines hazardous materials may be present, a Phase II ESA may be required. If the Phase II ESA for the development site indicates that contaminants are detected in the subsurface at the project site, the project applicant shall prepare a Soil Management Plan for impacted soils prior to the start of construction.	S-5.6	Community Development / Public Works	■				
UU	**Airport Land Use Consistency** Maintain consistency between the land use designations and the Napa County Airport Land Use Compatibility Plan.	S-6.1	Community Development					■
VV	**ALUC Consistency** Monitor Airport Land Use Commission planning efforts and update City land use designations as appropriate.	S-6.7	Community Development					■

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
WW	**Restrict Siting of Sensitive Land Uses** Update the Municipal Code to restrict siting of sensitive land uses in the approach/departure or common traffic pattern zones of the Napa County Airport, consistent with the land use restrictions in the Napa County Airport Land Use Compatibility Plan.	S-8.1	Community Development		■			
XX	**Water Conservation Education** Distribute information to the public on incentives for water conservation best practices.	S-7.1	Public Works	■				
YY	**State Water Conservation Programs** Update the Municipal Code to implement and enforce State mandated water conservation programs.	S-7.1	Public Works	■				
ZZ	**Climate Action Plan** Prepare a Climate Action Plan or expand the City's Energy Efficiency Climate Action Plan to address and plan for climate change impacts.	S-7.3	Community Development		■			
AAA	**Sea Level Rise** Identify public and critical facilities vulnerable to sea level rise impacts and develop improvement plans to implement retrofits or relocate facilities as appropriate.	S-7.3	Community Development / Public Works		■			
BBB	**Napa County Climate Action Plan** Participate in the developmentment and encourage adoption of the Napa County Climate Action Plan as well as subsequent updates.	S-7.3	Community Development	■				
CCC	**Napa County Climate Action Committee** Attend the Napa County Climate Action Committee meetings and work with the committee on regional and local climate action efforts.	S-7.3	Community Development					■
DDD	**Drought Tolerant Landscaping** Require the use of drought tolerant landscaping in new construction.	S-7.10	Community Development	■				
EEE	**Rebate Programs** Work with water providers to evaluate the feasibility of expanding rebate programs for the replacement of lawns and toilets to other water fixtures and updates.	U-2.3 U-2.4	Public Works		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
FFF	**Urban Forest Master Plan** Develop an Urban Forest Master Plan to identify areas within the city that need additional tree canopy, including street trees, to mitigate the impacts of the urban heat island effect.	ENV-1.6	Community Development / Public Works		■			
GGG	**Green Roofs** Explore the opportunity to incorporate green roof systems into local design guidelines for new development.	U-4.8	Community Development		■			
HHH	**Extreme Heat Relief** Identify and publicize facilities where residents can seek refuge from extreme heat, such as libraries, community centers, or other public facilities.	S-7.5	Community Development / Public Works	■				
III	**Extreme Heat Education** Distribute information regarding preparation for extreme heat days and heat related illness to community centers, senior centers, and daycares and schools. Provide informational materials in mutliple languages.	S-7.6	Community Development	■				
JJJ	**Air Conditioning Alternatives** Update the Municipal Code to establish standards for air conditioning alternatives to reduce energy demand and provide cooling during extreme heat events.	S-7.7	Community Development		■			
KKK	**Resilient Public Critical Facilities** Upgrade public critical facilities such as libraries and community centers to incorporate resiliency and preparedness to extreme heat events and poor air quality, prioritizing the protection of public health for vulnerable populations.	S-7.8 S-7.9	Community Development / Public Works		■			
LLL	**Bus Stop Shading** Install shade structures and/or plant shade trees at bus stops that do not currently provide shading.	S-7.8	Public Works		■			
MMM	**Open Space Maintenance** Evaluate climate change impacts on the city's managed open space areas and create a maintenance plan to protect vegetation from heat and drought.	S-7-10	Public Works		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
NNN	**City Tree Management** Create a City tree management plan to monitor and maintain City owned trees.	S-7.11	Public Works		■			
OOO	**Critical Facilities Improvements** Identify, seek funding for, and implement improvement projects to protect critical facilities against poor air quality and extreme heat.	S-7.12	Public Works		■			
PPP	**Community Outreach Partnerships** Partner with local organizations and non profits to educate residents on climate change hazards, with specific emphasis on vulnerable populations.	S-7.13	Community Development Police Fire District					■
QQQ	**Noise Compatibility Matrix** Continue to enforce Chapter 8.12 *Community Noise* of the Municipal Code.	S-8.1 S-8.3	Community Development Police		■			
RRR	**Acoustical Analyses** Require applicants to submit an acoustical analysis for projects near sensitive land uses or involving new or expanded sensitive land uses and require appropriate mitigation measures to reduce noise impacts if necessary to less than significant levels.	S-8.3	Community Development					■
SSS	**Noise Insultation** Require new residential development meet the California Noise Insulation Standards (Title 24 of the California Administrative Code) for interior and exterior noise levels.	S-8.5	Community Development					■
TTT	**Vibration Impact Assessment** Require project-specific vibration impact assessments and vibration impact reduction measures for new development projects using major vibration generating equipment.	S-8.7	Community Development					■

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General Plan
Appendix 4-1

EXHIBIT B

ATTACHMENT 1

NVTA

Napa Countywide Bicycle Plan









FINAL PLAN

September 20

Acknowledgements

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Chapter 1: Introduction

The Napa Valley Transportation Authority (NVTA) and the jurisdictions of Napa County are seeking to improve the bicycling environment for all residents and visitors by identifying key infrastructure, programs, and policies in this plan. The first countywide bicycle plan was adopted in 2003, and the most recent update was made in 2012. The 2019 Napa Countywide Bicycle Plan (referred to as the "Plan") builds upon the bicycle recommendations presented in the 2012 Napa Countywide Bicycle Plan. The field of bicycle planning and design has changed significantly in the last seven years, and this Plan incorporates those current best practices. This Plan approaches the bicycling environment with an eye toward making bicycling possible for a large part of the population, not only those who already ride or are already comfortable riding in most traffic conditions.

New funding sources at the county, regional, and state scale have become available for projects and programs in the last few years. For example, local jurisdictions have a great opportunity for implementing bicycle facilities as part of road resurfacing and rehabilitation projects under Measure T, a local ½ cent sales tax measure for streets and roads rehabilitation, repair and maintenance. The Equivalent Funds (equal to 6.67% of annual Measure T revenue from other non-competitive sources) countywide collective match for shared-use paths (Class I bicycle facilities), provides the opportunity for implementing off-street trails, providing increased safety and connectivity. This Plan can help jurisdiction staff pursue funding and coordinate other planned projects with bicycle infrastructure to efficiently build out the bicycle network.

Bicycling is an important part of the Napa Valley landscape. Residents use bikes to get to destinations throughout the county, whether to work, or to school and shopping. The County's beautiful rural roads attract recreational bicyclists for group rides and events. Residents and visitors also take advantage of the Vine Trail to enjoy a relaxed, off-street ride for recreation or transportation. When completed, the Vine Trail will form a fully connected north-south active transportation corridor through the Napa Valley, from Calistoga to the Vallejo Ferry Terminal in Solano County. Planning and construction of the Vine Trail brings together staff from jurisdictions throughout the county, private land owners, and dedicated advocates. Partnership is also key in the county's Safe Routes to School program.

This foundation of cooperation will serve NVTA, jurisdiction staff, and community stakeholders well as they move forward together to implement the recommendations of this Plan. Improving the bicycling environment will help more people choose to bike on the streets and trails of Napa County, ultimately serving NVTA's goals for countywide transportation: reducing growth in vehicle miles traveled, shifting travel from single occupancy vehicles to other modes, and reducing energy use and GHG emissions and congestion.

COUNTY CONTEXT

Napa County is located in the northern San Francisco Bay Area. As a world-famous wine-producing region, the County has several million visitors annually and is characterized by numerous wineries and vineyards, restaurants, and other tourist destinations. The primary land use is agricultural and outdoor activities such as hiking, mountain biking, and walking or biking along the Napa Valley Vine Trail are

popular with both residents and visitors. The region's temperate climate makes these outdoor activities accessible nearly year-round.

Napa County includes six jurisdictions: The City of American Canyon located in the southern portion of the Valley; the City of Napa is the largest jurisdiction and is in central Napa Valley; The Town of Yountville, City of St. Helena, and City of Calistoga in northern Napa Valley. Napa County is predominantly rural, and the unincorporated areas outside of the jurisdictions are managed by the County. The County and local jurisdictions have installed a variety of bicycle facility types; however, the overall bicycle network is primarily comprised of bicycle lanes (Class II) and bicycle routes (Class III).

HOW WAS THIS PLAN DEVELOPED?

This update to the 2012 Napa Countywide Bicycle Plan began in May 2017 and is the culmination of a year and a half of community engagement paired with a data-driven analysis of existing conditions and needs. The engagement and analysis informed the development of the 2019 goals, policies, network approach, and bicycle facility recommendations.



Figure 1.1. Bicyclists on the Napa Valley Vine Trail in the City of Napa

The process to develop this Plan included many stakeholders. The development of the Plan was initiated and managed by the **Napa Valley Transportation Authority** (NVTA). Several additional entities provided valuable input into the plan development process including:

- Staff from the **Cities of American Canyon, Napa, St. Helena, and Calistoga, the Town of Yountville, and Napa County** (referred to as the "jurisdictions") provided strategic guidance on the existing conditions analysis and bicycle network approach and development.
- The **Napa County Bicycle Coalition**, the bicycle advocacy organization for Napa Valley and partner organization for the Napa County Safe Routes to School program, assisted in organizing bicycling field visits in each jurisdiction for the project team. The organization encouraged participation in online tools, participation in outreach events, and provided valuable input on the proposed bicycle network.
- The **Napa Valley Vine Trail Coalition** (NVVTC) is a nonprofit organization focused on raising funds and awareness of a 47-mile active transportation corridor currently under development that will connect the Vallejo Ferry Terminal in Solano County to Calistoga in northern Napa County (see Figure 1.1). NVVTC offered important guidance on the Vine Trail.

- The **NVTA Active Transportation Advisory Committee,** NVTA's primary committee advising the NVTA Board on active transportation matters was instrumental in providing feedback and review of the Plan throughout the planning process.
- The City of Napa **Bicycle and Trails Advisory Commission,** A group with extensive knowledge of the current bicycle network, programs and policies, provided important review and feedback for the Plan.

Public Input Summary

Throughout the process, NVTA sought ideas from the community on current bicycling conditions and needed improvements. Several common themes and priorities emerged from the community's feedback, including a desire for:

- Well-maintained bikeways suitable for a wide range of riders
- Connections to schools, parks, trails, and commercial areas
- Recreational bikeways along rural routes
- Effective signal detection for bicycles
- Colored paint for bicycle lanes[1]
- Appropriate bicycle infrastructure on roadways, especially those with high speed and traffic volumes

The community's input was essential to ensuring the Plan's recommendations meet the needs of Napa Valley residents. Highlights of the outreach efforts are discussed in this section. Additional information can be found in the individual jurisdiction plans (see Chapters 6-11) and Appendix B: Community Outreach Summary.

Online Outreach

NVTA launched an online interactive map, called a "WikiMap," to gather input about the existing bicycle network. The WikiMap was available from July to October 2017. Users were asked to identify routes they already ride, where they would like to ride, and any barriers to biking.

The map, shown in Figure 1.2, was created for the entire county, and respondents could zoom to comment on specific jurisdictions. The map was available as a link from the project webpage and participation was encouraged through public outreach events. Community members provided just over 200 map comments, entering valuable input about the state of bicycling in Napa County and specific areas to address in this Plan.

[1] See Appendix A: Facility Design Toolkit for discussion of using colored paint to denote conflict areas.

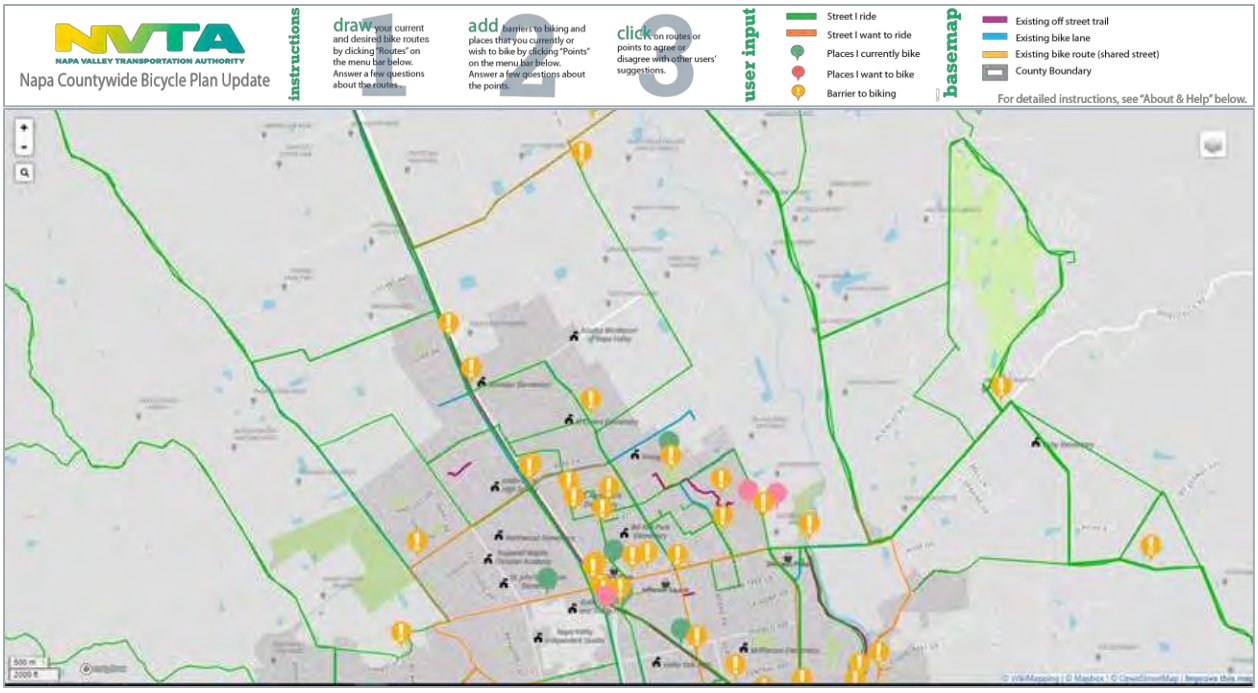


Figure 1.2. Online WikiMap interface

In addition to the initial WikiMap, NVTA also hosted an online map for residents to review the recommended bicycle network facilities. This map showed draft recommended bike facilities throughout the county and allowed users to agree or disagree that the recommendation was appropriate in that location. Approximately 330 comments were received and reviewed by staff in each jurisdiction for possible changes to the recommended network.

Community Outreach Events

Several community outreach events were held to solicit input on existing and proposed facilities and share ideas. The first event was held at the **Napa PorchFest** on July 30, 2017, in the City of Napa. Attendees shared feedback on the existing conditions maps and participated in a "What Type of Rider Are You" activity. This activity asked participants to self-identify as one of four types of riders: Interested but Concerned, Enthused and Confident, Strong and Fearless, or Not Interested or Able. This spurred community members to think about their own individual approaches to bicycling and enabled the project team to get a snapshot of the Napa Valley population and its composition with respect to bicycling. Different types of bicyclists, or bicyclists-to-be, require different types of infrastructure to choose bicycling for their trip.

The second event was held as a part of **BikeFest**, an annual event sponsored by the Napa County Bicycle Coalition, on May 5, 2018, at the Oxbow Commons in the City of Napa. During the event, participants were invited to "Build their Own Street" by choosing different foam-board components, such as bike lanes, sidewalks, medians, and roadways (see Figure 1.3). This activity helped participants consider the tradeoffs of dedicating space to different modes or uses and allowed them to express their priorities.



Figure 1.3. A family participating in the "Build Your Own Street" activity at the BikeFest event in the city of Napa.

Through a dot voting exercise, over 70 participants shared their priorities for the bicycle network (see Figure 1.4). The most important priority was high-quality, high-comfort bikeways; bikeways that connect to schools, parks, and trails and recreational bikeways along rural roads tied as the second most important. Respondents also indicated that bikeways that connect to commercial areas were very important.

Other common themes and interests included:

- Installing bicycle detection at signals
- Installing green paint in conflict areas
- Improving safety
- Installing separated bikeways on high-speed, high-volume streets, especially on or along major thoroughfares, rural streets, and neighborhood streets with speeding issues

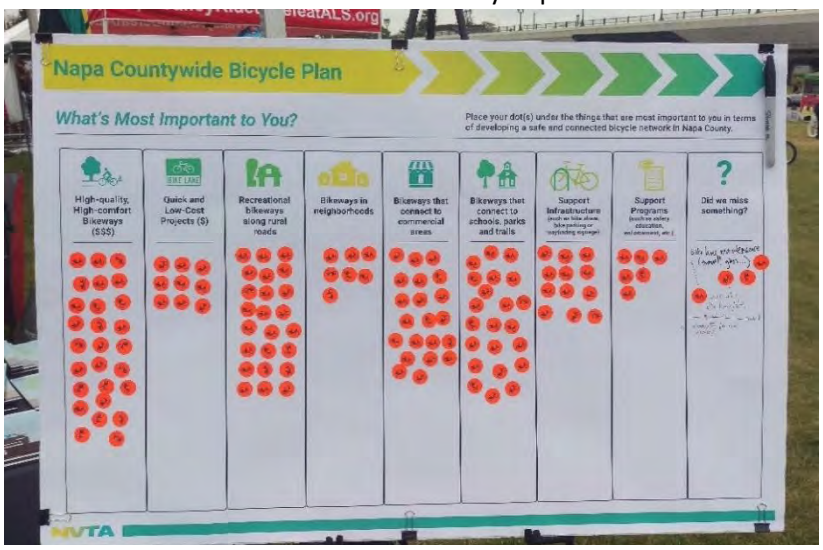


Figure 1.4. Responses to "What's Most Important to You?"

NVTA staff held an open house event on June 19, 2018 to seek feedback about draft bikeway network recommendations. Attendees reviewed the plan process to date, viewed a presentation of current best practices in bicycle facilities planning (see Figures 1.5 and 1.6), and provided comments on the proposed network.



Figure 1.5 NVTA Bike Plan Open House



Figure 1.6 NVTA Bike Plan Open House

Committees

Throughout the process, three established NVTA committees provided guidance and feedback on the existing conditions, proposed bicycle network, and proposed support programs. These committees included:

- **Active Transportation Advisory Committee** (ATAC) - Focuses on bicycle and pedestrian issues throughout the county and includes 11 members who live or work within Napa County representing each jurisdiction within the County.
- **Citizens Advisory Committee** (CAC) - Composed of 19 members; six members are appointed by the elected boards of Napa County's jurisdictions: the cities of American Canyon, Calistoga, Napa and St. Helena; the Town of Yountville; and Napa County.
- **Technical Advisory Committee** (TAC) - Includes representatives from the Napa County Public Works Department and staff from each Napa County jurisdiction.

PLAN ORGANIZATION

This Plan is organized into 11 chapters and nine appendices.

Chapter	Focus
Chapter 1	Introduction to the Plan
Chapter 2	Plan goals and policies and relationship to existing plans
Chapter 3	Existing bicycle environment in Napa County
Chapter 4	Countywide recommendations for bikeways and programs
Chapter 5	Implementation and funding strategy
Chapter 6	City of Calistoga Bicycle Plan
Chapter 7	City of St. Helena Bicycle Plan
Chapter 8	Town of Yountville Bicycle Plan
Chapter 9	City of Napa Bicycle Plan
Chapter 10	City of American Canyon Bicycle Plan
Chapter 11	Unincorporated Napa County Bicycle Plan
Appendix	Focus
Appendix A	Bicycle Facilities Toolkit, a guide for implementing bicycle facilities and improvements
Appendix B	Summary of the public and stakeholder engagement that guided the Plan recommendations
Appendix C	Overview of relevant plans and policies related to bicycling in Napa County
Appendix D	Strategies for developing a bicycle count program
Appendix E	Full list of Proposed Bicycle Network projects
Appendix F	Summary of the Plan's fulfilment of Caltrans Active Transportation Program (ATP) grant requirements
Appendix G	Facility Cost Estimate Details
Appendix H	Level of Traffic Stress Methodology
Appendix I	Glossary of Terms
Appendix J	Resolution of Adoption of this Plan

Chapter 2: Goals and Policies

COUNTYWIDE VISION AND GOALS

The Countywide vision statement, goals, and policies were developed to guide the Plan recommendations and will be used to evaluate progress. These were collaboratively developed by NVTA staff, the NVTA Technical Advisory Committee (TAC), NVTA Active Transportation Advisory Committee (ATAC), City of Napa Bicycle and Trails Advisory Commission and the Napa County Bicycle Coalition.

Vision Statement

Napa County's vision is to be a bicycle-friendly community with a world-class bicycling system for all ages and abilities. The comprehensive, connected bicycle system will provide people with safe, convenient and enjoyable access to destinations throughout all Napa County jurisdictions and beyond. Residents and visitors will enjoy bicycling for everyday commuting, non-work trips and recreation. Bicycling contributes to a high quality of life, promotes health and will help achieve a 10 percent mode share in Napa County by 2035.

Goals and Policies

The goals and policies developed for the 2019 Plan will guide Napa County communities in improving the bicycling environment for residents and visitors.

Table 2.1. Goals and Policies of the Plan

Goals		Policies
Connectivity	Develop a well-designed low Level of Traffic Stress (LTS) connected bicycle network	• Build and maintain a local and countywide bicycle transportation and recreation network that connects Napa County's incorporated cities/town and unincorporated communities and provides access to public transportation and community destinations. • Develop and maintain continuous low Level of Traffic Stress (LTS) bicycle facilities of all types to provide accessible intra-city connections that serve as the framework of the Countywide Bikeway System. • Prioritize coordination and completion of regionally significant primary bikeways including the Napa Valley Vine Trail, the Bay Trail and the Ridge Trail, and local connections to those facilities. • Provide secure bicycle parking at public and private destinations throughout Napa County. • Integrate the bicycle network and bicycle facility amenities into land use decisions and developments.
Equity	Improve bicycle access for disadvantaged and/or underserved communities	• Implement projects that improve access for disadvantaged and/or underserved communities, particularly those reliant on walking, biking and transit for transportation.

Goals		Policies
Safety	Improve safety for all ages and abilities	• Work to reduce the number and severity of bicycle collisions. • Work to reduce bicycle fatalities to zero by 2035. • Improve locations that have high incidences of bicycle collisions, and/or impediments or conflicts to bicyclists. • Implement Complete Streets policies that ensure accommodation and enable safe access for users of all ages and abilities. • Implement appropriate, well-designed bicycle facilities using accepted design standards, including intersection and other crossing improvements.
Education & Encouragement	Increase mode share of bicycling	• Encourage education programs for all users of the roadway in all jurisdictions and school districts. • Develop programs and public outreach materials to promote safety and the positive benefits of bicycling.

SERVING ALL TYPES OF BICYCLISTS

Many factors contribute to people choosing to ride a bicycle, with a major factor being the rider's perception of safety. A rider's perception of an unsafe route can be related to numerous things but is most often related to riding adjacent to high-traffic and high-speed roadways or crossing busy intersections with little or no separation from vehicles. Research has found that a large percentage of the American population is interested in bicycling for transportation but does not currently do so because they believe the routes they would need to travel are unsafe or feel uncomfortable. Many people feel safer and more comfortable riding on low-traffic, low-speed streets or on facilities that provide protection or physical separation from fast-moving traffic.[2] Most people in the U.S. – between 50 and 60 percent – have little tolerance for interacting with motor vehicle traffic unless volumes and speeds are very low (see Figure 2.1).[3] This group of riders is referred to as "Interested but Concerned," reflecting both their interest in bicycling for transportation as well as concerns about safety and comfort when interacting with motor vehicle traffic.

This framework of rider types was used to assess the existing bicycle network and to select recommended facility types for the 2019 Plan. This rider type has the highest potential for increasing bicycle mode share if facility types that support and encourage biking are available.

[2] Source: Dill, J. McNeil, N. "Revisiting the Four Types of Cyclists: Findings from a National Survey" Transportation Research Board 95th Annual Meeting, 2016.

[3] Studies, such as the one referenced above, show that approximately one third of the adult population is not currently interested in bicycling or able to bicycle.

LEVEL OF TRAFFIC STRESS (LTS)

Bicycle planners and designers use Level of Traffic Stress (LTS) as the measure of a street's suitability for Interested but Concerned riders and potential riders. LTS measures how people feel when they are bicycling. The proximity, volume and speed of traffic can impact how people feel while riding which means specific types of bicycle facilities are more appropriate to specific types of roads than others. For instance, a standard bike lane may have a low level of traffic stress for most riders when it's on a 30mph street with fewer than 6,000 vehicles per day. That same bike lane on a 40mph street with more traffic volume will not be comfortable for many riders. When someone considers riding a bike for their trip, they may not choose to do so if part of their trip is on a "high-stress" street.

High-stress intersections can also prevent people from choosing to ride a bike. These are locations where a small street crosses a large one without traffic control for the major street. These locations interrupt an otherwise low-stress, comfortable ride by causing a rider to need to wait for a gap in traffic, gauge the speed of passing vehicles, and cross a longer distance while traffic is still proceeding, or perhaps detour a longer distance from their desired destination. Signalized intersections can also be stressful when bike lanes stop in advance of the intersection, or when they are located inappropriately to the right of a right turn lane.

To learn more about the Level of Traffic Stress Methodology and how LTS impacts connectivity, see Appendix H. This appendix includes a memo outlining how LTS is conducted, what assumptions were made for analysis in Napa County, and results from the low-stress connectivity analysis.



Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of General Public	31-37%	51-56%	5-9%	4-7%

Figure 2.1 Types of Bicyclists and Level of Stress Tolerance

RELATIONSHIP TO EXISTING PLANS AND POLICIES

Napa County and its jurisdictions have a host of adopted plans and policies that affect the County's and jurisdictions' bicycle projects, investments, and priorities. This section briefly summarizes key plans and policies. A full review of plans and policies and their relationship to this Plan can be found in Appendix C: Plans and Policies Review.

NVTA Countywide Transportation Plan (2014)

The *Napa Countywide Transportation Plan – Vision 2040: Moving Napa Forward* is a long-range transportation plan that sets goals, strategies, and investments for all modes of transportation for the next 25 years. The Plan identifies a constrained transportation project list for the county, which includes 17 projects that specifically aim to improve bicycling in the county. The Plan also identifies linkages between expanding the bicycle network and programs (e.g., Safe Routes to School, Complete Streets, bikeshare, separating pedestrians and bicyclists from the roadway) and the broader economic development, transportation demand management, environmental, health, and placemaking goals for the county.

SR 29 Gateway Corridor Implementation Plan (2014)

In 2014, NVTA created a vision and implementation plan for the southern section of State Route 29 (SR 29). This 17-mile segment of SR 29 is a "gateway" to Napa Valley as well as a regional corridor for pass-through traffic. The Plan includes options for increasing active transportation facilities within the SR 29 corridor. Currently, the corridor provides paved shoulders for bicycling in some sections. The Plan recommends bicycle facility improvements as shown in Table 2.2.

Table 2.2. Bicycle Recommendations in the 2014 SR 29 Gateway Corridor Implementation Plan

SR 29 Gateway Corridor Segment	Proposed Improvement
SR 37 to American Canyon Road	Shared-Use Path - Class Is, separated from automobile travel lanes by a landscape strip
Napa Junction Road to South Kelly Road	Shared-Use Path - Class Is, separated from automobile travel lanes by a landscape strip
American Canyon Road to Napa Junction Road	Two Options: 1. Bike Lane - Class IIs along the local access lanes 2. Modified boulevard concept that would continue the Class I paths
South of SR 37	Cycling access to Downtown Vallejo and the ferry terminal along Sonoma Blvd (facilities are specified in the Sonoma Blvd Specific Plan)
Between the Ferry Terminal and the SR 29/SR 37 intersection	Class I facilities along SR 37 and Harbor Drive
North of South Kelly Road	Improving to an 8' shoulder (striped to Class II) in addition to improved access to the Vine Trail via Airport Blvd

Caltrans District 4 Bicycle Plan (2018)

The 2018 Caltrans District 4 Bicycle Plan is a strategic planning document that identifies and prioritizes bicycle investments on State-owned transportation infrastructure. It is part of the statewide *Toward an*

Active California effort (see below), which seeks to improve multimodal access, improve health outcomes, and reduce traffic congestion, among other goals. In Napa County, projects are identified at intersections with and along state-owned roadways including SR 29, SR 12, SR121, SR 128, and SR 221.

Toward an Active California: State Bicycle + Pedestrian Plan (2017)

Toward an Active California: State Bicycle + Pedestrian Plan offers a visionary and comprehensive policy to support active modes of transportation throughout the state. The Plan's vision states that "by 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs." The plan focused on four areas of policy and recommendations:

- Safety: Reduce the number, rate, and severity of bicycle and pedestrian involved collisions
- Mobility: Increase walking and bicycling in California
- Preservation: Maintain a high-quality active transportation system
- Social Equity: Invest resources in communities that are most dependent on active transportation and transit

The Plan was released concurrently with major new funding from SB1 (Road Repair and Accountability Act of 2017), which provides an additional $1 billion for investments over the next ten years.

Chapter 3: Existing Bicycling Environment

This chapter provides an overview of bicycling conditions throughout Napa County, as well as localized efforts to support bicycling through policies and programs. This Plan's recommendations for the bicycle network and support programs are drawn from the information analyzed and presented in this chapter.

CONTEXT FOR BICYCLING

Napa County is predominantly rural, and the five cities and town of Napa County – American Canyon, Napa, Yountville, St. Helena, and Calistoga – hug the western area of the county and are located along State Routes 29 (SR 29) and 128 (SR 128) (See Figure 3.1 Jurisdictions of Napa County).

The City of Napa is the county seat and the largest city, with a population of approximately 80,000. As one of the older communities in the area, Napa has a traditional, dense downtown retail core with a grid of relatively narrow two-lane streets, and older neighborhoods nearby downtown with similar street patterns. It also has established suburban areas somewhat farther from downtown, which are characterized by low-density, residential land uses served by larger arterial-style streets.

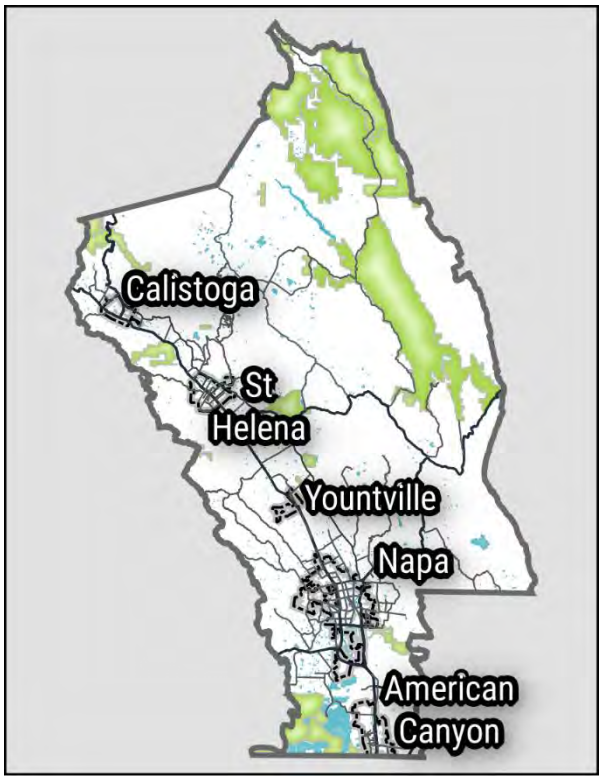


Figure 3.1. Jurisdictions of Napa County.

The City of American Canyon is the second largest city in Napa County. The population is approximately 20,000, and most of its growth has occurred in the last 25 years, after the city's incorporation in 1992. It is composed primarily of low-density single-family neighborhoods connected with wide multi-lane arterials.

American Canyon serves as a commuter community along SR 29, with some residents traveling to the larger employment centers of the central Bay Area for work. SR 29 bisects the City of American Canyon and creates barriers to permeability between the west and east sides of the roadway, especially for people walking and biking. While American Canyon currently lacks a traditional downtown, new developments along SR 29 are creating retail and entertainment destinations for the community, some with integrated residential development. Most of this new development housing is on the east side of SR 29, and older neighborhoods and industrial development are on the west side of the corridor.

The majority of the local workforce live in the cities of Napa and American Canyon and commute to the "Upper Valley" communities of Yountville, St. Helena, and Calistoga. The 2014 Napa Valley Travel

Behavior Study found that 55 percent of the study's sample traveled within the county (both their origins and destinations were within Napa County).[4]

The Cities of Napa and American Canyon also have Napa County's two Priority Development Areas (PDAs). PDAs are areas throughout the Bay Area region that were identified in Plan Bay Area[5] as candidates for sustainable residential and jobs growth, infill development, and investment. The PDA in the City of Napa is located in downtown and along Soscol Avenue between Imola Avenue and First Street, and the PDA in the City of American Canyon is located along State Route 29 between Green Island Road and the Solano County line.[6]

The Town of Yountville is home to 3,000 people (approximately 1,200 residents live at the Veterans Home of California in western Yountville), and is located five miles north of Napa off SR 29. It has a series of low-volume, low-speed streets connecting its residential areas to the commercial core along Washington Street.

The City of St. Helena is located 15 miles north of Napa in the heart of Napa Valley. It is a small city with a population of approximately 6,000. It is served by a network of low-volume local streets as well as SR 128/29, which is the main street through its downtown. St. Helena is predominantly residential, except for the areas immediately adjacent to SR 128/29, including a small industrial/office park at the southeast end of the city.

The City of Calistoga, at the north end of Napa Valley is a community of 5,000 people. Its small, traditional downtown is located on Lincoln Avenue (SR 29). Similar to St. Helena, the highway is the city's main street. Narrow residential streets connect the city's neighborhoods, though the Napa River creates a barrier between the north and south ends of town.

The unincorporated areas of Napa County are largely rural and agricultural with a few small communities, including Angwin and Pope Valley. Many narrow roads with low traffic volumes are located throughout the unincorporated areas. Due to the efforts of farmers and Napa County residents, much of the land in these rural areas is designated as agricultural preserve, and the Land Trust of Napa County is actively securing easements and using other tools to preserve the natural landscape.

CHARACTERISTICS OF BIKE TRIPS

Understanding the reasons that people bike in Napa County is fundamental to creating a network that existing users can continue to use and people new to bicycling can begin to experience. Existing bicycle network usage will inform the Plan recommendations.

[4] Napa County Travel Behavior Study, 2014. Available online at: http://www.nvta.ca.gov/sites/default/files/Napa%20County%20Travel%20Behavior%20Study.pdf

[5] Plan Bay Area is the long-range regional plan for transportation and land use in the Bay Area's nine counties.

[6] For more information about Priority Development Areas and the locations in Napa County, and throughout the Bay Area, visit: http://gis.abag.ca.gov/website/PDAShowcase/

Trip Purpose

Bicycle trips can be broken down into two main categories: transportation and recreation. The former are trips taken by people bound for a destination, the latter simply for enjoyment or exercise. Currently, better data is available about transportation trips than recreation, and this information is presented below.

Transportation Trips

Generally, a drive of less than 10 minutes equates to a bike ride of less than 30 minutes and is considered "bikeable." Per the 2016 U.S. Census American Community Survey 5-year Summary, all cities except for American Canyon have over 20 percent of workers with commutes less than 10 minutes (not including those who work from home). Viewed through that lens, the county's commute trends show an impressive potential for bike commuting. Some residents within the cities and Napa County (approximately 0.8 percent) choose to bicycle to work, and data is readily available regarding residents' commuting mode choice from the U.S. Census' American Community Survey (ACS). However, work-related trips only comprise 10 to 15 percent of all household trips; the remaining 85 to 90 percent of trips are made to visit friends and family or for errands, entertainment, outings, and recreation. [7] While data is not readily available, it is safe to assume that Napa County residents are more likely to bike for non-work trips because non-work destinations, such as a retail shop or a friend's house, are likely to be located closer to home.

Only the cities of Calistoga and Napa have bicycle commute percentages over one percent, and the overwhelming majority of residents drive to work (see Table 3.1). However, current commuting patterns do indicate opportunities for mode shift.

Table 3.1. Commute Characteristics in Napa County[8]

	Automobile /Motorcycle	Public Transportation	Bicycle	Walk	Work from Home	Commute <10 minutes
American Canyon	93.9%	1.5%	0.4%	0.7%	3.3%	9%
Calistoga	76.7%	0.0%	1.6%	14.6%	5.2%	31%
City of Napa	90.8%	1.8%	1.1%	2.1%	3.5%	20%
St. Helena	82.2%	1.3%	0.3%	7.2%	8.0%	34%
Yountville	88.3%	0.9%	0.7%	3.3%	6.8%	22%
Napa County Total	87.7%	1.4%	0.8%	4.1%	5.1%	21%

[7] Range references the National Household Travel Survey (15 percent) and California Household Travel Survey (9.9 percent).
[8] 2016 U.S. Census American Community Survey 5-year summary.

Some bicycle trips in the county are also related to school travel. In 2012, a parent survey was conducted as a part of the Napa County Safe Routes to School program. Of the respondents, four percent of students bike to and from school. However, the majority of school trips were made via the family vehicle (68 percent). Data on modal splits related to school travel has not been collected since this 2012 survey but will be a part of the new Safe Routes to School program led by the Napa County Office of Education and the Napa County Bicycle Coalition.

Tourism and Recreation Trips

While bicycling for transportation is an important element to plan for in Napa County, recreational bicycling likely accounts for a larger portion of trips. Recreational trips are not captured in available data about mode split. However, people on bikes can readily be seen throughout Napa County, especially on weekends. These recreational riders include:

- Confident recreational road bicyclists who typically take longer rides along rural roads and are comfortable riding near higher-speed and/or higher-volume traffic,
- Mountain bikers/gravel riders who ride on the unpaved trails in the county, and
- Neighborhood and shared-use path riders, including individuals, groups, or families who ride for enjoyment and exercise but are not comfortable riding near higher-speed, higher-volume traffic.

Today, many of these recreational riders drive to the start of their rides. Some riders may be traveling from nearby counties, or if they are Napa County residents, their ride's starting location may be further than a bikeable distance from home. Others may not be comfortable bicycling on the roads between home and the trailhead.

Tourism is a major industry for the county and must be accounted for in bicycle planning and implementation efforts. Napa County receives 3.5 million visitors annually; 80 percent of visitors are from the United States, and 20 percent are international. Just over a third of the visitors stayed overnight within Napa County on their trip; the rest visited Napa County as a day trip.

In 2016, Visit Napa Valley, the official tourism marketing organization, conducted a visitor survey to better understand the types of visitors that come to the area, where they visit within the county, and what they do during their visit.[9] Four percent of the respondents reported that they were planning to bike, or had already biked, on their trip. This equates to nearly 150,000 visitors annually biking within the county who may be unfamiliar with the area and its bike network, or with biking in general.

How Many People Bike Today?

Some work has been done in the past few years by multiple parties to understand how many people are bicycling in Napa County, but there is currently no comprehensive program for counting bicyclists in the county. The Vine Trail Coalition maintains continuous counters at three locations along the trail to

[9] Visit Napa Valley (2017). 2016 Napa Valley Visitor Industry Economic Impact. Viewed at https://www.visitnapavalley.com/articles/post/visit-napa-valley-releases-the-2016-napa-valley-visitor-industry-economic-impact-visitor-profile/ on April 2, 2018.

monitor trail usage. Between January 2018 and December 2018, counters recorded the following approximate average daily counts[10]:

- 240 bicyclists daily north of Imola Avenue in Napa (near South Napa Century Center)
- 150 bicyclists daily at Salvador Avenue in Napa
- 180 bicyclists daily at north end of trail in Yountville

Peak usage days reached high counts of approximately 470, 360, and 600 bicyclists at the above locations, respectively. The Vine Trail counters also indicate that seven in ten users are locals, and weekend days have much higher ridership, accounting for nearly 40 percent of weekly ridership.

Additionally, NVTA has periodically conducted manual counts at select locations throughout the county. The most recent bicycle and pedestrian counts are from September 2015 and were taken at 21 locations in the Napa County municipalities and unincorporated areas. Appendix D contains recommendations for an ongoing NVTA count program.

Considerations for the Bicycle Plan

Work-related trips: The Plan must acknowledge that many commute trips for Napa residents are longer than a bikeable distance and so should focus on connections to transit services that serve employment centers.

Nonwork-related trips: Many trips are not work-related and are for purposes of running errands, visiting friends or family, entertainment, outings, and recreation. These trips have a large potential for mode shift since they tend to be shorter.

School-related trips: Development of a student or parent survey to understand travel choices can be part of a Safe Routes to School program.

Bicycle tourism: A complete bicycle network for Napa County will need a strong emphasis on wayfinding, amenities and facilities for a broad spectrum of riding abilities to account for visitors' needs.

Bicycle ridership data: Development of an ongoing data collection strategy can help the county's jurisdictions and agencies better understand changing ridership over time, help interpret collision data by estimating exposure, and potentially help quantify mode shift when paired with other data.

[10] Counts are extrapolated from total average daily users multiplied by 0.6, the approximate percentage of users who are bicyclists (as opposed to pedestrians).

COLLISION TRENDS

One of the goals of this Plan is to improve safety for bicyclists, including a commitment to eliminating bicycle fatalities by 2035, and decreasing the overall number and severity of collisions. Understanding the current safety conditions and locations of high-injury corridors and intersections can support decisions on the location and type of infrastructure improvements to construct and how to prioritize the allocation of funding resources.

The data used in this analysis includes all reported crashes in Napa County involving at least one bicycle that resulted in an injury between 2006 and 2013.[11] It is important to note that bicycle crashes are known to be under-reported. For example, single-bicycle crashes not involving a motor vehicle are not captured in public crash databases, even though they can be severe. Additionally, instances where both parties do not report the crash are not included. The number of unreported crashes in Napa County is unknown; a study conducted by the Federal Highway Administration found that 33 to 57.5 percent of all bicycle crashes potentially go unreported.[12]

As shown in Table 3.2, between 34 and 60 bicycle crashes occurred in Napa County each year from 2006 through 2013, or around thirty-five crashes annually per 100,000 residents. Of these crashes, six resulted in fatalities. Bicycle crashes accounted for an average of approximately five percent of all Napa County injuries and just under seven percent of its traffic fatalities and overall collisions.

Table 3.2. Crash totals and severity in Napa County, 2006-2013 (Source: TIMS)

Year	Number of Crashes	Number of Bicyclist Injuries				Fatal
		Severe	Other Visible	Complaint of Pain	Total[13]	
2006	56	10	31	14	59	1
2007	54	6	31	17	55	0
2008	60	7	33	20	64	0
2009	34	5	14	14	36	1
2010	45	7	23	14	46	1
2011	41	7	25	9	43	0
2012	49	7	24	16	50	2
2013	51	8	29	13	52	1

[11] The data used in this analysis is from the Transportation Injury Mapping System (TIMS) database, produced by SafeTREC at University of California, Berkeley. This database compiles collision data from the California Highway Patrol's Statewide Integrated Traffic Records System for all injury crashes, excluding those reported as property damage only.

[12] Federal Highway Administration. Injury to Pedestrians and Bicyclists: An Analysis based on Hospital Emergency Department Data. FHWARD-99-078. 1999.

[13] Total crashes may not equal the sum of the injury type reported because only one "injury severity" is reported per crash; however, more than one bicyclist may be involved in a crash.

Location

Most (58 percent) of the bicycle crashes in Napa County occur in the City of Napa. Table 2.3 shows the number of reported bicycle crashes in each individual jurisdiction over the 2006 to 2013 time period. Figures 3.2-6 shows an overview of crash locations which indicates a clear clustering of crashes in those areas with higher ridership: within the cities and along known recreational riding routes in the unincorporated areas of the county. A closer look at each jurisdictions' crash history is presented in the individual jurisdiction plans. Those plans identify high-crash streets where a larger number of crashes have occurred, indicating that people are riding bicycles in these locations, and that safety issues may exist.

Table 3.3. Number and Location of Reported Bicycle Crashes in Napa County, 2006-2013 (Source: TIMS)

Location	Number
American Canyon	18
Calistoga	16
Napa	227
St. Helena	20
Yountville	1
Unincorporated Areas	108
Napa County (total)	390



Figure 3.2. Locations of Bicycle Crashes in Napa County, 2006-2013 – Northwest (Source: TIMS)



Figure 3.3. Locations of Bicycle Crashes in Napa County, 2006-2013 – Northeast (Source: TIMS)

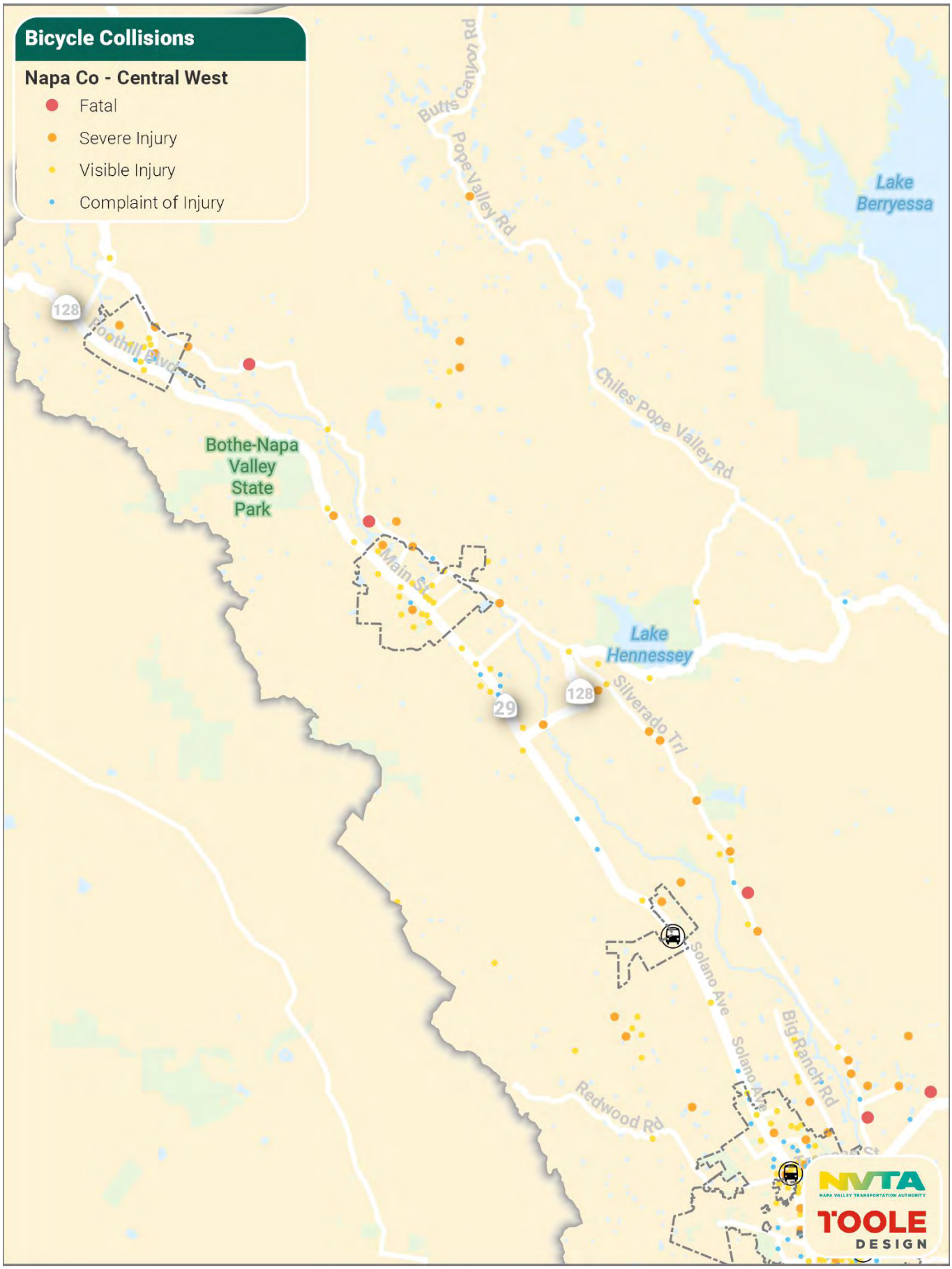


Figure 3.4. Locations of Bicycle Crashes in Napa County, 2006-2013 – Central West (Source: TIMS)



Figure 3.5. Locations of Bicycle Crashes in Napa County, 2006-2013 – Central East (Source: TIMS)

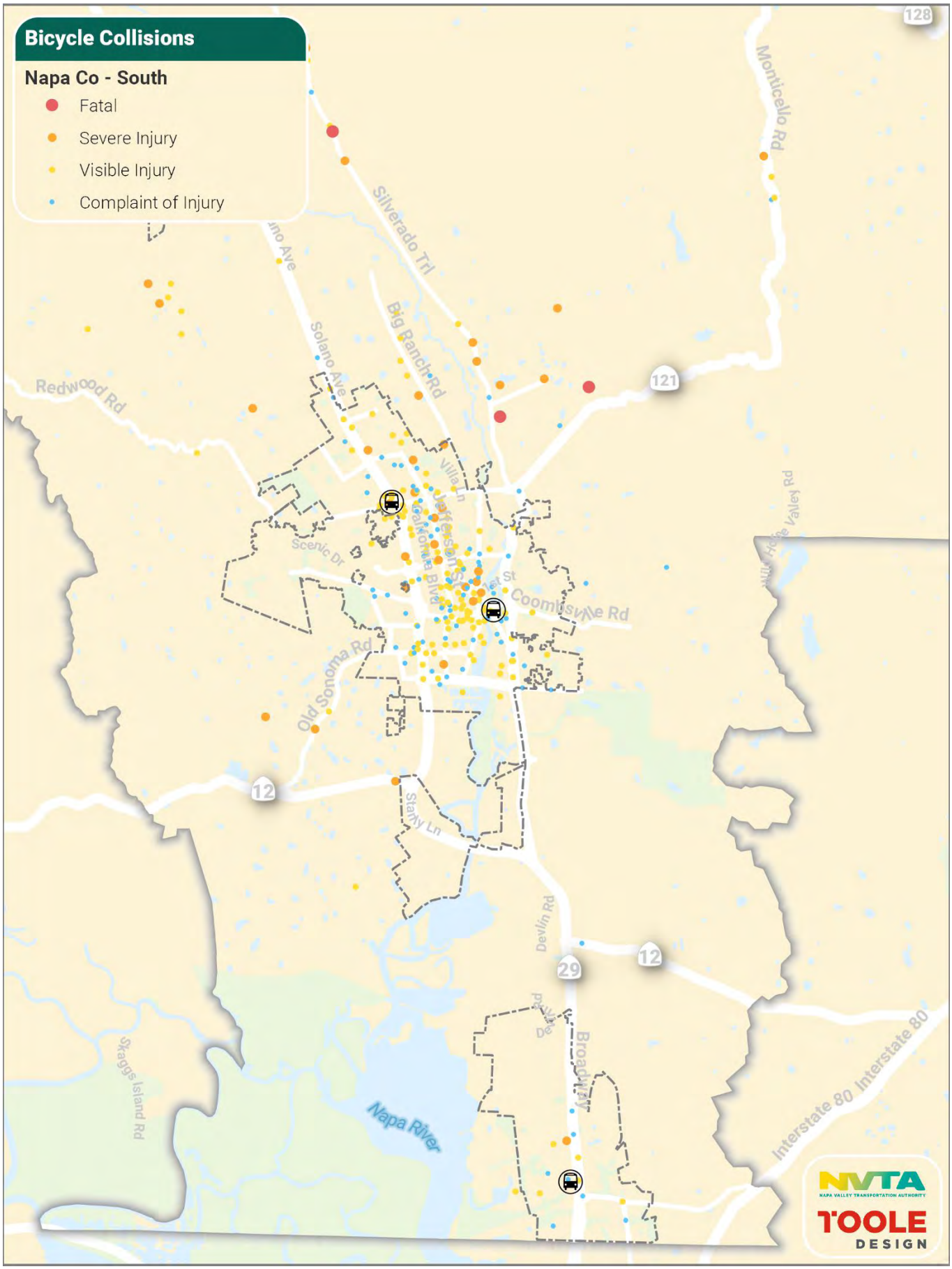


Figure 3.6. Locations of Bicycle Crashes in Napa County, 2006-2013 – South (Source: TIMS)

DEMOGRAPHICS

In Napa County, children under 18 years of age comprise a significant number (26 percent) of those injured in bicycle crashes, as shown in Figure 3.7. In general, children are especially vulnerable road users due to their size (and therefore, driver difficulty in seeing them) and limited ability to judge speed and risk. A much smaller percentage of injury crashes in the unincorporated areas involved children than in the cities. This finding matches expectations since most of the riding in unincorporated areas is done by adult riders on longer recreational trips, whereas child bicyclists commonly ride in their neighborhoods.

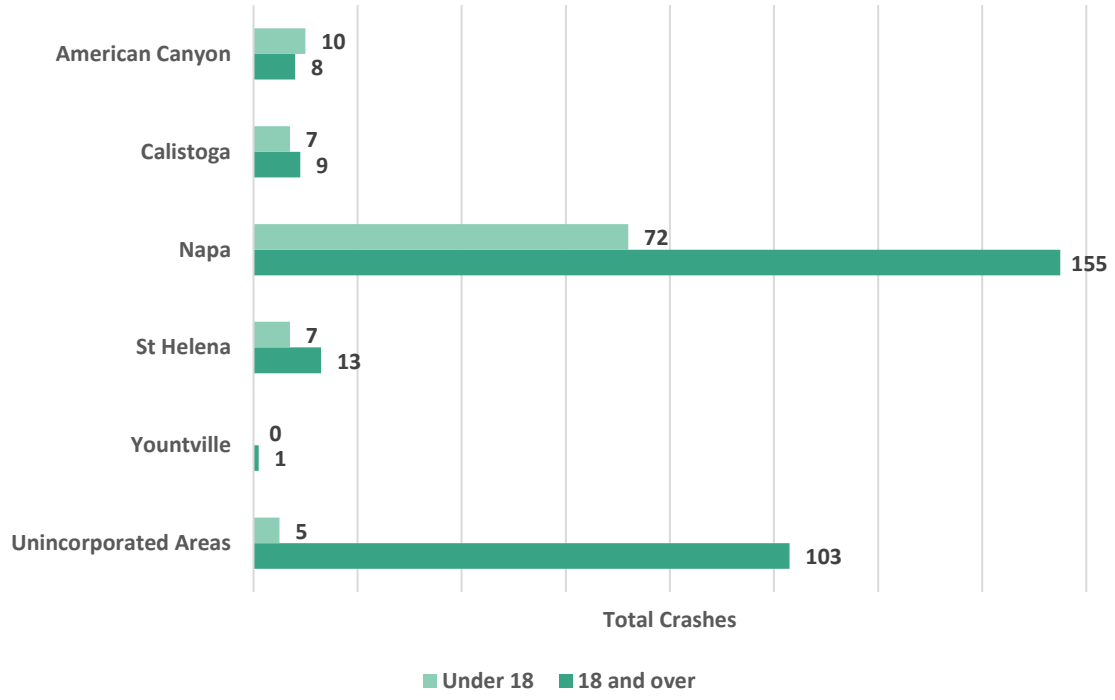


Figure 3.7. Number of Bicycle Crashes by Age in Napa County, 2006-2013 (Source: TIMS)

Daily and Seasonal Trends

Bicycle collisions in Napa County are most common on Fridays, but otherwise occur with consistent frequency throughout the week. Most crashes (86 percent) occurred during daylight hours. Regarding seasonal trends, crashes are more common in the summer months and less common in the winter, consistent with the prevalence of bicycling throughout the year. May and October have the highest crash frequency.

Primary Collision Factors

Table 3.4 indicates the most common primary collision factors for bicycle crashes in Napa County. The bicyclist being on the "Wrong Side of Road" resulted in the most injuries. This usually implies that the bicyclist was traveling in the opposite direction of traffic, often on a sidewalk and was struck while in a pedestrian crossing or driveway. While the responsibility for this type of crash is assigned to the

bicyclist, bicyclists in this situation are often trying to get to a location that cannot be accessed with bike facilities. As a result, they use other modal facilities or existing bike facilities in the wrong direction. Some bicyclists may also not be fully informed about their rights and responsibilities as a road user and understand that they are required to ride in the same direction as other vehicle traffic.

"Improper Turning" led to nearly all the reported fatalities. "Automobile Right of Way" (bicyclist not yielding) and unsafe speeds were also common reasons for collisions. Unfortunately, making infrastructure or programmatic recommendations is difficult for the primary collision factors labeled "Unknown," "Other Hazardous Conditions," and "Other Than Driver" because descriptions are not provided.

Table 3.4. Primary Collision Factors for Reported Bicycle Crashes in Napa County,2006-2013 (Source: TIMS)

Primary Collision Factor	Injury	Killed	Total
Bicyclist on Wrong Side of Road	93	0	93
Improper Turning	73	5	78
Automobile Right of Way (bicyclist not yielding)	71	1	72
Unsafe Speed (of vehicles)	45	0	45
Unknown	24	0	24
Traffic Signals and Signs (disregarded)	22	0	22
Other Hazardous Violation	20	0	20
Other Than Driver (or Pedestrian)	16	0	16
Driving or Bicycling Under the Influence of Alcohol or Drug	10	0	10

Considerations for the Bicycle Plan

Prioritize investments for high-crash locations: Streets with a large number of bicycle crashes indicate where people are already riding and investments could improve safety. These streets will be included in the bicycle network for improvements and could be prioritized for implementation.

Bikeway facility selection and education based on collision factors: Each of the high-frequency collision factors points to a need for both infrastructure and education. Suitable infrastructure can help make bicyclists' movements more predictable and keep them separated from automobile traffic. Education can help all parties understand rules and responsibilities, as well as proper use of infrastructure to help avoid collisions.

Vision Zero: Numerous communities within the Bay Area have adopted Vision Zero policies and are developing action plans. These policies set communities on a path toward safer roadways for all users and may be a beneficial framework for reducing fatal and severe bicycle crashes.

Safe routes to school: The high percentage of children involved in crashes in the incorporated areas indicates a need for both infrastructure and education. Education recommendations can be aimed at child bicyclists, parents, and drivers.

Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy equitable mobility for all. Though people walking and biking are generally most severely impacted by traffic crashes, Vision Zero applies to all modes.

BICYCLE FACILITIES AND NETWORK

Investments in Napa County's bicycle network over several decades has resulted in a continually expanding system. Napa County's bicycle network includes shared routes, bike lanes and shared-use paths. Table 3.5 details the total mileage of each facility type within the cities, town, and unincorporated areas of Napa County.

Table 3.5. Bicycle Network Mileage

Jurisdiction	Facility Type	Existing Mileage	Total Mileage
City of American Canyon	Vine Trail (Class I)	2.4	13.1
	Shared-Use Paths (Class I)	7.3	
	Bike Lanes (Class II)	1.6	
	Bike Routes (Class III)	1.8	
City of Calistoga	Vine Trail (Class I)	1.0	6.0
	Shared-Use Paths (Class I)	0.4	
	Bike Lanes (Class II)	1.0	
	Bike Routes (Class III)	3.6	
City of Napa	Vine Trail (Class I)	7.0	49.0
	Shared-Use Paths (Class I)	7.9	
	Bike Lanes (Class II)	28.5	
	Bike Routes (Class III)	5.6	
City of St. Helena	Vine Trail (Class I)	-	2.5
	Shared-Use Paths (Class I)	1.0	
	Bike Lanes (Class II)	1.3	
	Bike Routes (Class III)	0.2	
Town of Yountville	Vine Trail (Class I)	1.3	4.1
	Shared-Use Paths (Class I)	1.2	
	Bike Lanes (Class II)	1.2	
	Bike Routes (Class III)	0.5	

Jurisdiction	Facility Type	Existing Mileage	Total Mileage
Unincorporated Napa County	Vine Trail (Class I)	3.8	67.5
	Shared-Use Paths (Class I)	7.7	
	Bike Lanes (Class II)	54.3	
	Bike Routes (Class III)	1.7	
Countywide		**TOTAL**	**142.2**

Napa County also contains 18 miles of the existing Bay Trail. The San Francisco Bay Trail is a planned 500-mile walking and cycling path around the entire San Francisco Bay running through all nine Bay Area Counties and 47 cities. The mission of the Bay Trail Project is a fully separated, paved pathway as close to the shoreline as possible. The trail currently varies between natural and paved surfaces. The Bay Trail Project has funded ten trail or bike lane projects in Napa County, and anticipates a new program and call projects in the near future. Table 3.6 contains existing and planned Bay Trail mileage in Napa County.

Table 3.6. Bay Trail Mileage in Napa County

Facility Type	Existing Mileage
Paved Trails*	10.5
Natural surface	7.5
TOTAL	**18**

*The mileage for paved trails is also included in Table 3.5 under the "Shared-Use Paths (Class I)" category.

A map of the existing network in Napa County shown in Figures 3.8-12. Subsequently, the most common types of bicycle facilities are reviewed, focusing on their potential application within Napa County. Many facility types already exist within the county, but some have not yet been implemented and will be part of this Plan's recommendations.

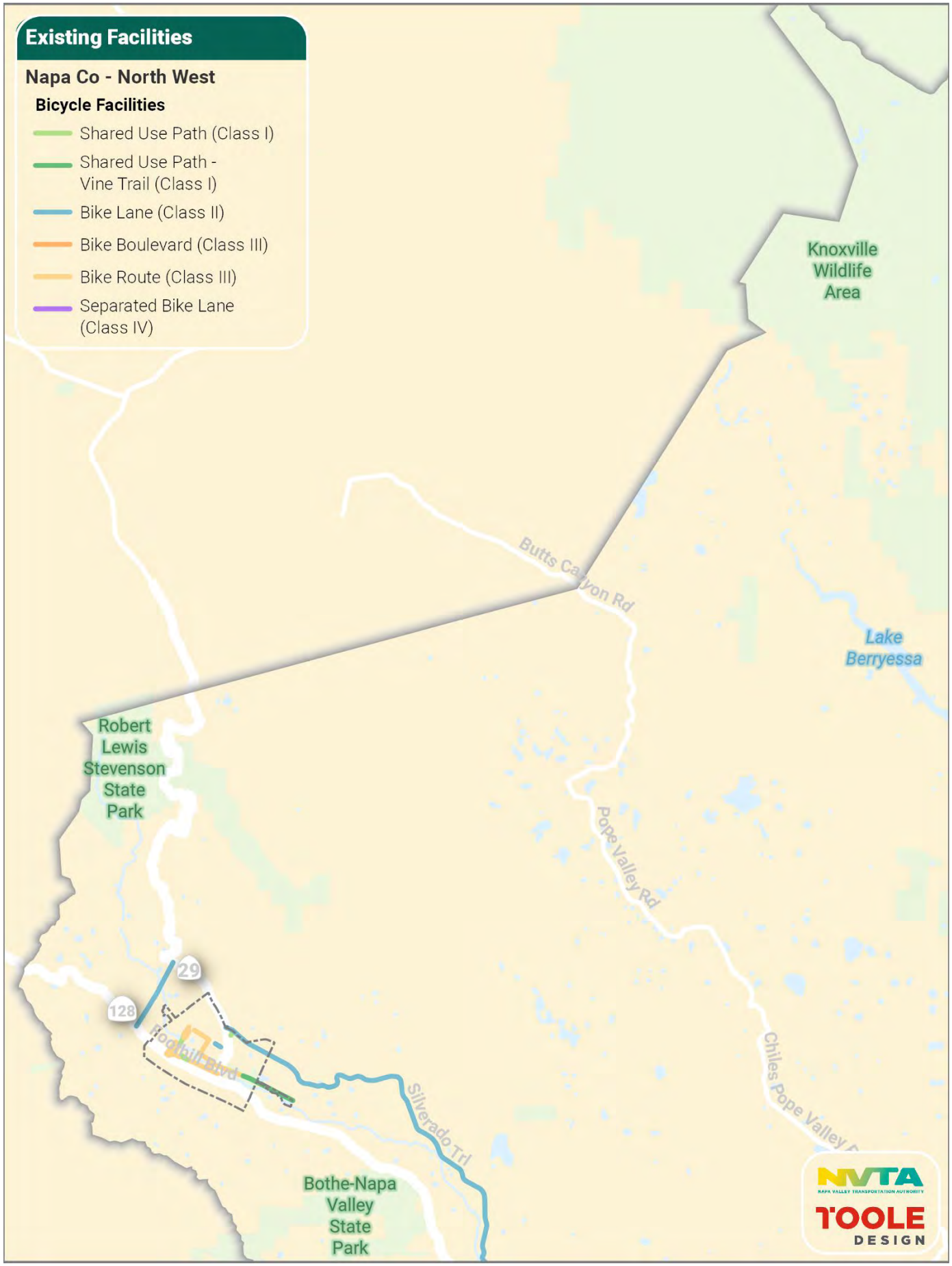


Figure 3.8. Existing Bicycle Facilities in Napa County – Northwest

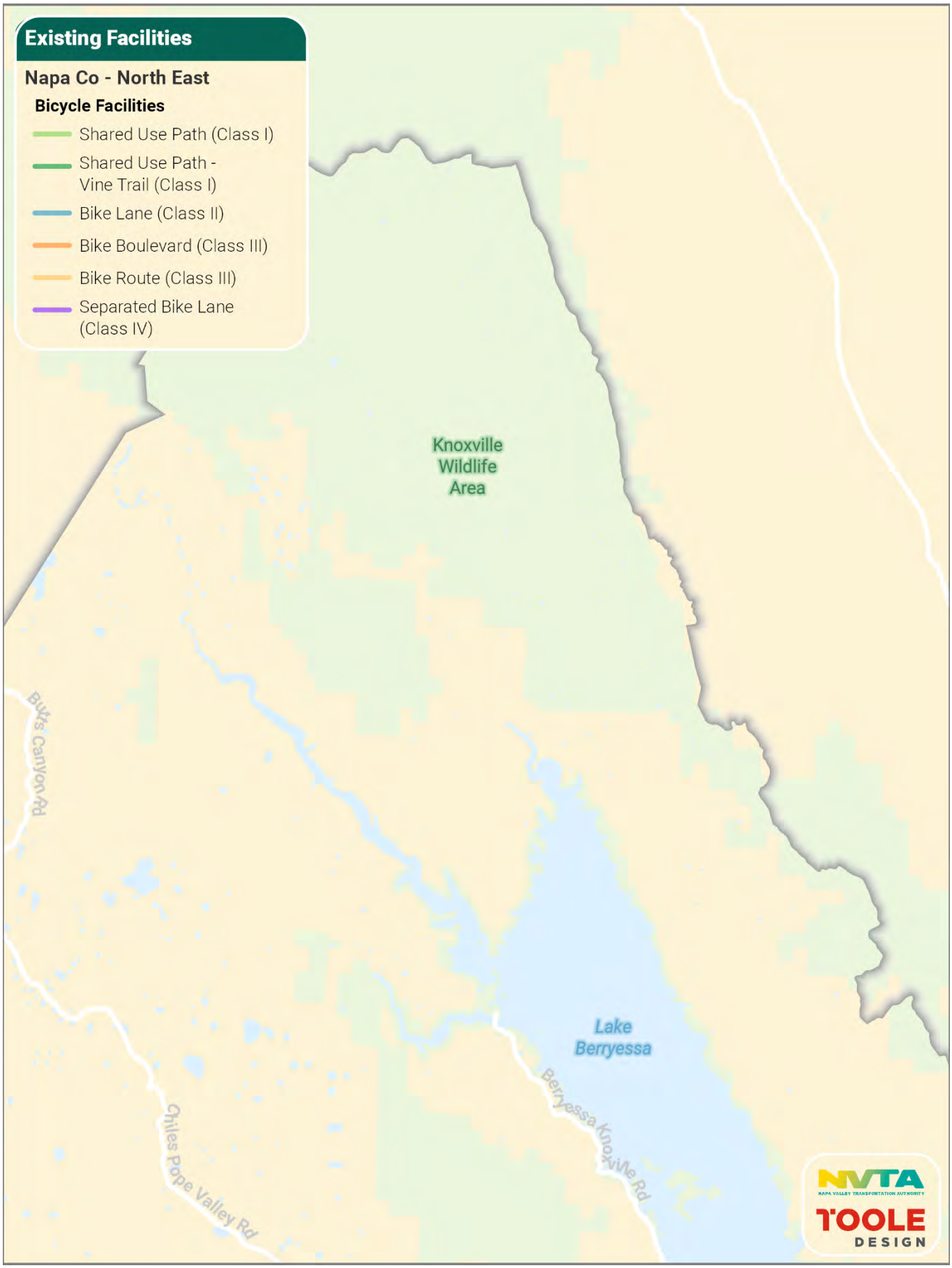


Figure 3.9. Existing Bicycle Facilities in Napa County – Northeast

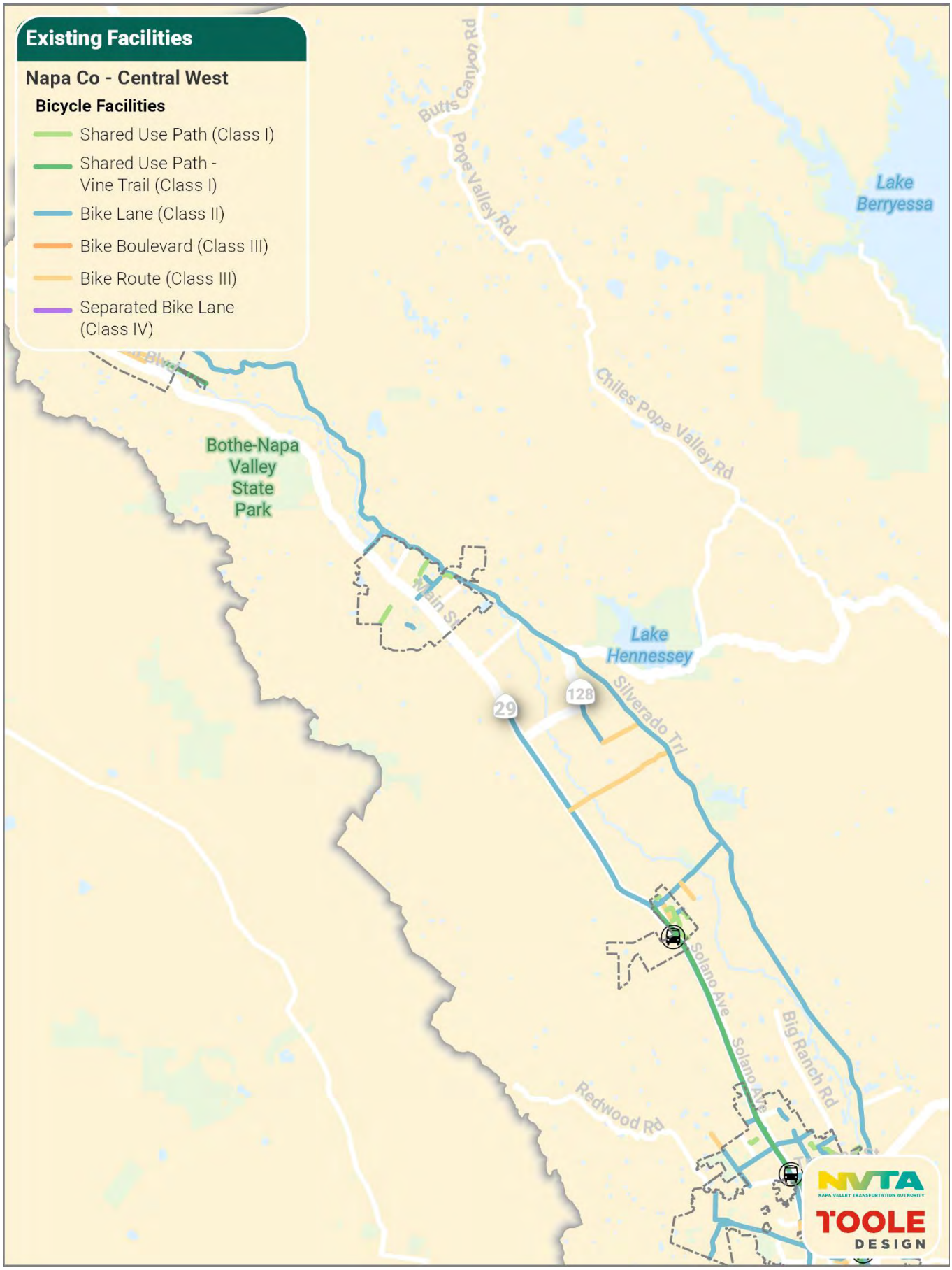


Figure 3.10. Existing Bicycle Facilities in Napa County – Central West

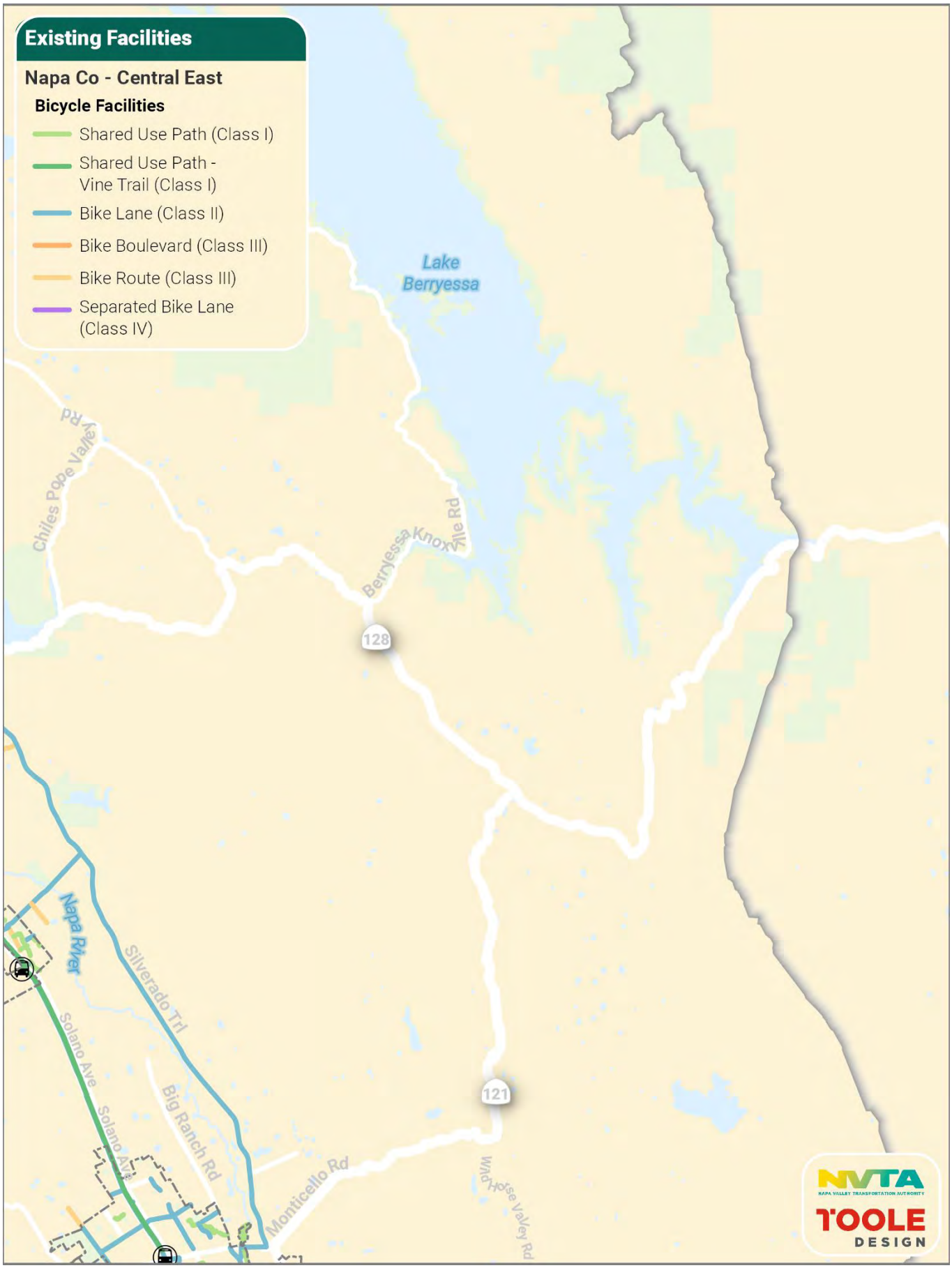


Figure 3.11. Existing Bicycle Facilities in Napa County – Central East

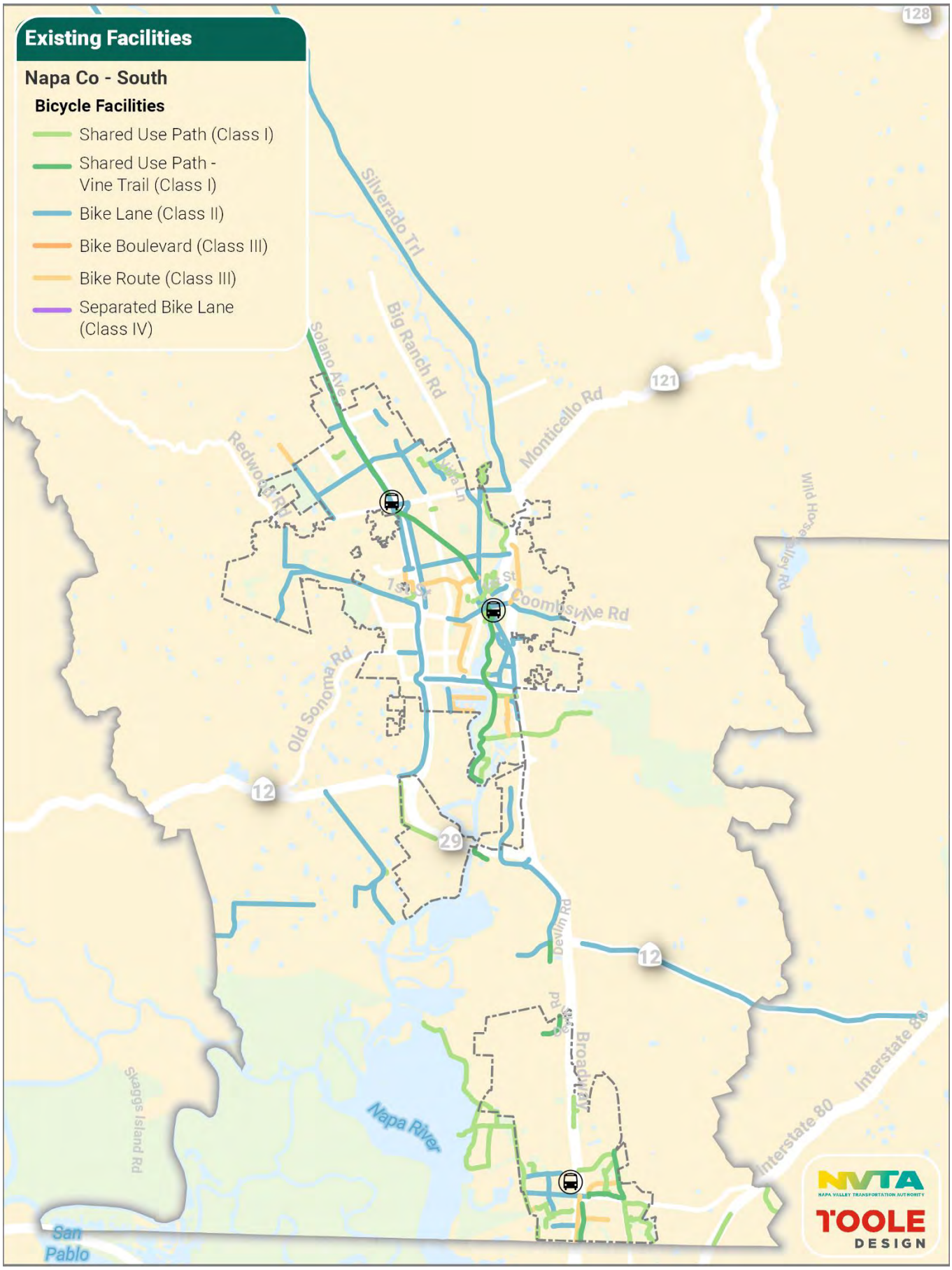


Figure 3.12. Existing Bicycle Facilities in Napa County – South

Facility Types

This section includes an overview of bicycle facility types and their application in Napa County.

Shared-Use Path (Class I) are two-way paved facilities, physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users. Shared-use paths are often located in an independent alignment, such as a greenway, though sometimes they are located adjacent to roadway. Shared-use paths provide low-stress facilities for bicyclists.



Figure 3.13. Neighborhood connection in Calistoga

Some trails in Napa County, although technically not standard shared-use paths provide connections within neighborhoods or as cut-throughs to destinations (see Figure 3.13) and are identified in this plan. Although some of these shared-use paths are substandard in width compared to best practices for Class I design, they are separated from automobile traffic and provide important desired connections within the bicycle network.[14]

The Vine Trail is a key shared-use path that is becoming the backbone of Napa County's low-stress bicycle network. The largest completed segment currently connects the Town of Yountville to Kennedy Park at the south end of Napa. Additional small segments have been built elsewhere, and the completed Vine Trail will connect all Napa County jurisdictions as part of a 47-mile active transportation corridor between the Vallejo Ferry Terminal and Calistoga. The Napa Valley Vine Trail Coalition and NVTA are actively working on planning, design, and construction of trail segments throughout the county.

Many of Napa County's existing shared-use paths connect to the existing and future Vine Trail and natural areas. In addition to providing connectivity to the Vine Trail, these paths connect comfortable neighborhood streets together.

Examples of Shared-Use Path (Class I) in Napa County:

- Vine Trail (approximately 12 miles over all segments)
- Wetlands Edge Road Trail (1.37 miles), part of the Bay Trail (18 miles in Napa County)
- Connector path between Fairway Vista Ct. and Denise Dr. in Calistoga (0.10 miles)

[14] Eight feet is the typical recommended minimum for any shared-use path. Some small connector paths in the county are as narrow as four feet.

Bike Lanes (Class II) provide an exclusive space for bicyclists in the roadway and are established by painting lines and symbols on the roadway surface. Bike lanes are for one-way travel and are typically provided in both directions on two-way streets and/or on one side of a one-way street (see Figure 3.14).



Figure 3.14. Bike Lane - Class II in St. Helena

Bike lanes are the most common facility type in Napa County. Most bike lanes are located on major connector routes, such as Silverado Trail, or on major arterials within Napa County jurisdictions, such as Soscol Avenue in Napa and American Canyon Road in American Canyon.

Bike lanes create a lower-stress riding environment on streets with a maximum posted speed limit of 30 miles per hour and traffic volumes between 3,000 and 6,000 vehicles per day. Many of the bicycle lanes in Napa County are on roadways with higher speeds which can result in a stressful bicycling environment for many bicyclists, including Interested but Concerned bicyclists. Some of these facilities are well used, however, by the many Napa County residents and visitors who are more comfortable with bicycling in high-speed environments.

Bike lanes may also be painted for greater visibility to drivers and bicyclists. One of two painted bike lanes in Napa County is located on Valley View Street in St. Helena (see Figure 3.15). Another painted bike lane is located on SR 29 at Whitehall Lane; the bicycle lane crosses skewed railroad tracks at this location, and the painted bike lane provides an easily understandable route for bicyclists to cross the tracks at a safer angle (see Figure 3.16). This facility was implemented by Caltrans.



Figure 3.15. Painted bike lane on Valley View St in St. Helena

Examples of Bike Lane - Class IIs in Napa County:

- Grant Street in Calistoga (0.3 miles)
- Silverado Trail from Calistoga to Napa (approximately 26 miles)
- Pope Street in St. Helena (0.85 miles)

Buffered Bike Lanes (Class II) are implemented by painting or otherwise creating a flush buffer zone between a bicycle lane and the adjacent travel lane (see Figure 3.17). While buffers are typically used between bike lanes and motor vehicle travel lanes to increase bicyclists' comfort, they can also be installed between bicycle lanes and parking lanes to reduce conflicts with opening car doors. When located on streets with moderate traffic volumes and speeds, buffered bike lanes provide a lower-stress riding environment for bicyclists. No buffered bike lanes exist today in Napa County.

Bike Routes and Bicycle Boulevards are two types of Class III facilities in Napa County. This Plan Update will include Class III Rural Routes and Class III Bicycle Boulevards as facility types, but this section describes the existing conditions in the county where bike routes are applied more broadly than in rural areas.

Bike routes are designated with pavement markings or signage to indicate a shared lane environment between bicyclists and drivers. While signage and markings support wayfinding and indicate bicyclist positioning on shared streets, bicycle routes do not provide any protection or separation between people driving and people bicycling. When located on streets that have high traffic speeds and/or volumes, bike routes are uncomfortable and most people will choose not to ride on them.

Currently, bike routes are located on a range of roadway types from local, urban streets (see Figure 3.18) to low-volume rural roads (see Figure 3.19). These routes connect to destinations such



Figure 3.16. Painted bike lane on SR 29



Figure 3.17. Buffered bike lane in Seattle, WA



Figure 3.18. Bike route in St. Helena

as shopping, schools, parks, or other bicycle facilities. Most bicycle routes in Napa County are in the City of Napa, where they comprise much of its downtown network. The City of Calistoga also has a network of bicycle routes that connect to existing trails and bicycle lanes throughout the city.

Bicycle boulevards are also indicated with pavement markings and signage, but are specifically located on low-speed, low-volume streets, often in residential neighborhoods. Bicycle boulevards are designed to prioritize bicycle through-travel, while reducing motor vehicle through traffic volumes and maintaining relatively low speeds. When paired with intersection treatments that help riders cross major intersections, bicycle boulevards are an attractive, low-stress facility (see Figure 3.20).



Figure 3.19. Bike route along rural Silverado Trail

Bicycle boulevards are located on a limited number of streets in Napa County and do not include traffic calming or traffic diversion to lower speeds and volumes. These bicycle boulevards also do not cross major roadways and do not have treatments to facilitate bicyclists' movement through large, unsignalized intersections.

Examples of Class III Bicycle facilities in Napa County:

- North Oak Street in Calistoga (Bike route, 0.31 miles)
- Oakville Cross Road in the unincorporated area of Napa County (Bike route, 1.5 miles)
- Franklin Street in Napa (Bicycle boulevard, 0.77 miles)



Figure 3.20. Crossing island help reduce stress for bicyclists when crossing intersections. Example in Portland, OR.

Separated Bike Lanes (Class IV) are an exclusive bikeway facility type that combines the user experience of a shared-use path with the on-street elements of a conventional bike lane (see Figure 3.21). They are recommended for roadways with speeds higher than 30 miles per hour and motor vehicle volumes over approximately 6,500 vehicles per day. Separated bike lanes are physically separated from motor vehicle traffic with a vertical element and are distinct from the sidewalk. They can be located at street level within the curbs, at an intermediate level, or at sidewalk level, see Figure 3.22 below. Numerous options are available for creating separation between modes, ranging from low-cost paint and plastic flexpost installations, to more robust curb-separated lanes. Separated bike lanes provide a low-stress riding environment to all bicyclists. No separated bike lanes currently exist in Napa County.



Figure 3.21. Separated bike lane in Berkeley, CA

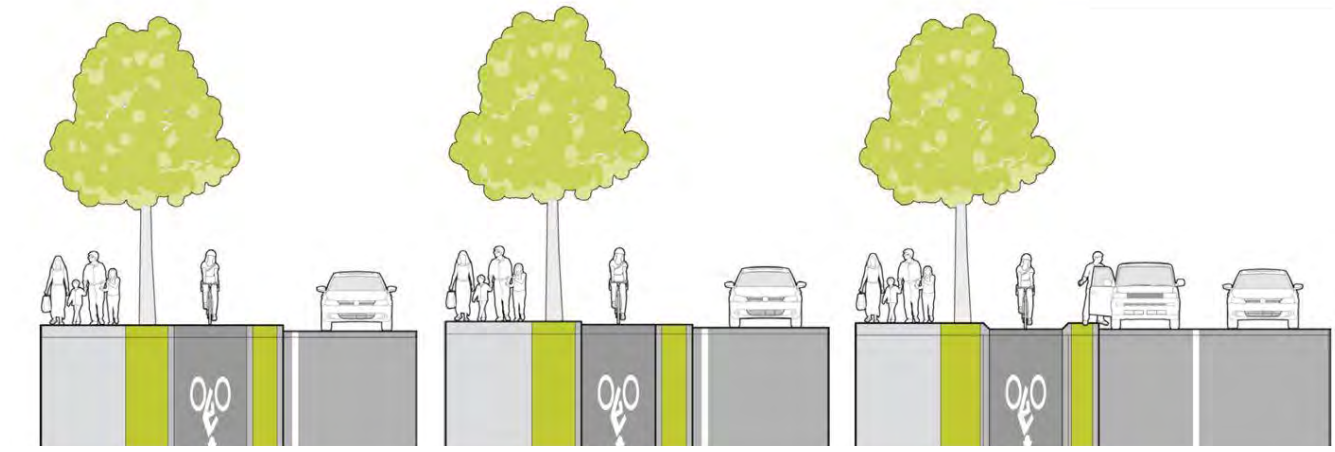


Figure 3.22 Sidewalk level, intermediate level, and street level separated bike lanes, left to right.

Network Connectivity

The purpose of a bicycle network is to safely connect people to places. This is done through having facilities that feel comfortable to ride, that also connect to one another, and to important destinations. To work toward meeting this Plan's goal of shifting trips to bicycling, a safe, connected network must be in place that serves a wide range of riders.

A brief overview of each community's connectivity is provided below, and greater detail is available in the jurisdictional plans (see Chapter 6-11).

- **Calistoga's** bike network mostly consists of bike routes, which offer shared street experiences for drivers and bicyclists. These routes are along local and collector streets in the city and provide connections to trails and recreational routes. Bike lanes exist along the city's portion of the Silverado Trail and a small section of Grant Street. Some community-created wayfinding exists to help route bicyclists to facilities, but it does not feature destination or distance information (see Figure 3.23). The low-speed, low-volume nature of most of Calistoga's streets means that connectivity to destinations is generally good.



Figure 3.23. Bicycle route wayfinding in Calistoga

- **St. Helena** has limited bike facilities. In addition to some short trail and bike route connections, the city has bike lanes along Silverado Trail, Pope Street, and a short segment of Valley View Street. Green painted bike lanes were installed on Valley View Street near St. Helena Primary School. These green bike lanes were implemented because of the poor sight line where the road curves on Valley View Street. Overall, many local streets in the city are already comfortable for riding, but they are not signed or marked as bicycle facilities and may not be considered to be part of the network. Additionally, connections to local schools and St. Helena's Main Street destinations could be improved.
- Most of **Yountville's** bike facilities are shared-use paths. The Vine Trail is located along the western edge of the town and has one connection to downtown and residential neighborhoods, in addition to the north and south end points in town. Other trails connect streets in residential areas but are fairly narrow. Bike lanes are marked on Finnell Road and Yountville Cross Road to provide access to the regional Silverado Trail bike facilities. Yountville's commercial areas and the local school could be better served by the bikeway network.

- **Napa** has the most developed bicycle network in the county and includes bicycle lanes along major roads such as Browns Valley Road, Soscol Avenue, and Lincoln Avenue. In the downtown area, a small network of bike routes/boulevards serves local destinations. Three main segments of the Vine Trail are within city limits. The cross-town commuter path, a portion of the Vine Trail from Redwood Road to near Soscol Avenue, provides cross-town access in the northern part of the City. A separate segment along the east bank of the Napa River at the southern end of the city connects downtown and neighborhoods to the commercial development in South Napa and on to Kennedy Park and Napa Valley College. Additionally, the Vine Trail connects north from Napa at the Redwood Park and Ride to Yountville. Many existing bike lanes are located on roads that connect to destinations, such as shopping centers at major intersections; however, a number of these streets present stressful riding environments with high-volume, higher-speed traffic.
- **American Canyon's** bicycle network consists mostly of shared-use paths bordering and within green spaces and parks, such as the Wetlands Edge Road Trail, part of the Bay Trail. These trails also connect schools and neighborhoods. There are bike lanes on West American Canyon Road, Benton Way, and Elliot Drive to connect the central area of the city to paths along the perimeter. While Benton Way and Elliot Drive are comfortable bicycle facilities for a range of riders, the bike lanes on American Canyon Road, especially near/crossing SR 29, are a high-stress facility due to high traffic volumes and speeds.
- **Unincorporated Napa County** has concentrated bicycle infrastructure that connects the towns from north to south. The Bay Trail also has significant existing and planned mileage within unincorporated areas of Napa County. A few bike routes exist north of Yountville to help connect users to Silverado Trail. Silverado Trail has a bike lane for the majority of its length with a narrow shoulder in some constrained locations. Some sections feature raised dots along the edge line to alert drivers while allowing bicyclists to ride in the full width of the bike lane without impedance from a rumble strip. Most other bike routes in the unincorporated areas have signage, but no roadway markings.

Considerations for the Bicycle Plan

Facility choice: The Plan should provide guidance on appropriate facility choice for roadways that will create a low-stress riding environment that attracts riders of all abilities and comfort levels.

Connectivity: The recommended network must consider locations important to community members, such as schools, shopping centers, libraries and parks and transit hubs.

BICYCLE PROGRAMS

Napa County has several bike programs. These programs have diverse audiences, ranging from bike safety education for students to bike rental opportunities for tourists.

Safe Routes to School

Napa County established its Safe Routes to School program in 2010. Like its national counterpart, Napa County's program is designed to create safe, convenient, and fun opportunities for children to walk and bike to and from school. The goal of the program is to increase students' walking and bicycling rates to school in order to combat childhood obesity, improve air quality and reduce vehicle congestion around schools, and provide students with a mode of transportation that fosters self-reliance and independence.



Figure 3.24. Napa County Safe Routes to School Training

The Safe Routes to School program is promoted through educational events, student prizes, and safety projects with school staff and volunteers, police departments, public health staff, and City traffic managers (see Figure 3.24). In previous years, the program was managed jointly between NVTA and the Napa County Office of Education (NCOE). For the 2018-2020 school years, the program is operated jointly by the Napa County Bicycle Coalition (NCBC) and NCOE with funding and management support of NVTA. As part of the current program, NCBC is conducting infrastructure reviews for walking and bicycling at all Napa County schools, with in-depth reviews at 13 high-need schools that will make recommendations for improving the safety of children walking and biking to school.

Safety Education

The Napa County Bicycle Coalition, a bicycling advocacy organization in Napa County, works to identify issues affecting bicyclists and find solutions by promoting bicycle infrastructure and safety throughout the county. The Coalition also organizes bike-related events, such as BikeFest, an annual community event in celebration of all things bike-related, which includes bike safety demonstrations, skills workshops/bike rodeo and an on-street ride for kids known as KIDical Mass (see Figure 3.25).



Figure 3.25. KIDical Mass Bike Tour and Safety Education during BikeFest

Bike Rental

Napa County is home to many hotels and bed and breakfasts catering to tourists. Many of these lodgings supply their guests with hourly or daily bike rentals.

In addition, the county has numerous bike shops and bike tour companies that rent out bikes to those looking to explore the area on two wheels. Napa Valley Bike Tours has installed nine bike rental "pods" throughout the county; all are located on private property and are available to the public. Several are located on resort and hotel properties in Napa County that cater to tourists looking for additional flexibility in where and when to rent a bike (see Figure 3.26).



Figure 3.26. Napa Valley Bike Tours Self-Serve Spinway Bike Rental Station in Napa

Considerations for the Bicycle Plan

Program responsibilities: The Plan must address the various roles of NVTA, jurisdictions, and community partners in execution of bicycle programs.

Program content: Safety education is an important base for bicycle-related education, but the plan must build on existing themes to include messaging to all road users and education about infrastructure.

KEY OPPORTUNITIES

Napa County is well on its way in working toward the goals of this Plan: connectivity, equity, safety, and education and encouragement. Work done by agencies, community governments, residents, advocates, and business leaders sets the stage for the recommendations that follow in this Plan. Those recommendations will focus on the following key opportunity areas:

Connect the existing network: The Vine Trail, Bay Trail, and other shared-use paths, bike lanes on streets with moderate speeds and volumes, and bike routes on local streets are the foundation for a countywide low-stress network. Bicycle network recommendations will connect these existing facilities.

Upgrade high-stress facilities: Communities have implemented bicycle facilities where people want to ride already, but some are high-stress. Bike network recommendations will highlight where high-stress bike facilities can be upgraded to provide low-stress bicycling that will attract more people to ride.

Focus on safety: Network prioritization will include consideration of bicycle crash history, and facility recommendations, both along roads and at intersections, will address crash causes.

Chapter 4: Proposed Bicycle Network and Programs

This Plan's proposed bicycle network represents the desirable and appropriate facility for each of the streets within the study network. Construction of the entire proposed network will take place over time, often occurring as part of other resurfacing, reconstruction or development projects, though some recommendations will require standalone capital projects. Considerations of ease of implementation, anticipated prioritization, or timeline are addressed in Chapter 5: Implementation Strategy.

The proposed Bicycle Network was developed based on a data-driven analysis, best practices in planning for a safe, connected bicycle network, and jurisdictional staff and community input. This chapter provides an overview of how the proposed network was developed. The proposed network for each jurisdiction is discussed in the individual jurisdiction plans (see Chapters 6-11).

HOW THE NETWORK WAS DEVELOPED

Street Selection

The streets in the proposed bicycle network were selected as a part of a data-driven process. Streets considered for bicycle facilities were included based on data from several sources:

- All existing bicycle facilities
- The 2012 Plan network, including Class I paths
- Comments received on the WikiMap
- Review of Strava heat map data for rural recreational routes[15]
- Review of bicycle collision data
- Consideration of access to destinations such as schools, retail, transit hubs and parks

This network was reviewed and edited by NVTA and jurisdiction staff to ensure streets and paths were appropriate and consistent with other plans. This "study network" was reviewed in further detail following the steps below.

Facility Selection

Each street included in the proposed network was assessed based on best practice understanding of bicycle planning and design. The determination of whether a particular facility type is suitable for a given roadway was based on the following criteria:

1. The network should be usable by bicyclists of all ages and abilities, and the types of infrastructure should be targeted toward the expected user group (e.g., lower-stress facilities within urban/suburban areas where less experienced riders may make short trips vs. higher-stress facilities in rural areas frequented by confident recreational bicyclists).
2. Facility type should match with roadway and traffic characteristics, to allow the safest (real and perceived) facility for the road type, considering limitations such as road width.

[15] Strava is an app used primarily by recreational bicyclists to track their rides. Approximate volumes of rides on a given road are shown on a heat map available at https://www.strava.com/heatmap.

3. Consistent facility types should be provided for a given route where feasible, and where roadway types warrant similar facilities.

Facility selection was based on roadway and traffic characteristics, including: posted speed, number of travel lanes, available roadway width, and field observations. Additional input from jurisdiction staff was also considered.

Generally, recommendations adhered to guidance in the draft Bicycle Facilities Toolkit for this Plan, including Figure 4.1.[16] This facility selection guidance is based upon the comfort level of an Interested but Concerned rider, representing the largest segment of the population.

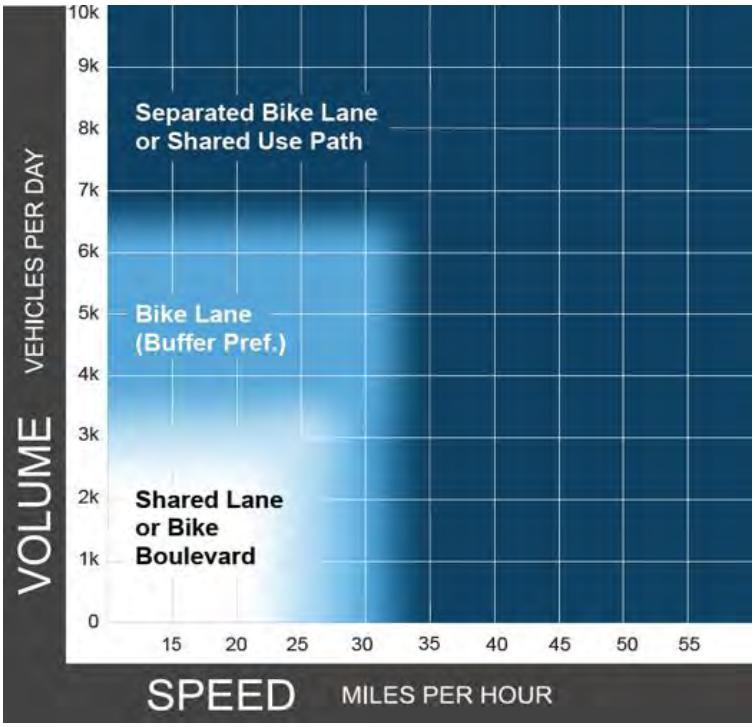


Figure 4.1. Facility selection guidance based on speed and volume

Recommendations that are exceptions to this selection guidance include most of the rural roads in Unincorporated Napa County where it is assumed that people bicycling will be more experienced and have a higher tolerance for proximity to fast-moving traffic. There are a limited number of other project recommendations that may not result in a low-stress riding experience, but nearly all of the recommended facilities would contribute to building a low-stress bicycle network throughout Napa County.

PROPOSED BICYCLE NETWORK

A bicycle network in Napa County will accommodate the largest number of people if it provides facilities that serve Interested but Concerned riders. Given the right bicycle facilities, education, and encouragement, these residents and visitors may choose to ride a bicycle for transportation and recreation. Facilities that serve this group will also serve more confident bicyclists.

The proposed bicycle network includes over 450 miles of new facilities, as detailed in Table 4.1. Maps of the recommended network are provided in each of the individual jurisdiction plans in Chapter 6-11.

[16] The chart in Figure 4.1 will be included in the AASHTO *Guide for the Development of Bicycle Facilities* which is currently under development.

Table 4.1. Proposed Bicycle Network

Facility Type	Proposed Mileage	Existing Mileage	Total Future Mileage
Vine Trail (Shared-Use Path Class I)	27.4	15.5	42.9
Shared-Use Paths (Class I, excluding Vine Trail)	52.0	25.4	77.4
Bike Lanes (Class II)	86.8	87.8	174.7
Bike Boulevards (Class III)	37.4	-	37.4
Bike Routes (Class III)	243.4	13.5	256.9
Separated Bike Lanes (Class IV)	0.9	-	0.9
Corridor Study (not included in total)[17]	13.2	-	13.2
Total Network	**459.3**	**142.2**	**602.4**

The construction of these proposed facilities will create a safe, connected, and comfortable bicycle system to link to community destinations, such as schools, transit, trails, and retail areas. There are an additional 79 miles of proposed shared-use path (Class I) in this plan that will provide short- and long-distance off-street connections in Napa County communities. This Class I mileage includes planned segments of the Bay Trail in the southern portion of Napa County as well as other shared-use path projects throughout the rest of the county.

The proposed bicycle network also provides connections in unincorporated areas and to adjacent jurisdictions through rural bike routes (Class III). Typically, these facilities serve more confident bicyclists since they are on high-speed roads with little to no separation between bicyclists and automobiles. Recommendations about the process for implementing these facilities are included in Chapter 5.

Proposed Regional Trails

In addition to the proposed network of this plan, two major regional trail efforts exist that pass through Napa County: the Bay Trail and the Bay Area Ridge Trail. Each of these long-distance recreational trails has their own planning effort that works in collaboration with jurisdictions throughout the Bay Area. Portions will be implemented as Class I facilities and in some instances overlap with the Vine Trail, and portions may continue to be unpaved trails. Their mileages are not included in the table above unless a designated portion of one of these trails was already included in the 2012 Bicycle Plan as a Class I recommendation.

[17] Some streets in the City of Napa are recommended for corridor studies to determine the appropriate bicycle facility type and means of implementation because their current configuration and operations are too complex for a determination to be made within the course of this Plan Update.

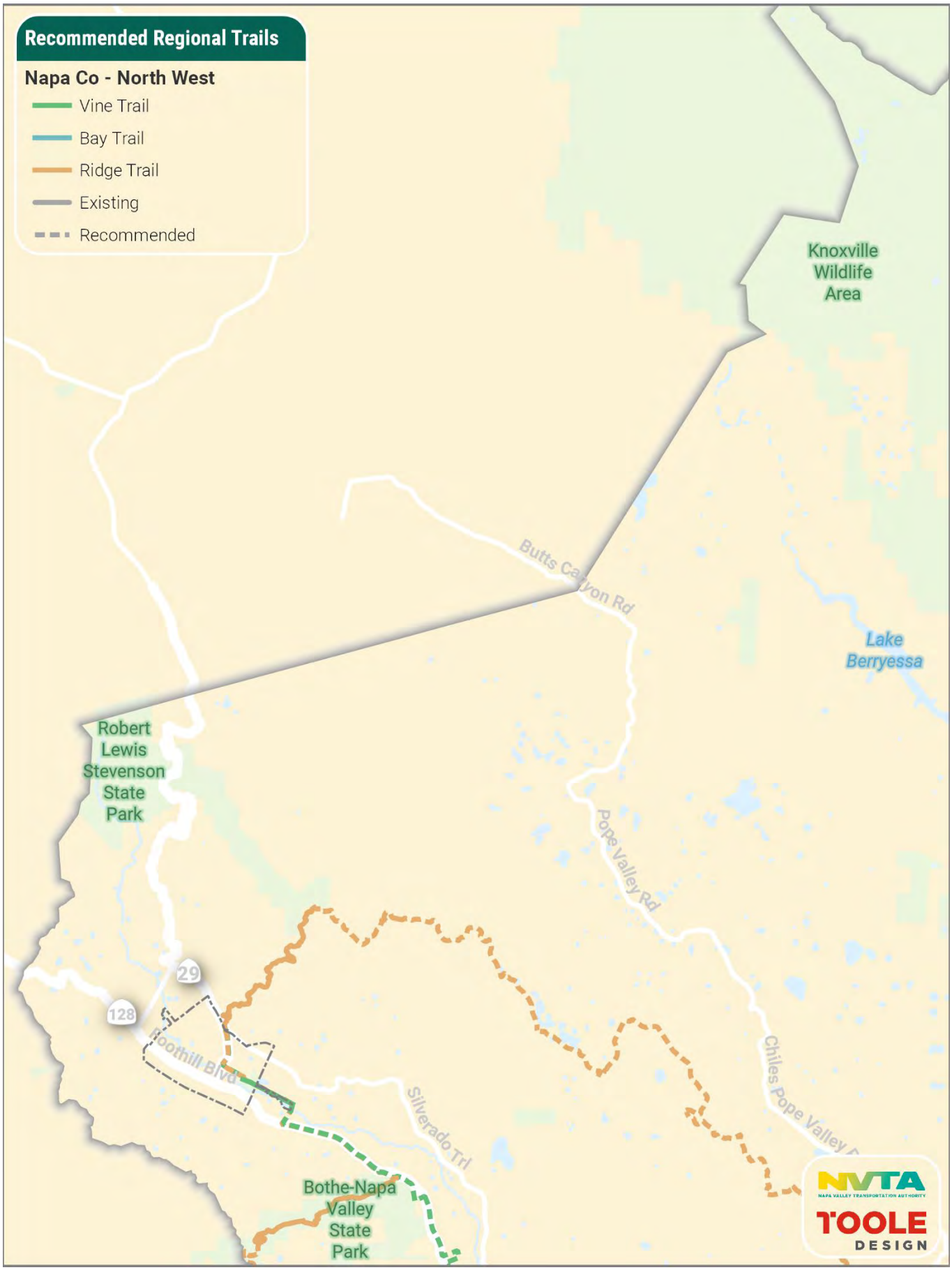


Figure 4.2. Proposed Regional Trails in Napa County – Northwest



Figure 4.3. Proposed Regional Trails in Napa County – Northeast

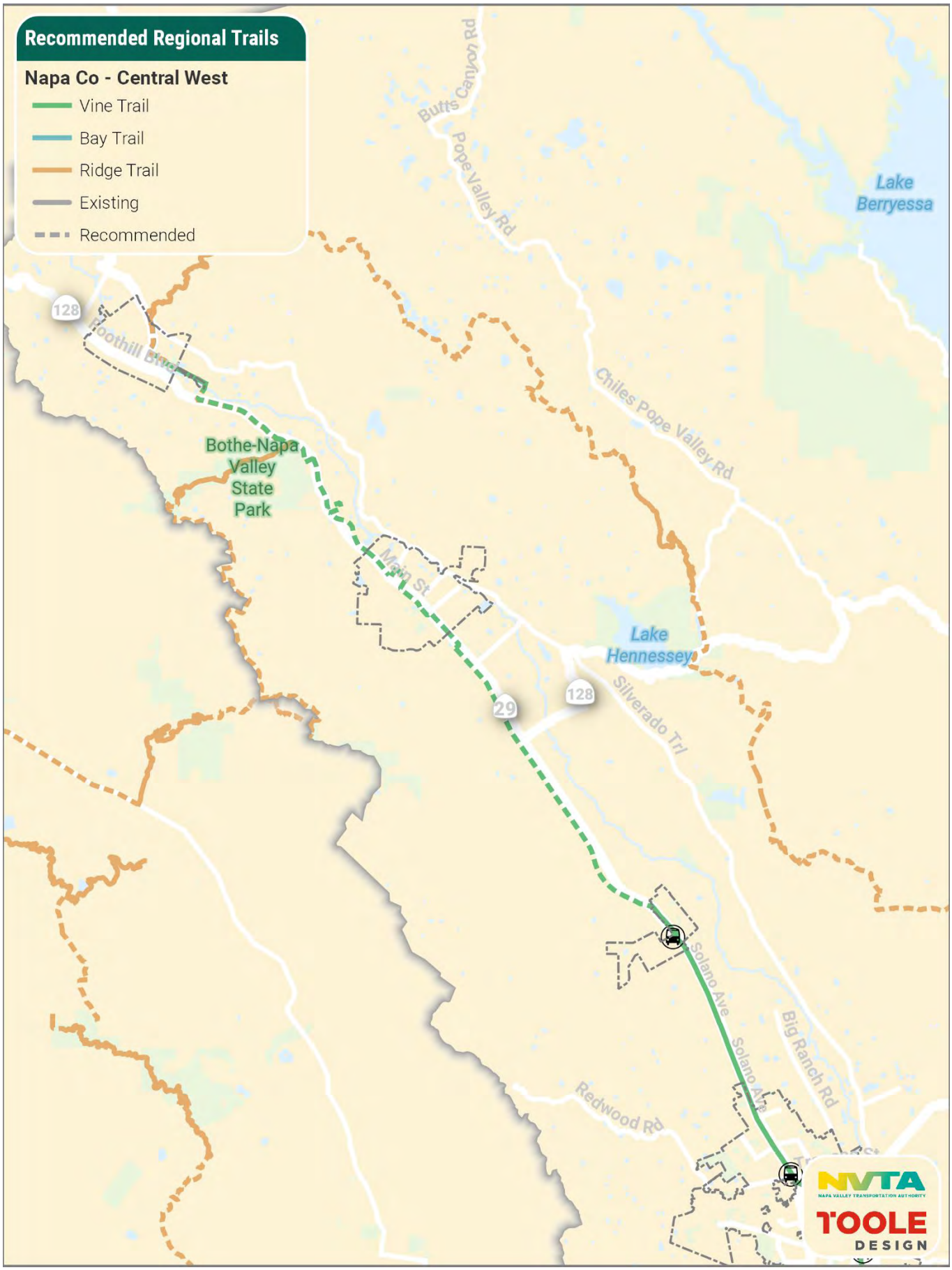


Figure 4.4. Proposed Regional Trails in Napa County – Central West



Figure 4.5. Proposed Regional Trails in Napa County – Central East

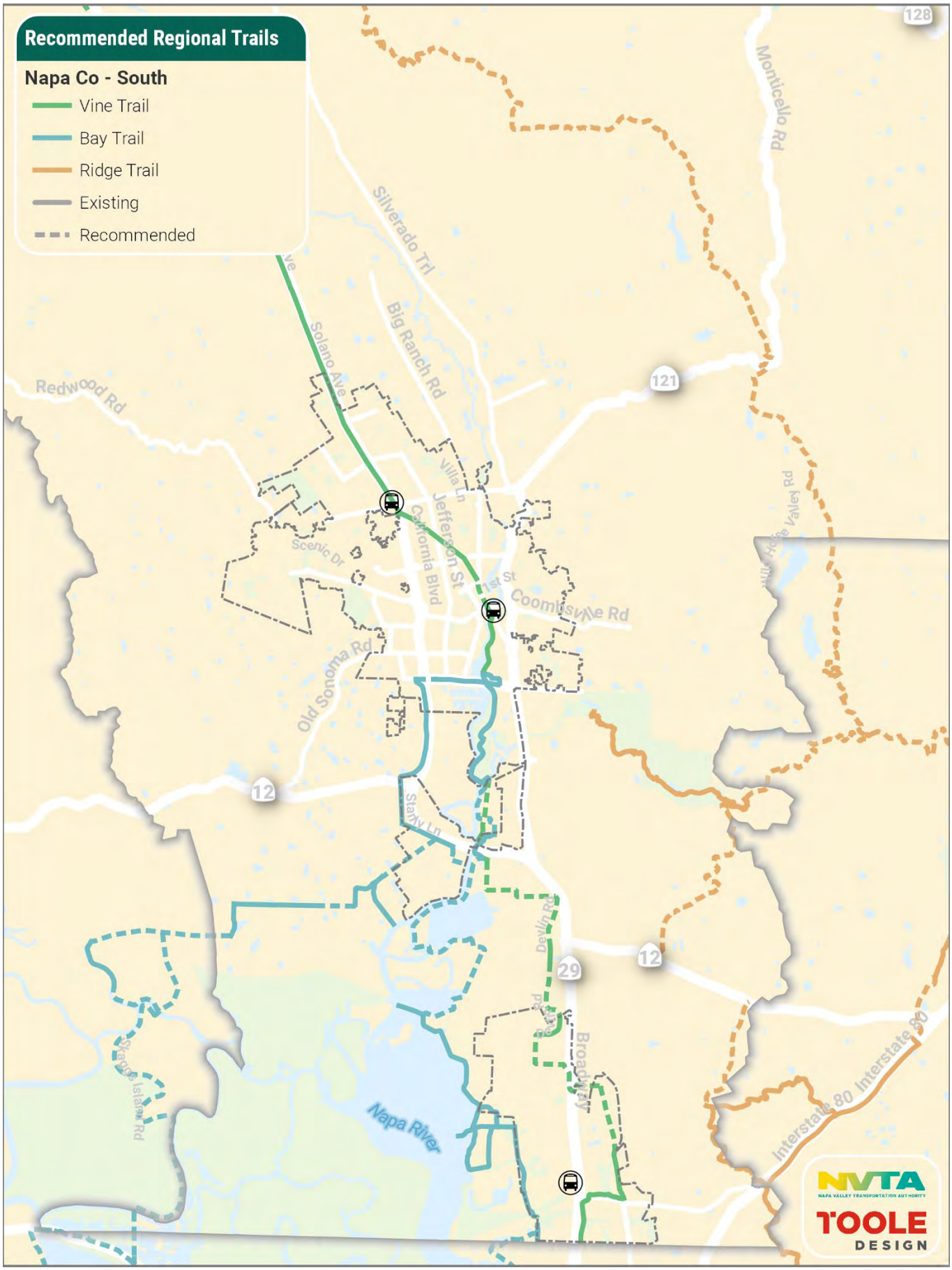


Figure 4.6. Proposed Regional Trails in Napa County – South

PROPOSED SUPPORT PROGRAMS AND POLICIES

Policies and support programs are key components of a welcoming, bicycle-friendly community. Along with bike network investments, programs and policies will help Napa County communities realize the Plan's goals of connectivity, equity, safety, and education and encouragement. Generally, policies are set by local or state government, while programs are led by or executed in partnership with external organizations or agencies such as advocacy organizations or school districts.

The programs and policies presented in Table 4.2 are proposed to be implemented by NVTA. Proposed programs and policies for each jurisdiction are outlined in the jurisdictional plans (Chapters 6-11).

The League of American Bicyclists categorizes the five aspects of a Bicycle Community as follows:

Engineering: Creating safe and convenient places to ride and park

Encouragement: Creates a strong bike culture that welcomes and celebrates bicycling

Education: Gives people of all ages and ability levels the skills and confidence to ride

Enforcement: Ensures safe roads for all users

Evaluation and Planning: Plans for bicycling as a safe and viable transportation option

Table 4.2. Recommended NVTA Support Policies and Programs

Support Policies/Program	Description	Plan Goals
Vision Zero Policy	Adopt a countywide Vision Zero policy and develop an action plan for implementing Vision Zero. Identify opportunities for funding for Vision Zero efforts, such as developing a Countywide database to inventory collision data and environmental factors, undertaking a comprehensive analysis to understand collision patterns, and facilitating an outreach process to identify community safety priorities and determine where to focus safety investments and improvements.	Safety
Existing Bikeways Policy	Develop a policy which specifies that existing bikeways should not be removed, unless an improved bikeway is being installed.	Connectivity; Safety
Bicycle Voucher Program (Bucks for Bikes)	Provides up to $100 voucher for new bicycle purchased for commuting	Education & Encouragement
Bicycle Parking Program	Develop a bike parking program in which businesses, or others as appropriate, may apply for funds from NVTA for the purchase of bicycle racks and/or lockers.	Education & Encouragement
Bike Share Program	Pursue opportunities for creating a Bike Share program designed to encourage making short distance trips by bicycle and to provide a transportation alternative for zero vehicle households	Education & Encouragement /Equity
Wayfinding	Create and install countywide bicycle wayfinding to help bicyclists navigate the roadway network with confidence and find their way past barriers, such as complex intersections or high-stress streets. Coordinate wayfinding across County jurisdictions.	Education & Encouragement

Support Policies/Program	Description	Plan Goals
Bicycle Friendly Community Status	Create a coordinated countywide effort towards applying for, and achieving, Bicycle Friendly Community status from the League of American Bicyclists. (The City of Calistoga became a Silver Bicycle Friendly Community in 2013, and the City of Napa became a Bronze Bicycle Friendly Community in 2016.)	Education & Encouragement
Bicycle Count Program	Develop bicycle count strategies that are implementable in the short-term and assist NVTA as it measures progress towards achieving the goal of 10 percent mode shift by 2035. See Appendix D for bicycle count program recommendations.	Safety; Education & Encouragement
Data Sharing Program	Maintain a comprehensive database of bikeways throughout Napa County and, to track progress, develop a process for jurisdictions to share updated project implementation/data with NVTA once projects are completed.	Connectivity
Dedicated Bicycle Staff	Identify a staff member at NVTA who is responsible for bicycle planning and the implementation of bicycle facilities and dedicate a percentage of their time to these efforts.	All
Dedicated Safe Routes to School funding	Pursue coordination of sources to ensure consistent funding for Safe Routes to School programming throughout the County's school districts.	Safety; Education & Encouragement
Bikeway Maintenance	Prioritize maintenance of roadways and removal of debris where bicycle facilities are present	Safety & Encouragement

PERFORMANCE MEASURES

NVTA intends to monitor progress on the implementation of this Plan over time. Performance measures will be used to evaluate how implementation is progressing, whether policies are being established and implemented as planned, and whether plan goals are being achieved. Performance measures for the proposed bicycle network are presented in Table 4.3. Due to varying constraints, some targets may be more difficult to meet than others.

Table 4.3. Performance Measures

Plan Goal	Performance Measure	Performance Reporting
Connectivity	Number of bicycle facility projects constructed per year	Establish a construction pace of one bicycle capital project per year per smaller jurisdictions, two per year in American Canyon, and three per year in the City of Napa and Napa County. (Includes projects implemented with Measure T repaving/rehabilitation)
	Development of practice to review Bicycle Plan for all projects	Establish a formal practice of reviewing Bicycle Plan for all street resurfacing or construction projects, and development review applications
	Level of stress for bicyclists	By 2035 increase by 20% the mileage of roadways that have low levels of stress for bicyclists

Plan Goal	Performance Measure	Performance Reporting
Equity	Projects located in or serving Communities of Concern, other known areas of non-automobile ownership, or areas with historically less bicycle infrastructure	All projects are evaluated for location relative to equity areas, and at least one implemented each year within Napa County.
	Education and encouragement materials/programs created for underserved groups	Creation of programming and materials in partnership or reviewed by community groups that serve underserved populations; Creation of programming and materials in languages other than English
Safety	Number of reported bicycle collisions	Reduce the number of reported bicycle collisions by 50% from 2013-2016 average by 2029
	Number of serious injury and fatal bicycle collisions	Reduce the number of serious injury and fatal bicycle collisions to zero by 2035
Education & Encouragement	Number of bicycle commuters	Increase bicycle mode share to 10% by 2035
	Number of Bicycle Friendly Community applications	All Napa County communities have applied for Bicycle Friendly Community status by 2024
	Number of students reached by SRTS programming	All K-8 schools within Napa County participate in SRTS programming by 2024

NVTA should devote staff time to creating an annual report that provides an update on the measures listed above and on progress toward implementation of plan infrastructure, policy, and program recommendations. Coordination will be necessary with the various jurisdictions to track several of these measures, and coordination will be necessary with the NCBC and NCOE regarding the Safe Routes to School reporting. This annual report will keep NVTA and its jurisdiction partners accountable for implementation of these Plan recommendations and continued improvement to the bicycling environment within Napa County.

Chapter 5: Implementation Strategy

The infrastructure recommendations of this Plan will be implemented over time by the various jurisdictions within Napa County. Many on-street projects will be implemented as part of other resurfacing or construction projects. Generally, shared-use paths will be stand-alone projects, sometimes completed in coordination with new development in an area, and sometimes completed over a long period of time in segments as funding is available for these higher-cost facilities. Physical and environmental constraints can also impact the choice of implementation method and influence project phasing.

IMPLEMENTATION METHODS

The means by which bicycle infrastructure is implemented vary depending on the facility type. This section discusses typical methods by which individual Napa County jurisdictions will grow their bicycle networks. The network recommendations of this plan are suited to the streets where they are located, but specific recommendations as to how each facility should be implemented will be determined by implementing agencies. Jurisdiction staff can consult this overview and the Facility Toolkit in Appendix A for further guidance.

Resurfacing and Restriping

One of the best opportunities Napa County jurisdictions have for implementing on-street bike facilities is the Measure T resurfacing and rehabilitation program. Resurfacing and rehabilitation entails paving some or all of an existing street section. In these cases, the addition of bike facilities may be accomplished simply through striping. Restriping also works within the existing street section width, but projects of this type can involve removing and replacing existing roadway striping to reconfigure the street for a bike facility.

Both methods allow for the reconfiguration of existing roadway space, which can take the form of narrowing travel lanes, or reallocating travel lanes or parking lanes to accommodate bike lanes or Class IV separated bike lane facilities. Each individual street will need to be studied at the time of implementation, and a community discussion about reallocation of space may be needed. Class III bicycle boulevard markings, shared lane markings, vertical traffic calming, and bikeable shoulders can also be implemented in conjunction with resurfacing and restriping.

Reconstruction

Street reconstruction projects also provide an opportunity to implement bike facilities. Reconstruction projects address a greater depth of the roadway, often fixing more significant maintenance and quality issues than what can be addressed through resurfacing. For bike facility implementation, the key difference is that some reconstruction projects can involve moving curbs to accommodate bike facilities or to implement traffic calming measures such as chicanes, curb extensions, or tighter curb radii. Reallocation of roadway space, as addressed above, and construction of vertical traffic calming elements is also possible with reconstruction projects. Most on-street recommendations in this plan can be implemented without acquisition of additional right-of-way, but where that is required, a project will require reconstruction rather than resurfacing.

In some cases, reconstruction offers the opportunity to reconfigure intersections so they work better for bicyclists. For example, removal of slip lanes can benefit bicyclists by removing a point of potential conflict with automobiles. Class IV separated bike lanes and shared-use paths can also be implemented in reconstruction projects where the roadway edge is being addressed.

Construction

In this Plan context, "construction" refers to standalone projects. These are Shared-Use Path - Class I projects outside the right-of-way, or those that, while in the right-of-way, can be implemented outside the existing street. Construction projects can also include new bridges and underpasses intended for bicyclist and pedestrian travel, such as the planned SR 29 Bicycle and Pedestrian Undercrossing project in the City of Napa.

Minor construction may include roadway widening to accommodate bike lanes or shoulders along a roadway. This can occur along the entire length of the facility or at select locations with poor sightlines, where spot widening would provide dedicated space for bicyclists, helping lower the chance of collisions.

Approaches for Specific Facility Types

Bicycle Boulevards (Class III)

Bicycle boulevards are intended to provide a continuous low-speed, low-volume riding experience for bicyclists. Streets in this Plan that are recommended for bike boulevards are, in many cases, already comfortable places to ride a bike for most people. However, where these streets cross major streets without signals or all-way stop signs, additional treatments may be needed to provide a seamless bicycling experience. When implementing bike boulevards, jurisdictions should focus first on these intersections. Without additional accommodation, bicyclists need to wait for a gap in high-volume, higher-speed traffic to cross these streets. Such challenging crossings present a barrier that may keep someone from making a trip by bike. Crossing improvements for bicyclists can take the form of bike crossing warning signage, rectangular rapid flashing beacons, pedestrian hybrid beacons, curb extensions, and median islands.

Offset crossings are also a key issue along bike boulevard routes. In cases where the route jogs along a major street, jurisdictions should note the location of existing traffic control and consider design treatments that allow riders to cross at that location. One technique used in bike boulevard design is a two-way bike facility on one side of the street between the offset streets (see Figure 5.1).



Figure 5.1. Two-way bike facility in Fort Collins, Colorado

Additional measures to be considered when designing for bike boulevard implementation are:

- Wayfinding to direct riders along local street routes with numerous turns
- Diversion of through traffic at intersections to maintain low traffic volumes

Information on these implementation tools is provided in Appendix A.

Rural Bike Routes (Class III)

Rural bike routes in this Plan are largely intended for the "Somewhat Confident" and "Highly Confident" rider types. As such, they do not provide a great deal of separation from traffic, but there are a few key implementation approaches that can improve the riding environment, even on high-speed streets.

Jurisdictions should begin improving rural bike routes by identifying locations where sightlines are challenging. These most often occur at the crests of hills or on tight curves. Installation of warning signage indicating bicyclists on the roadway is recommended as a first step toward improving bicyclist safety at these locations (see Figure 5.2). Beyond that, spot widenings for bikeable (minimum three-foot) shoulders should be considered in these locations. Many of Napa County's rural roads will have topography challenges at the roadway edge which may limit the ability to widen shoulders.



Figure 5.2. MUTCD W11-1 Bicycle Warning Sign

Where rural bike routes are adjacent to city and town boundaries or they enter or exit more developed areas, such as near Angwin, or, application of shared lane markings should be considered as well. Some of these rural bike routes may also warrant temporary signage during known recreational riding events to alert drivers to the presence of a significant number of bicyclists.

Improving Existing Bike Lanes (Class II)

There are numerous existing bike lanes in Napa County that could be improved with recommended treatments from the Facility Toolbox, especially near intersections. When resurfacing streets with existing bike lanes, jurisdictions should consider application of treatments such as appropriate placement of bike lanes with respect to turn lanes, highlighted marking of conflict areas, and continuation of bike lanes through intersections to indicate riders' path of travel.

PROJECT PHASING

All jurisdictions within Napa County have limited funding for implementing the facilities recommended in the bicycle network of this Plan. While the 6.67 percent (collective) Equivalent Funds requirement for Class I under the Measure T ordinance is a known current source of funding[18], this Plan recognizes that availability of other needed funds is uncertain at this time. In light of this, jurisdictions should bear several implementation approaches and priorities in mind when phasing projects.

Individual projects in this Plan consist of a network recommendation that is defined by the following criteria:

- Within one jurisdiction
- Consisting of one facility type
- Located on one street

Each project may be implemented one at a time, though implementing adjacent bicycle boulevard projects along a single route would be advantageous for bicycle connectivity.

Immediate-Term

Every jurisdiction's Measure T five-year repaving plan has been reviewed against the recommended bicycle network, and overlaps are indicated in the individual jurisdiction plans. These on-street bicycle facility recommendations should be reviewed immediately for potential integration into striping plans.

[18] In order for Project Sponsors to receive Measure T revenues, jurisdictions collectively must demonstrate that at least 6.67% of the amount (referred to as "Equivalent Funds") of Measure T revenues received each year is being committed to Class I facilities identified in the adopted Countywide Bicycle Plan/Active Transportation Plan, using funds not derived from the Measure T Ordinance.

Short- and Medium-Term

All other planned street resurfacing and reconstruction projects should be reviewed against the recommended bike network. Another early step in the implementation of the bicycle plan should be to answer the following questions about each project:

- Does a facility consist only of striping and signage that can be added at any time?
- Does a facility necessitate further community dialog regarding reallocation of street space?
- Does a project need significant funding that must be obtained through a competitive process (i.e., grant)?
- Does a project necessitate acquiring additional right-of-way?
- Are there any environmental concerns about a project location?

These questions can help direct staff to understand which projects are more readily implementable.

Additionally, public input received over the course of this Plan process indicates greater interest in connecting to certain destinations including: schools, parks, trailheads, and community centers. The locations of these destinations, as well as other known bicycle traffic generators such as hotels with bike rental schemes should be considered when selecting projects for earlier implementation.

Long-Term

Some projects, such as many Class I shared-use paths, will necessarily require a more sustained effort to come to fruition. While it may take a longer time to implement these projects, jurisdictions should begin to consider the steps toward construction of these projects so they are prepared for grant applications or inserting funding into capital improvement plans, including the 6.67 percent Equivalent Funds commitment submitted every other year with the 5-year Measure T paving program.

Connectivity Improvements from Phased Implementation

As stated, the planned bicycle facilities for Napa County are intended to create the most low-stress network that conditions allow. Implementation of on-street facilities such as bike boulevards (Class III) and bike lanes (Class II) will significantly improve the connectivity of the bicycle network for riders of all ages and abilities. Focusing first on intersection treatments at locations where these facilities cross high-speed, high-volume streets without a traffic signal will most quickly improve connectivity.

While shared-use paths (Class I facilities) provide a low-stress riding environment for all types of bicyclists, their implementation requires more investment and often more planning than on-street facilities. The connectivity improvements provided by these higher-cost, higher-effort facilities supplement improvements from on-street facilities, but it is understood that these improvements are more likely to be long-term projects.

COST ESTIMATION

Planning-level cost estimates were developed for the projects recommended in this Plan to help jurisdictions plan for budgeting and to provide information for grant applications. As noted, each of the facility types recommended can be implemented in several different ways. High- and low-end cost estimates are provided for Class II and Class IV facilities based on differing means of implementation.

There will also be variations in the actual facilities themselves: for instance, different rural bike route sections may have two spot shoulder widenings per mile or none. Similarly, a Class I path may be anywhere from eight to twelve feet depending upon available space and projected volumes, and a bike boulevard may include intersection improvements ranging from low-cost wayfinding signage to more expensive construction of a median island and installation of rectangular rapid flashing beacons. The cost estimates provided assume an average level of treatment and will need more refinement when projects move to design.

Further detail about assumptions included in the per-mile estimates in Table 5.1 are included in Appendix G.

Table 5.1 Planning Level Cost Estimates for Bicycle Facilities[19]

Facility Types	High/Low	Cost per Mile
Shared-Use Path – Class I		$ 1,170,000.00
Bicycle Lanes - Without Buffer – Class II	Low	$ 60,000.00
Bicycle Lanes - Without Buffer – Class II	High	$ 190,000.00
Bicycle Lanes - With Buffer – Class II	Low	$ 90,000.00
Bicycle Lanes - With Buffer – Class II	High	$ 230,000.00
Bike Boulevards (Shared Lanes) – Class III		$ 120,000.00
Rural Routes (Shared Lanes) – Class III		$ 40,000.00
Separated Bike Lanes – Buffer + Posts – Class IV		$ 110,000.00
Separated Bike Lanes - Concrete Curb – Class IV		$ 750,000.00

[19] Planning level cost estimates do not include the cost of right-of-way acquisition which can significantly increase the per-mile cost of facility implementation.

FUNDING OPPORTUNITIES

Grants present an opportunity to secure funding for implementing the Proposed Bicycle Network, and the jurisdiction's General and Capital Improvement Program (CIP) funds can be used to leverage regional, state, and federal funding. See Table 5.2 for a summary of available grants.

Table 5.2. Potential funding sources for bicycle programs and projects

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Eligible for Measure T Equivalent Funds	Weblink
Countywide Funding Sources						
One Bay Area Grant (OBAG) 2 Program	Napa Valley Transportation Authority	OBAG current round of funding funds projects from 2017/18 - 2021/22	Infrastructure projects that reduce vehicle trips, including pedestrian and bicycle facilities. Funded by the federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program.	Bikeways and crossing improvements.	Yes	https://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2
Measure T Equivalent Funds	Napa Valley Transportation Authority	Varies-Other non-Measure T funds (Gas tax, general funds etc.) from non-competitive sources	Supplementing Measure T, jurisdictions (collectively) are required to commit funds from other sources equivalent to 6.67% of the annual Measure T revenue collected	Funds the construction or maintenance of Class I facilities	N/A	http://www.nvta.ca.gov/measure-t
Measure T	Napa Valley Transportation Authority	Funding allocated to municipal and county governments in Napa County	Funded through a half-cent sales tax	Measure T funds local street and road rehabilitation and supporting infrastructure. Jurisdictions are subject to complete streets requirements so when upgrades are appropriate, Class 2 and 4 facilities can be funded with Measure T.	N/A	http://www.nvta.ca.gov/measure-t
Transportation Development Act Article 3	Metropolitan Planning Commission/ Napa Valley Transportation Authority	Annual/Allocation -NVTA programs funds for three years. Current program is FY 2018-19 through 2020-21	Funds plans (once every 5-years per jurisdiction), safety education (not more than 5% of total annual allocation), and design and construction of capital projects. Each county coordinates a consolidated annual request for projects to be funded in the county.	Bikeways, crossing improvements and safety/education/training programs for school children and the general population.	Yes	https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and-0

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Eligible for Measure T Equivalent Funds	Weblink
Transportation Fund for Clean Air (TFCA) Program Manager Funds (40%)	Bay Area Air Quality Management District/NVTA	Annual-NVTA now programs funds for three years-Funds are currently programmed for FY2019-20 through 2021-22	Funds projects that improve air quality. Must meet cost-effectiveness requirements	Bicycle and pedestrian projects-capital projects only	Yes	http://www.baaqmd.gov/grant-funding/public-agencies/regional-fund
Regional Funding Sources						
Regional Active Transportation Program	Metropolitan Transportation Commission	Varies; the last "Cycle" of projects (Cycle 3.5) was accepted in August 2017	Consolidation of several older grant programs, including State SR2S and Bicycle Transportation Account. Funds a wide range of capital and non-capital projects. Both programs give some preference to projects in disadvantaged communities. The state program is competitive among jurisdictions statewide; the regional program is competitive among Bay Area jurisdictions.	Bikeways, crossing improvements and most programmatic activities.	No	www.mtc.ca.gov/funding/ATP
Transportation Fund for Clean Air Regional Fund (60%)	Bay Area Air Quality Management District	Annually (last submittals were due in April 2017)	Funds bicycle facilities, including paths, lanes, routes, lockers and racks. The Regional Fund is competitive among Bay Area jurisdictions	Bikeways and bicycle crossing improvements.	No	www.baaqmd.gov/grant-funding/publicagencies/regional-fund
Bicycle Rack Voucher Program	Bay Area Air Quality Management District	Ongoing; last cycle closed in June 2016	Vouchers for up to $60 per bicycle parking space created (up to $15,000 per applicant per year. Racks must be installed within one-tenth of a mile of at least one major activity center and maintained in service for at least three years. Available only to public agencies.	Bicycle parking racks	No	http://www.baaqmd.gov/grant-funding/public-agencies/brvp
State Funding Sources						
State Active Transportation Program	Caltrans	Varies; next call for projects will be in Spring 2020.	Consolidation of several older grant programs, including State Safe Routes to School and Bicycle Transportation Account. Funds a wide range of capital and non-capital projects. Both programs give some	Bikeways, crossing improvements and most programmatic activities.	No	www.dot.ca.gov/hq/LocalPrograms/atp

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Eligible for Measure T Equivalent Funds	Weblink
			preference to projects in disadvantaged communities. The state program is competitive among jurisdictions statewide; the regional program is competitive among Bay Area jurisdictions.			
California Office of Traffic Safety grants	California OTS	Annually	For traffic-safety education, awareness and enforcement programs aimed at drivers, pedestrians and cyclists.	Certain activities under the SR2S, safety/education and enforcement programs.	No	www.ots.ca.gov/Grants/default.asp
California State Parks Recreational Trails Program (RTP)	California Department of Parks and Recreation and Caltrans Active Transportation Program	Next cycle is scheduled for 2019.	Applicants are required to provide a 12 percent match.	Recreational trails and trail-related projects, including Class I bicycle paths	No	https://www.parks.ca.gov/?page_id=24324
Highway Safety Improvement Program	Caltrans	Varies; most recent call for projects was in spring 2018 with projects selected in November 2018	For projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level.	Safety-related pedestrian, bikeway and crossing projects. Certain activities under the SR2S, safety/education and enforcement programs; also, certain spot improvements.	No	www.dot.ca.gov/hq/LocalPrograms/hsip.html
Affordable Housing and Sustainable Communities Program	California Strategic Growth Council	Annually; last call for projects will close February 2019	Projects that facilitate compact development, including bicycle infrastructure and amenities, with neighborhood scale impacts. Available to government agencies and institutions (including local government, transit agencies and school districts), developers and non-profit organizations.	Bikeways and crossing improvements, particularly those in the area covered in specific plans	No	www.sgc.ca.gov/Grant-Programs/AHSCProgram.html

Chapter 10: City of American Canyon Bicycle Plan

SECTION 1: INTRODUCTION

Plan Introduction

The American Canyon Bicycle Plan is intended to guide development of infrastructure, programs, and policies that improve the bicycling environment for all residents and visitors in this Napa Valley community. American Canyon's Plan will help the City work towards the adopted goals for bicycling in Napa County: connectivity, equity, safety, and education and encouragement. Planning and design for bicycling has evolved since adoption of the American Canyon Bicycle Plan in 2012, and this Plan update brings the latest best practices to bear on recommendations for implementation by City staff.

Area Overview

The City of American Canyon is located at the southern end of Napa County, approximately 35 miles northeast of San Francisco. Incorporated in 1992, American Canyon is the youngest community in Napa County. One of the two Priority Development Areas (PDA) in Napa County is in American Canyon along the SR 29 corridor. The Napa County Airport adjoins the City on the north, and the City of Vallejo in Solano County shares a contiguous border with American Canyon on the south. State Route (SR) 29, which runs north-south, bisects American Canyon. American Canyon Creek, a tributary of the Napa River, runs through the City.

The City of American Canyon has a population of approximately 20,000 residents. It has a compact land use pattern, with relatively low-volume streets and a well-developed network of sidewalks and pathways. The community's small land area and mostly flat topography create many opportunities for residents to bicycle (see Figure AC.1). Residential housing, commercial, and industrial uses are the predominant land use types in American Canyon.



Figure AC.1. Bicyclist on Benton Way adjacent to Community Park 2.

Many people who work in Upper Napa Valley live in American Canyon or Vallejo, and SR 29 through American Canyon has a high volume of daily traffic with people commuting to and from work. Due to the high traffic volumes and lack of alternatives routes, bicycling between American Canyon and Napa, or crossing SR 29 from east to west, is uncomfortable for any but the most intrepid bicyclists.

American Canyon's location within Napa Valley and local attractions make it a popular destination for tourists. Popular activities in the area include winery tours, exploring the Napa River and Bay Trail on foot or bike, birdwatching in San Pablo Bay, and golfing.

American Canyon is a part of the Napa Valley Unified School District which also serves the City of Napa and Town of Yountville. The city is home to five public schools: Donaldson Way Elementary School (grades K-5), Canyon Oaks Elementary School (grades K-5), Napa Junction Magnet Elementary School (grades K-5), American Canyon Middle School (grades 6-8), and American Canyon High School (grades 9-12). Donaldson Way Elementary, Canyon Oaks Elementary, Napa Junction Magnet Elementary, and American Canyon High School are located on Donaldson Way, Silver Oak Trail, Napa Junction Road, and Newell Drive, respectively, all of which have no bicycle infrastructure. American Canyon Middle School is located on Benton Way, which has bike lanes (Class II). Currently, bicycling to school can be difficult for students, and SR 29 creates an additional barrier.

Relationship to Existing Plans

This 2019 Bicycle Plan is an update to the 2012 American Canyon Bicycle Plan and builds upon the recommendations on bikeways, policies, programs, and design standards detailed in the Broadway District Specific Plan (in progress), the SR 29 Gateway Corridor Improvement Plan (2014), and the General Plan (1994). In addition, this 2019 Plan incorporates applicable recommendations from the 2016 Napa Countywide Pedestrian Plan and establishes an implementation plan to encourage more walking trips throughout Napa County and improve safety for all users.

For more information about these plans, see Appendix D of the 2019 Napa Countywide Bicycle Plan.

SECTION 2: GOALS AND POLICIES

Countywide Vision and Goals

The Countywide vision statement, goals, and policies were developed to guide recommendations in both the Countywide Plan and the jurisdiction plans, including the American Canyon Bicycle Plan. The vision statement, goals, and policies will be used to evaluate progress of Plan implementation.

Vision Statement

Napa County's vision is to be a bicycle-friendly community with a world-class bicycling system for all ages and abilities. The comprehensive, connected bicycle system will provide people with safe, convenient and enjoyable access to destinations throughout all Napa County jurisdictions and beyond. Residents and visitors will enjoy bicycling for everyday commuting, non-work trips and recreation. Bicycling contributes to a high quality of life, promotes health and will help achieve a 10 percent mode shift in Napa County by 2035.

Goals and Policies

The goals and policies developed for the 2019 Plan will guide American Canyon and other Napa County communities in improving the bicycling environment for residents and visitors.

Table AC.1. Goals and Policies of the Plan

Goals		Policies
Connectivity	Develop a well-designed low Level of Traffic Stress (LTS) connected bicycle network	• Build and maintain a local and countywide bicycle transportation and recreation network that connects Napa County's incorporated cities/town and unincorporated communities and provides access to public transportation and community destinations. • Develop and maintain continuous low Level of Traffic Stress (LTS) bicycle facilities of all types to provide accessible intra-city connections that serve as the framework of the Countywide Bikeway System. • Prioritize coordination and completion of regionally significant primary bikeways including the Napa Valley Vine Trail, the Bay Trail and the Ridge Trail, and local connections to those facilities. • Provide secure bicycle parking at public and private destinations throughout Napa County. • Integrate the bicycle network and bicycle facility amenities into land use decisions and developments.
Equity	Improve bicycle access for disadvantaged and/or underserved communities	• Implement projects that improve access for disadvantaged and/or underserved communities, particularly those reliant on walking, biking and transit for transportation.

Goals		Policies
Safety	Improve safety for all ages and abilities	• Work to reduce the number and severity of bicycle collisions. • Work to reduce bicycle fatalities to zero by 2035. • Improve locations that have high incidences of bicycle collisions, and/or impediments or conflicts to bicyclists. • Implement Complete Streets policies that ensure accommodation and enable safe access for users of all ages and abilities. • Implement appropriate, well-designed bicycle facilities using accepted design standards, including intersection and other crossing improvements.
Education & Encouragement	Increase mode share of bicycling	• Encourage education programs for all users of the roadway in all jurisdictions and school districts. • Develop programs and public outreach materials to promote safety and the positive benefits of bicycling.

Serving All Types of Bicyclists

Many factors contribute to people choosing to ride a bicycle, with a major factor being the rider's perception of safety. A rider's perception of an unsafe route can be related to numerous things but is most often related to riding adjacent to high-traffic and high-speed roadways or crossing busy intersections with little or no separation from vehicles. Research has found that a large percentage of the American population is interested in bicycling for transportation but does not currently do so because they believe the routes they would need to travel are unsafe or feel uncomfortable. Many people feel safer and more comfortable riding on low-traffic, low-speed streets or on facilities that provide protection or physical separation from fast-moving traffic.[36] Most people in the U.S. – between 50 and 60 percent – have little tolerance for interacting with motor vehicle traffic unless volumes and speeds are very low (see Figure 2.1).[37] This group of riders is referred to as "Interested but Concerned," reflecting both their interest in bicycling for transportation as well as concerns about safety and comfort when interacting with motor vehicle traffic.

This framework of rider types was used to assess the existing bicycle network and to select recommended facility types for the 2019 Plan. This rider type has the highest potential for increasing bicycle mode share if facility types that support and encourage biking are available.

[36] Source: Dill, J. McNeil, N. "Revisiting the Four Types of Cyclists: Findings from a National Survey" Transportation Research Board 95th Annual Meeting, 2016.

[37] Studies, such as the one referenced above, show that approximately one third of the adult population is not currently interested in bicycling or able to bicycle.



Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of General Public	31-37%	51-56%	5-9%	4-7%

Figure AC.2. Level of Traffic Stress and Bicycle Riders

SECTION 3: EXISTING BICYCLE NETWORK

Overview: Issues and Opportunities

Currently, American Canyon's bicycle network consists Class I shared-use paths, for example a segment of the Bay Trail adjacent to Wetlands Edge Road (see Figure AC.2), and Class II bike lanes, for example, along American Canyon Road.



Figure AC.3. Bay Trail along Wetlands Edge Road

American Canyon has limited on-street bike facilities. Bike lanes (Class II) exist on only several of the city's roadways, and existing bike lanes are typically disconnected from one another, do not provide citywide connectivity or access to major destinations, and are striped in short segments less than one mile in length. Generally, due to the low traffic volumes and speeds, many local streets are comfortable for bicycling, even without bicycle facilities or signage. Connections to destinations, such as businesses located on SR 29 and schools, could be improved to provide more connectivity. Figure AC.3 illustrates the existing bicycle network, and Table AC.2 provides an overview of the existing bikeway mileage in American Canyon.

Table AC.2. Existing Bicycle Network Mileage

Facility Type	Existing Mileage
Vine Trail (Class I)	2.4
Shared-Use Path (Class I)	7.3
Bike Lane (Class II)	1.6
Bike Route (Class III)	1.8
TOTAL	**13.1**

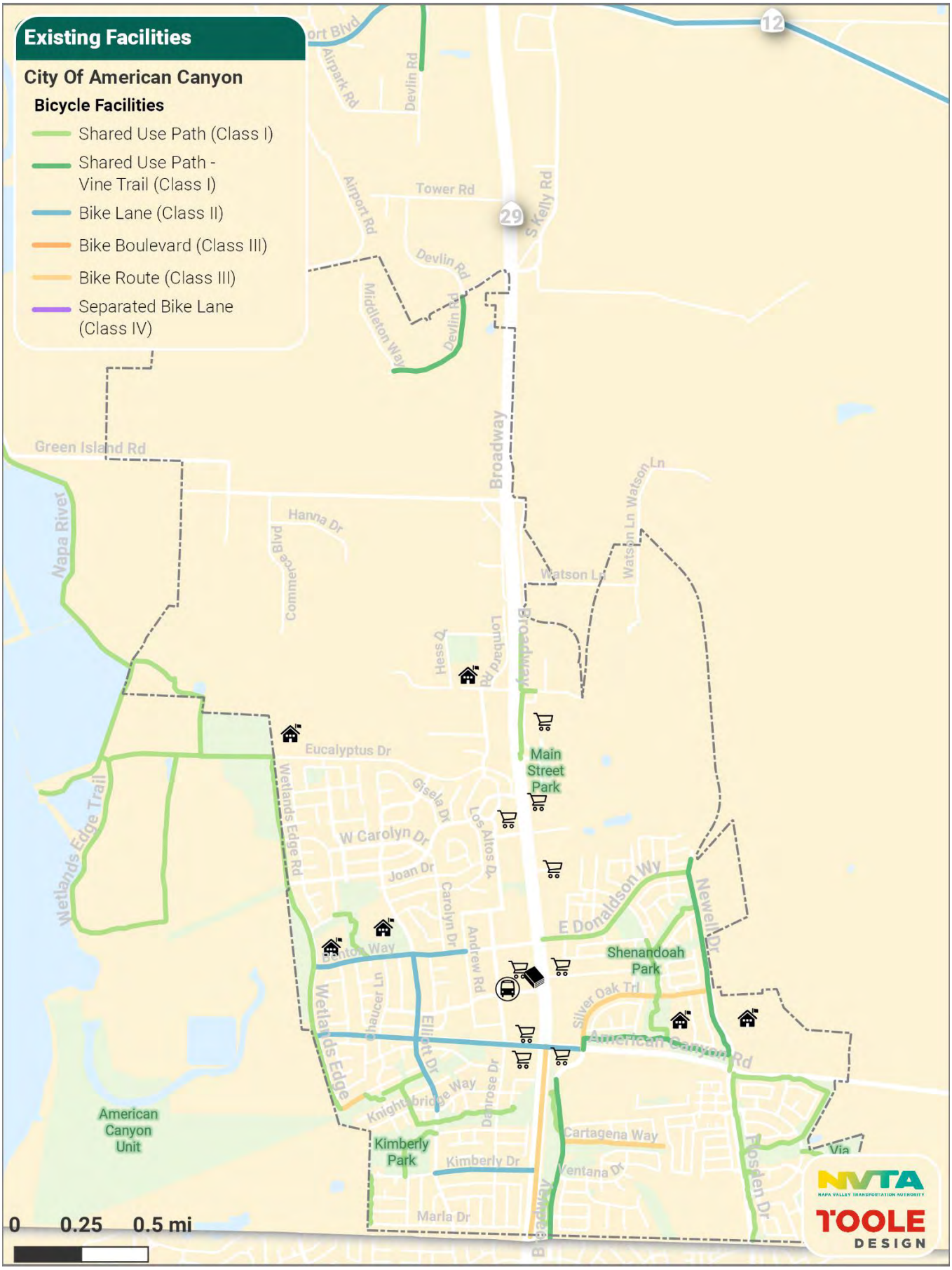


Figure AC.4. Existing Bicycle Facilities in American Canyon

Components of the Bicycle Network

Multiple bicycle facility types comprise a complete bicycle network, and each facility type has a different classification to distinguish the facilities. The classifications are based on the degree of physical separation from vehicle traffic. The following facility types reflect the existing bikeways as well as new ones identified in this Plan.

Shared-Use Paths

Shared-Use Path (Class I) are two-way paved facilities, physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users. Shared-use paths are often located in an independent alignment, such as a greenway, though sometimes they are located adjacent to roadway. Shared-use paths provide low-stress facilities for bicyclists. Examples of shared-use paths in American Canyon include:

- Segments of the Vine Trail - The Vine Trail is a 47-mile active transportation corridor that is under development and will connect the Vallejo Ferry Terminal in southern Solano County to Calistoga in northern Napa County.
- Wetlands Edge Road Trail, part of the Bay Trail (see Figure AC.4) - Parking and trailheads are available at the Wetlands Edge Viewing Area which offer trail options for recreational biking and hiking.
- Several shared-use paths in parks and utility rights-of-way.



Figure AC.5. Wetlands Edge Trail, part of the Bay Trail, in American Canyon

Shared-use paths (Class I) in American Canyon are generally narrow, with width ranging from eight to 10 feet. Although some of these shared-use paths are substandard in width compared to best practices for Class I design, they provide neighborhood connections or cut-throughs to destinations. These segments are identified in this Plan since they are separated from automobile traffic and provide important desired connections within the bicycle network.[38]

The Vine Trail is a key active transportation corridor that is becoming the backbone of Napa County's low-stress bicycle network. The completed Vine Trail will connect all Napa County jurisdictions as part of a 47-mile shared-use trail between the Vallejo Ferry Terminal and Calistoga. The Napa Valley Vine Trail Coalition and NVTA are actively working on planning, design, and construction of trail segments throughout the county.

[38] Eight feet is the typical recommended minimum for any shared-use path. Some small connector paths in the county are as narrow as four feet.

Bike Lanes

Bike Lane (Class II) provide an exclusive space for bicyclists in the roadway and are established by painting lines and symbols on the roadway surface. Bike lanes are for one-way travel and are typically provided in both directions on two-way streets and/or on one side of a one-way street (see Figure AC.5). Examples of bike lanes in American Canyon include American Canyon Road, Elliott Drive, and Benton Way.



Figure AC.6. Bike lane on Benton Way in American Canyon

Bike lanes create a lower-stress riding environment on streets with a maximum posted speed limit of 30 miles per hour and traffic volumes between 3,000 and 8,000 vehicles per day. Many of the bicycle lanes in Napa County are on roadways with higher speeds, such as American Canyon Road, which can result in a stressful bicycling environment for many bicyclists, including Interested but Concerned bicyclists. Some of these facilities are well used, however, by the many Napa County residents and visitors who are more comfortable with bicycling in high-speed environments.

Buffered Bike Lanes (Class II) are implemented by painting or otherwise creating a flush buffer zone between a bicycle lane and the adjacent travel lane (see Figure AC.6). While buffers are typically used between bike lanes and motor vehicle travel lanes to increase bicyclists' comfort, they can also be installed between bicycle lanes and parking lanes to reduce conflicts with opening car doors. When located on streets with moderate traffic volumes and speeds, buffered bike lanes provide a lower-stress riding environment for bicyclists. No buffered bike lanes exist today in American Canyon or elsewhere in Napa County.



Figure AC.7. Buffered bike lane in Seattle, WA

Bike Routes and Bicycle Boulevards

Bike Routes and Bicycle Boulevards are two types of Class III facilities in Napa County.

Bike routes are designated with pavement markings or signage to indicate a shared lane environment between bicyclists and drivers (see Figure AC.7, an example in nearby St. Helena). Examples of bike routes in American Canyon include American Canyon Road, Benton Way, Kimberly Drive, Elliot Drive, and Broadway Street (also SR 29).

While signage and markings support wayfinding and indicate bicyclist positioning on shared streets, bicycle routes do not provide any protection or separation between people driving and people bicycling. When located on streets that have high traffic speeds and/or volumes, bike routes are uncomfortable and most people will choose not to ride on them.



Figure AC.8. Bike route in nearby St. Helena

Bicycle boulevards are also indicated with pavement markings and signage, but are specifically located on low-speed, low-volume streets, often in residential neighborhoods. Bicycle boulevards are designed to prioritize bicycle through-travel, while reducing motor vehicle through traffic volumes and maintaining relatively low speeds. When paired with intersection treatments that help bicyclists cross major intersections, bicycle boulevards are an attractive, low-stress facility. Currently, there are no bicycle boulevards in American Canyon.

Separated Bike Lanes

Separated Bike Lanes (Class IV) are an exclusive bikeway facility type that combines the user experience of a shared-use path with the on-street elements of a conventional bike lane (see Figure AC.8). They are recommended for roadways with speeds higher than 30 miles per hour and motor vehicle volumes over approximately 6,500 vehicles per day. Separated bike lanes are physically separated from motor vehicle traffic with a vertical element and are distinct from the sidewalk. They can be located at street level within the curbs, at an



Figure AC.9. Separated bike lane in Berkeley, CA

intermediate level, or at sidewalk level, see Figure AC.9 below. Numerous options are available for creating separation between modes, ranging from low-cost paint and plastic flexpost installations, to more robust curb-separated lanes. Separated bike lanes provide a low-stress riding environment to all bicyclists. No separated bike lanes currently exist in American Canyon or elsewhere in Napa County.

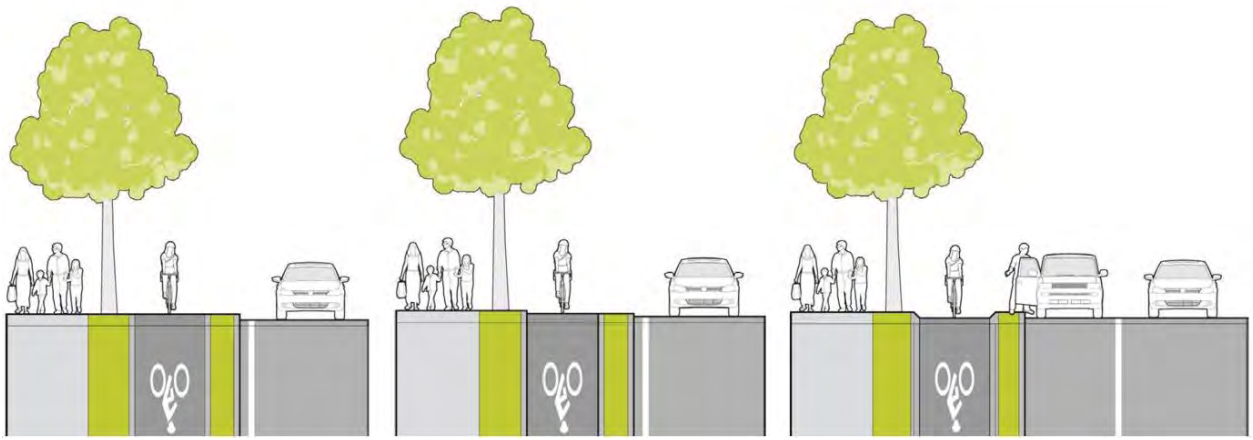


Figure AC.10. Sidewalk level, intermediate level, and street level separated bike lanes, left to right.

How many people bike today?

Some residents within the municipalities and Napa County choose to bicycle to work, and data is readily available regarding residents' commuting mode choice from the U.S. Census' American Community Survey (ACS). In American Canyon, approximately 0.4 percent of residents commute by bicycle which is half of the county's mode share of 0.8 percent. However, work-related trips only comprise 10 to 15 percent of all household trips; the remaining 85 to 90 percent of trips are made to visit friends and family or for errands, entertainment, outings, and recreation. [39]

The assumption can be made that Napa County residents are generally more likely to bike for non-work trips. This is because non-work destinations, such as an errand or a friend's house, are likely to be located closer to home.

[39] Range references the National Household Travel Survey (15 percent) and California Household Travel Survey (9.9 percent).

Collision Analysis

Improving safety for bicyclists is an expressed goal of the 2019 Countywide Bicycle Plan and preventing and mitigating bicycle collisions is a key consideration behind the network recommendations for American Canyon. Not only is safety and the reduction of bicycle collisions a public health issue, addressing safety concerns is also an important way to encourage more people to ride a bicycle. Understanding collision factors and trends will allow the City to identify and prioritize investments that can have the greatest impact on improving safety for bicyclists and other users of the roadway.

To better understand collision history in American Canyon, injury crash data from 2006-2013 were reviewed.[40] American Canyon has relatively few bicycle crashes reported during this seven-year period, and the crashes that occurred are geographically disbursed. That said, Broadway and American Canyon Road, combined, were the locations of seven of the city's 18 crashes. In general, bicycle collisions in American Canyon were less severe (11 percent were severe, no fatalities), and were caused by either a broadside hit (33 percent) or an unidentified "Other" (22 percent). Collision factors were varied, with "Signals and Signs" and "Wrong Side of the Road" as the major identified reasons for the crash. See Figure AC.10 for a map of bicycle collisions.

The crashes that are mapped and analyzed only include those reported to police. There may be additional unreported crashes, and near misses, that have occurred during this time that influence people's decision to ride a bike.

[40] Collision data was gathered from the University of California-Berkeley's Safe Transportation Research and Education Center's Transportation Injury Mapping System (TIMS).

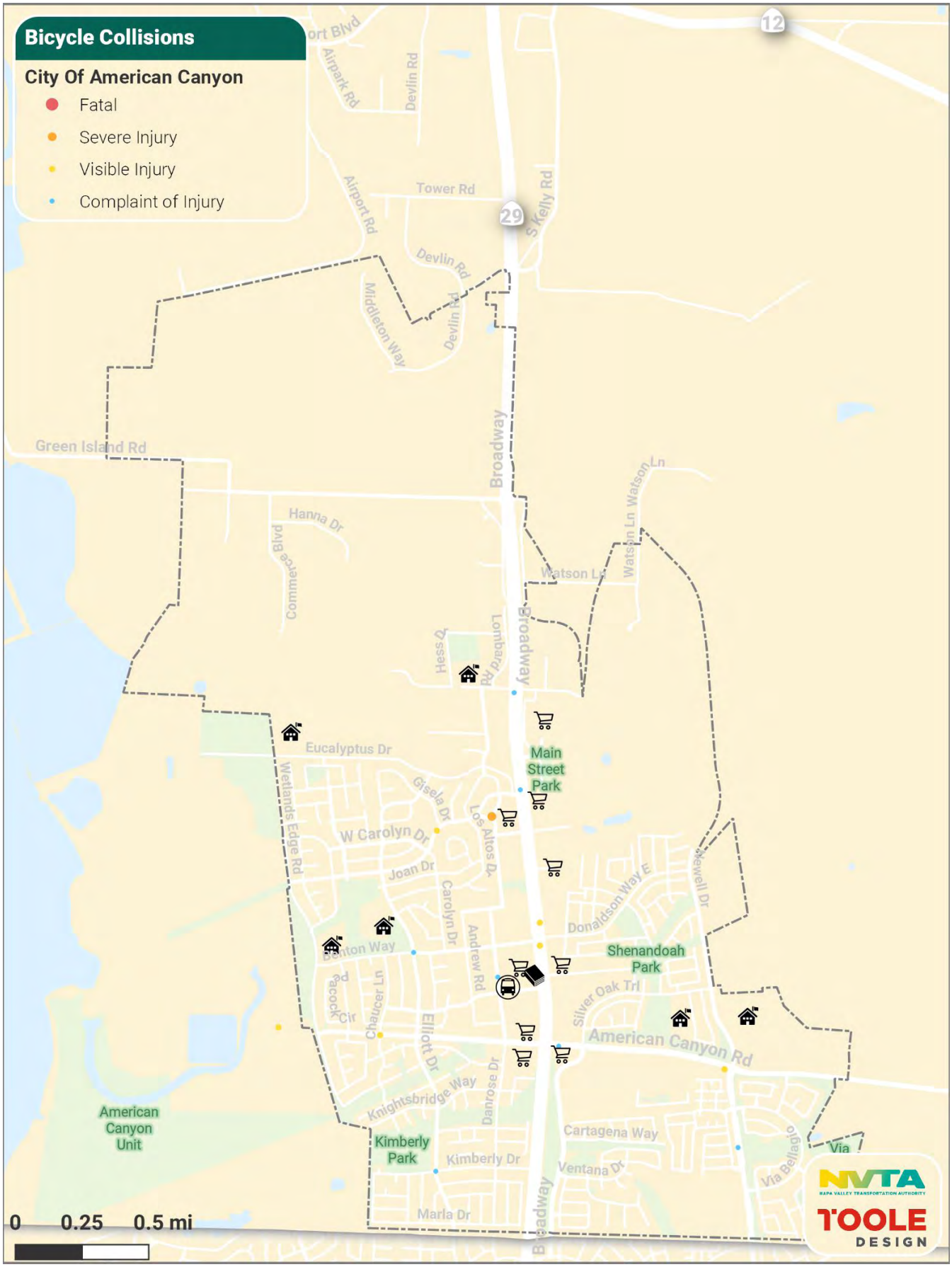


Figure AC.11. Bicycle Crash Distribution (2006-2013)

Community Input

Residents of American Canyon were invited to be an active part of the planning process through in-person and online outreach activities hosted by the Napa Valley Transportation Authority (NVTA). The community feedback directly informs the Plan's network and programmatic recommendations. For more information about outreach, see Chapter 2 of the 2019 Countywide Bicycle Plan.

From July to October 2017, residents were invited to share their site-specific comments on the existing network and potential improvements through an online, interactive WikiMap. Respondents were asked to provide feedback on:

- Barriers to biking
- Places/routes where I currently ride a bike
- Places/routes where I would like to ride

Six respondents contributed a total of ten comments within American Canyon. Highlights include:

- It is unsafe and uncomfortable to ride a bike in American Canyon due to the lack of comfortable bike facilities and challenging roadway crossings.
- SR 29 and American Canyon road were identified as barriers.
- Trails such as the Tuscan Oak Trail are too narrow for bicyclists to use; they should be widened or on-street facilities should be provided.

The location of WikiMap comments in American Canyon can be found in Appendix B.

In addition to the initial WikiMap, NVTA also hosted an online map from June to July 2018, for residents to review the recommended bicycle network facilities. This map showed draft recommended bike facilities throughout the county and allowed users to agree or disagree that the recommendation was appropriate in that location. Over 50 respondents provided approximately 330 comments which were reviewed by staff in each jurisdiction for possible changes to the recommended network.

American Canyon was also represented through involvement in committees and through direct outreach to City staff by NVTA throughout the development of this plan.

SECTION 4: PROPOSED BICYCLE NETWORK

The main purpose of this plan is to identify a future bicycle network for American Canyon that is safe and connected. The proposed bicycle network map (see Figure AC.11) was developed based on fieldwork, an analysis of existing conditions, input from the community and City staff, in consideration of best practices in bicycle network planning, and facility guidance from Appendix A: Bicycle Facilities Toolkit.

The resulting network includes high-quality infrastructure in the form of shared-use paths, separated bike lanes, bike lanes, bike boulevards, and bike routes. These facilities connect to key community destinations and neighborhoods and close network gaps. The network also provides connections beyond the American Canyon city boundary into the unincorporated areas.

American Canyon's proposed bicycle network is a 24.1-mile network, as detailed in Table AC.3. When implemented, the existing and proposed facilities will create a 37.2-mile network.

Table AC.3. Proposed Bicycle Network

Facility	Proposed Mileage	Existing Mileage	Total Future Mileage
Vine Trail (Class I)	2.8	2.4	5.2
Shared-Use Paths (Class I)	11.5	7.3	18.8
Bike Lanes (Class II)	6.5	1.6	8.1
Bike Boulevard (Class III)	1.6	-	1.6
Rural Bike Routes (Class III)	0.8	1.8	2.6
Separated Bike Lanes (Class IV)	0.9	-	0.9
Total Network	**24.1**	**13.1**	**37.2**

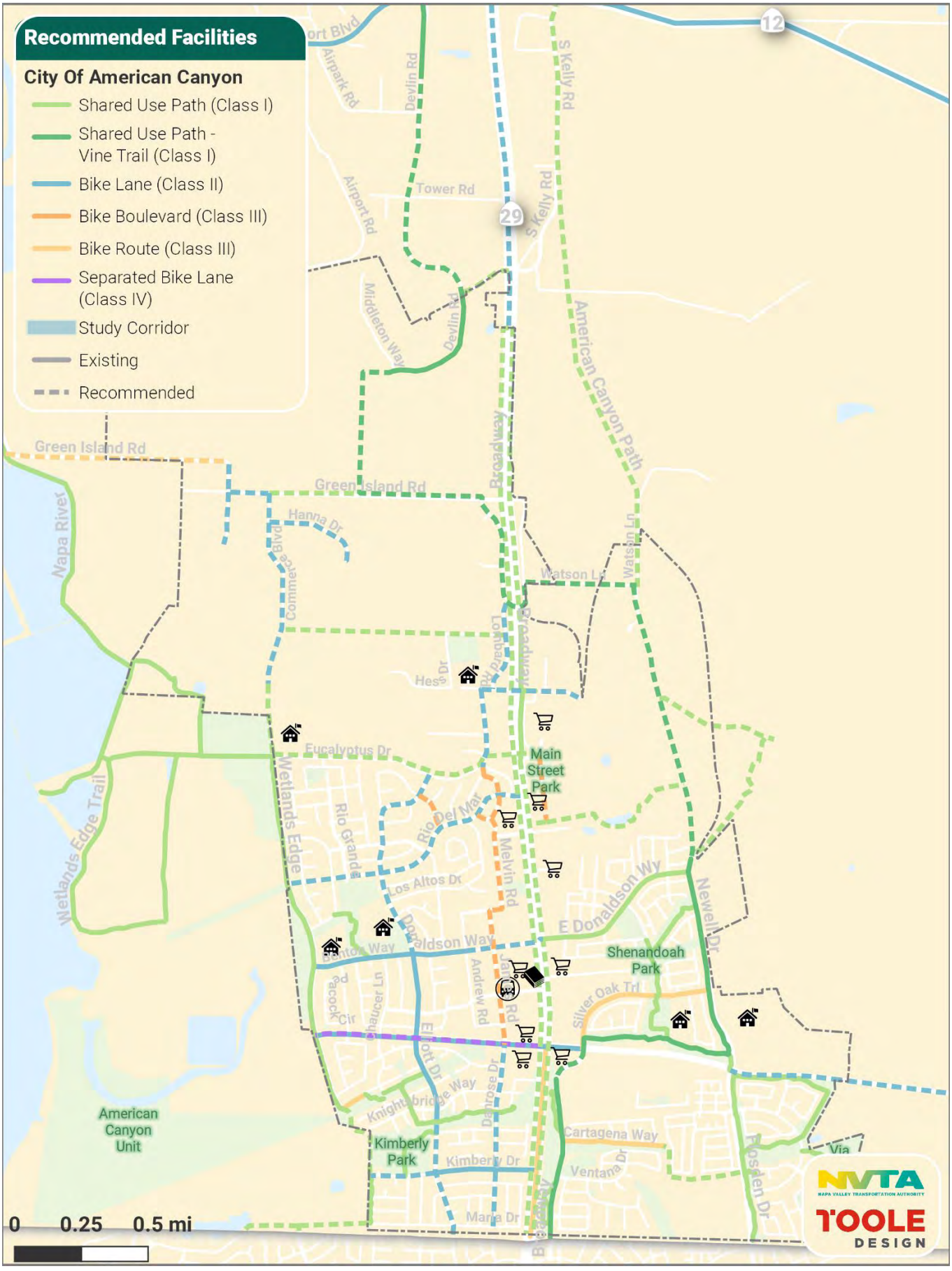


Figure AC.12. Proposed Bicycle Network

SECTION 5: SUPPORT PROGRAMS AND POLICIES

City policies and support programs are key components of a welcoming, bicycle-friendly community. Generally, policies are set by the City government, while programs are led by or executed in partnership with external organizations or agencies such as advocacy organizations or school districts. Along with bike network investments, programs and policies will help American Canyon realize the Plan's goals of connectivity, equity, safety, and education and encouragement.

American Canyon already has several programs related to bicycling which are described in Table AC.4. The existing and recommend programs create a full suite of efforts to promote and support bicycling throughout American Canyon.

Table AC.4. Support Programs and Policies

Support Program/Policy	Description	Source
Existing		
Safe Routes to School Program	Since 2010, this collaborative program, provided by the Napa County Office of Education in conjunction with the Napa Valley Bicycle Coalition, encourages students to walk and bike to school through education events, prizes, and safety projects.	Existing
Safety Education	The Napa County Bicycle Coalition organizes educational and promotional events to encourage safe bicycle riding in Napa County, such as bicycle safety rodeos and the annual BikeFest event in May. This can include educational programs for both children and adults.	Existing
Recommended		
Bicycle Parking, Shower, and Locker Facilities	Provide short- and long-term bicycle parking at key destinations, such as parks, schools, community facilities, transit stops, and shopping areas. Encourage employers to install showers and locker facilities for bicycle commuters.	2012 American Canyon Bicycle Plan
Capital Improvement Projects / Complete Streets Checklist	Create checklist for capital projects on and adjacent to streets (repaving, restriping, reconstruction) that ensures City staff review the infrastructure recommendations of this Plan at the time of project development	2019 Bicycle Plan
Dedicated Bicycle Staff	Identify a staff member who is responsible for bicycle planning and the implementation of bicycle facilities and dedicate a percentage of their time to these efforts.	2019 Bicycle Plan
Existing Bikeways Policy	Develop a policy which specifies that existing bikeways should not be removed, unless an improved bikeway is being installed.	2019 Bicycle Plan
Law Enforcement Activities	Coordinate with law enforcement agencies and improve officers' understanding of bicycling issues, which will lead to better enforcement, heightened awareness of safety issues, and recognition of "teachable moments" for both bicyclists and motorists.	2012 American Canyon Bicycle Plan
	Provide bicycle-specific training for law enforcement personnel and establish a community policing agreement which engages members of the community, including agency engineering and planning staff, local elected officials, non-profit community advocates, schools, and others, to ensure the coordination of enforcement goals and strategies, and to develop a balanced	2019 Bicycle Plan

Support Program/Policy	Description	Source
	approach to address traffic safety issues that includes education, engineering, and enforcement.	
	Establish a bicycle diversion program for bicycle traffic offenders.	
	Provide focused law enforcement operations at high collision locations.	
Maintain Overgrown Vegetation	Continue to ensure citywide that landscapes at maturity do not interfere with safe sight distances for bicycle, pedestrian, or vehicular traffic; do not conflict with overhead lights, traffic controls, traffic signage, utility lines or poles, or walkway lights; and, do not block bicycle or pedestrian ways. Develop ordinance to encourage adjacent property owners to maintain landscaped areas with live and healthy plant materials, replace plant materials when necessary to maintain full function and aesthetics; to water, weed, prune, fertilize and keep sidewalks and planting strips litter free.	2016 Napa Countywide Pedestrian Plan
Site Plan Review Checklist	Create checklist for development review to ensure site plans include considerations for bicycle access and safety. Include items from MTC's Routine Accommodation Checklist for projects in the public right-of-way to ensure routine application of the Complete Streets policy. MTC's checklist can be found here: http://www.mtc.ca.gov/planning/ bicyclespedestrians/Routine_Accommodation_checklist.pdf	2016 Napa Countywide Pedestrian Plan
Vision Zero Policy	Adopt a countywide Vision Zero policy and develop an action plan for implementing Vision Zero. Identify opportunities for funding for Vision Zero efforts, such as developing a Countywide database to inventory collision data and environmental factors, undertaking a comprehensive analysis to understand collision patterns, and facilitating an outreach process to identify community safety priorities and determine where to focus safety investments and improvements.	2019 Bicycle Plan
Wayfinding Program	Develop a regional wayfinding system that has a similar brand throughout Napa Valley and helps bicyclists navigate the transportation network with confidence and provide direction to their destinations; create a community identity; and build a sense of place. The City of American Canyon could adjust the brand to reflect local character while still maintaining signage elements for consistency including placement, frequency of signs, and content.	2019 Bicycle Plan
Bikeway Maintenance	Prioritize maintenance of roadways and removal of debris where bicycle facilities are present	2019 Bicycle Plan

SECTION 6: IMPLEMENTATION PLAN

Because all communities, including American Canyon, have limited financial resources, it is not possible to implement all the recommended projects immediately. To focus American Canyon's resources, several characteristics of projects should be considered. These characteristics are discussed in relation to implementation phases below.

Immediate-Term

Overlap with Measure T Repaving Projects

While the connectedness of a bicycle network is highly important, recommended projects should be implemented as opportunities arise for integration into existing projects. American Canyon's five-year paving plan funded by Measure T offers a great opportunity for quickly implementing several recommended bicycle facilities. American Canyon's Measure T plans have been compared to the proposed bicycle network, and those projects are noted in Table AC.5.

Short- and Medium-Term

Facility Characteristics

All other planned street resurfacing and reconstruction projects should be reviewed against the recommended bike network. Another early step in the implementation of the bicycle plan should be to answer the following questions about each project:

- Does a facility consist only of striping and signage that can be added at any time?
- Does a facility necessitate further community dialog regarding reallocation of street space?
- Does a project need significant funding that must be obtained through a competitive process (i.e., grant)?
- Does a project necessitate acquiring additional right-of-way?
- Are there any environmental concerns about a project location?

These questions can help direct staff to understand which projects are more readily implementable.

Proximity to Destinations

Public input received over the course of this Plan process indicates greater interest in connecting to certain destinations including: schools, parks, trailheads, and community centers. The locations of these destinations, as well as other known bicycle traffic generators such as hotels with bike rental schemes should be considered when selecting projects for earlier implementation.

Public Concerns

Residents gave input through the WikiMap about areas of greater concern for bicyclists. These are documented in the summary above, and staff may wish to refer to these comments when considering which projects to implement first. Staff should also continue to collect and document resident concerns and priorities about bicycling and general traffic safety in American Canyon and bring those comments into discussions regarding implementation priorities.

Network Connectivity

Staff should consider the benefits provided by a connected bicycle network. Research has shown that a connected low-stress network has the greatest impact on encouraging people to choose to bicycle. Projects that connect to existing facilities, especially ones that are known to be popular, may be prioritized. This should be balanced against the desire to provide bicycle facilities in and connecting to underserved communities in keeping with the equity goal of this Plan. Often, these areas have been historically underserved by infrastructure, and building new bike network projects here may not connect to existing facilities.

Long-Term

Some projects, such as many shared-use paths (Class I), will necessarily require a more sustained effort to come to fruition. While it may take a longer time to implement these projects, jurisdictions should begin to consider the steps toward construction of these projects so they are prepared for grant applications or inserting funding into capital improvement plans and inclusion of shared-use path (Class I) projects under the 6.67% equivalent funds collective requirement.

Connectivity Improvements from Phased Implementation

As stated, the planned bicycle facilities for American Canyon are intended to create the most low-stress network that conditions allow. Implementation of on-street facilities such as bike boulevards (Class III) and bike lanes (Class II) will significantly improve the connectivity of the bicycle network for riders of all ages and abilities. Focusing first on intersection treatments at locations where these facilities cross high-speed, high-volume streets without a traffic signal will most quickly improve connectivity.

While shared-use paths (Class I facilities) certainly provide a low-stress riding environment, their implementation requires more investment and often more planning than on-street facilities. Within American Canyon, the construction of shared-use paths on either side of Broadway will create significant connectivity improvements. These are understood to be a large, long-term capital investments, however, so implementation of on-street facilities in the meantime will provide great benefits to the city.

Funding

Funding for the bicycle network projects can come from different sources. For example, the City of American Canyon could fund the improvements through dedicated funds from the City, by leveraging development-driven projects, or through grant opportunities. More information about available grant funds can be found in Chapter 4 of the 2019 Countywide Bicycle Plan.

Table AC.5. Project List for City of American Canyon

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
Measure T Overlap Projects					
Bike Lane (Class II) Projects					
740	Danrose Dr	Marla Dr	W American Canyon Rd	Bike Lane (Class II)	0.68
212	Donaldson Wy	Elliot Dr/Donaldson Wy	Eucalyptus Dr	Bike Lane (Class II)	0.81
803*	Elliot Dr	City Limit	Knightsbridge Wy	Bike Lane (Class II)	0.47
227	Kimberly Dr	Elliot Dr	Meadow Bay Dr	Bike Lane (Class II)	0.24
207	Theresa Ave	Napa Junction Rd	Eucalyptus Dr	Bike Lane (Class II)	0.30
Bike Boulevard (Class III) Projects					
831	Gisela Dr	Donaldson Wy	Rio Del Mar	Bike Boulevard (Class III)	0.15
221*	James Rd	Wilson Wy	American Canyon Rd	Bike Boulevard (Class III)	0.51
Bike Route (Class III) Projects					
732*	Green Island Rd	Bay Trail	Commerce Rd	Bike Route (Class III)	0.84
All Other Projects					
Shared-Use Path (Class I) Projects					
210	Bay Area Ridge Trail - Eucalyptus Dr	Wetlands Edge Rd	Main St	Shared-Use Path (Class I)	1.04
845	Bay Area Ridge Trail - S Napa Junction Rd	Main St	Vine Trail (Newell Dr extension)	Shared-Use Path (Class I)	0.62
228	Bay Trail (Kimberly Area Segment)	Kimberly Dr	Kensington Wy	Shared-Use Path (Class I)	0.32
225	Cartagena-Via Bellagio Connector Path	150' E of Entrada Circle	Flosden Rd	Shared-Use Path (Class I)	0.40
805	Commerce Blvd	Eucalyptus Dr	Clarke Ranch Park	Shared-Use Path (Class I)	0.27
735	Green Island Rd	Vine Trail	Commerce Blvd	Shared-Use Path (Class I)	0.33
204	Hess Rd	Commerce Rd	Lombard Rd	Shared-Use Path (Class I)	0.83
864	River Trail	Vine Trail	Newell Open Space	Shared-Use Path (Class I)	1.06
909	S Kelly Rd	SR 29	Devlin Rd	Shared-Use Path (Class I)	0.20
203	SR 29	North city limit at SR 29	American Canyon Rd	Shared-Use Path (Class I)	1.15
843	SR 29	North city limit at SR 29	American Canyon Rd	Shared-Use Path (Class I)	5.21
730	SR 29 connector	River to Ridge Trail	SR 29	Shared-Use Path (Class I)	0.06
879	Broadway	Veterans Park	American Canyon Rd	Shared-Use Path - Vine Trail (Class I)	0.17

Project ID	Street/Trail Name	Begin	End	Facility Type	Length (Miles)
899	Vine Trail (along Devlin Rd)	Middleton Way	Watson Ln	Shared-Use Path - Vine Trail (Class I)	1.62
868	Vine Trail (Newell Rd Extension)	Donaldson Way (Southern Intersection of proposed Vine and Ridge Trails)	Paoli Rd	Shared-Use Path - Vine Trail (Class I)	1.06
Separated Bike Lane (Class IV) Project					
222	American Canyon Rd	Wetlands Edge Rd	SR 29	Separated Bike Lane (Class IV)	0.85
Bike Lane (Class II) Projects					
223	American Canyon Rd	Newell Dr	I-80	Bike Lane (Class II)	0.42
736	Commerce Blvd	Clarke Ranch Park	Green Island Rd	Bike Lane (Class II)	0.74
209	Donaldson Wy	Andrew Rd	Newell Dr	Bike Lane (Class II)	0.30
733	Green Island Rd	Northern intersection of Green Island Rd and Mezzetta Ct	Vine Trail (Class I facility intersecting at Green Island Rd 300' W of RR tracks)	Bike Lane (Class II)	0.25
737	Hanna St	Commerce Blvd	terminus	Bike Lane (Class II)	0.37
205	Lombard Rd	proposed Vine Trail	Napa Junction Rd	Bike Lane (Class II)	0.34
734	Mezzetta Ct	Green Island Rd	end of street	Bike Lane (Class II)	0.20
729	Napa Junction Rd	Theresa Ave	future path	Bike Lane (Class II)	0.37
830	Rio Del Mar	Bay Trail, Near Wetlands Edge Rd	SR 29 (Broadway)	Bike Lane (Class II)	1.00
Bike Boulevard (Class III) Projects					
844	Main St	Eucalyptus Dr	Bay Area Ridge Trail (S Napa Junction Rd)	Bike Boulevard (Class III)	0.25
215	Cassayre Dr	Melvin Rd	Rio Del Mar	Bike Boulevard (Class III)	0.15
218	Los Altos Dr	Theresa Ave	Rio del Mar	Bike Boulevard (Class III)	0.10
216	Melvin Rd	James Rd	Cassayre Dr	Bike Boulevard (Class III)	0.35
220	Melvin Rd	James Rd	Rio Del Mar	Bike Boulevard (Class III)	0.05
217	Theresa Ave	Eucayptus Dr	Los Altos Dr	Bike Boulevard (Class III)	0.03

* Projects denoted with an asterisk overlap with a jurisdiction-identified Measure T project, but they do not have the same extents: the proposed bicycle network project is either longer or shorter than the Measure T project.

NAPA COUNTYWIDE BICYCLE PLAN

Napa Countywide Pedestrian Plan

General Plan Appendix 4-2

NVTA
NAPA VALLEY TRANSPORTATION AUTHORITY

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August 2016

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CHAPTER 1

Countywide Introduction

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Chapter 1.
Countywide Introduction

The *Napa Countywide Pedestrian Plan* is intended to guide and inform pedestrian infrastructure, policies, programs, and development standards to make walking in Napa County safe, comfortable, convenient and enjoyable for all pedestrians. It strives to improve accessibility for the disabled but does not intend to replace existing ADA Transition Plans.

The *Napa Countywide Pedestrian Plan* is being developed to complement existing planning documents for all Napa County jurisdictions, and ultimately be combined with the *Countywide Bicycle Plan* (NVTA, January 2012) to create a *Countywide Active Transportation Plan* that will allow and position the County to effectively compete for project funding. This plan follows the 2015 Caltrans Active Transportation Program (ATP) Guidelines, which outline statewide requirements for what should be included in active transportation plans. The specific requirements from the 2015 ATP Guidelines are listed below in **Table 1** along with the relevant location in this plan.

TABLE 1: 2015 CALTRANS ACTIVE TRANSPORTATION PROGRAM GUIDELINES - REQUIRED PLAN COMPONENTS

Active Transportation Plan Requirement	Location in this Plan
The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan	Chapter 1, *Countywide Walking Trends*
The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan	Chapter 1, *Countywide Walking Trends*
A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Chapters 2-7*, *Pedestrian Setting*
A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five E's (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Chapters 2-7*, *Priority Projects and Implementation Plan* Chapter 8, *Support Programs*
A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations	Appendix D
A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Chapters 2-7*, *Priority Projects and Implementation Plan*
A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	Chapters 2-7*, *Pedestrian Setting*
A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities	Chapters 2-7*, *Public and Stakeholder Input*
A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Chapter 8, *Plan Consistency*
A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapters 2-7*, *Priority Projects and Implementation Plan*
A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Chapters 2-7*, *Next Steps*
A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 8, *Performance Goals*
A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located	Chapters 2-7*, *Appendix E*

*Chapters 2-7 are individual jurisdiction plans; this information can be found in each jurisdiction plan under the noted section.

Plan Oversight, Guidance, and Public Involvement

Several groups were involved in guiding the development of the Plan. Those groups and their role in the planning process are listed below:

- Napa Valley Transportation Authority (NVTA) – lead agency
- NVTA Active Transportation Advisory Committee (ATAC) / NVTA Technical Advisory Committee (TAC) - provide guidance and recommendations at key milestones to discuss project progress and topics of countywide significance such as plan vision, prioritization criteria and overall consistency
- Individual Jurisdiction Focus Groups – steering committees consisting of local staff and stakeholders to discuss existing conditions and practices; identify key issues and opportunities; provide input on priority study areas; develop improvement project concepts for focus areas; determine prioritization and implementation planning for project lists; and propose key program and policy recommendations
- Public/Stakeholders – provide input on the locations of key issues and opportunities in each jurisdiction, the vision and goals of the plan, at workshops and via online mapping; participate as key stakeholders in walking audits and the review of improvement concepts for focus areas

Countywide Vision and Goals

The countywide vision and goals for this plan are intended to guide pedestrian planning in the region. Input was received from the Jurisdiction Focus Groups and the community during the public workshops and incorporated into the following vision and goals.

Vision Statement

To provide a pedestrian network that is well connected, safe, and enjoyable for Napa County residents and visitors of all levels of mobility. This plan aims to increase the number of pedestrian trips countywide and to set the groundwork for a shift in travel mode choice such that non-motorized options are widely available, accessible, and convenient. Through implementation of this plan and future updates, all Napa County residents, regardless of age or income level, should have easy walking access to their community and the services and amenities that it offers.

Goals and Policies

The following goals and policies support the overall vision for the plan:

Goal 1: Provide a connected network of pedestrian sidewalks, trails, and pathways in the County and its jurisdictions that are safe and accessible to a variety of users and that foster community interactions

Policy 1A: Protect the character and context of the County and its jurisdictions

Policy 1B: Prioritize safe routes to schools, safe routes to transit, and safe routes for seniors within the County

Policy 1C: Acknowledge the central role that the Vine Trail plays in active transportation infrastructure and prioritize connections between the trail and key destinations

Policy 1D: Work to reduce the rate of pedestrian collisions

Policy 1E: Connect key pedestrian desire lines via accessible sidewalks and marked crosswalks, focusing on downtown areas, transit stops, schools, senior housing and destinations, and tourist destinations and lodging

Goal 2: Encourage a multimodal transportation system

Policy 2A: Adhere to the current design standards in this plan as well as local design standards and other national and state manuals when designing new or retrofitted streets and communities

Policy 2B: Investigate the use of performance measures such as multi-modal level of service or built environment factors to facilitate complete streets implementation

Policy 2C: Prioritize infrastructure projects that will increase the walk mode share, while also taking advantage of all available funding opportunities to construct pedestrian infrastructure, including private development with an appropriate nexus

Policy 2D: Investigate creative parking measures such as shared parking, parking maximums, and strategic parking locations to encourage a “park once” environment in commercial districts

Policy 2E: Review new development proposals to ensure pedestrian access and circulation is maintained or improved, including during construction phases

Goal 3: Obtain funding for pedestrian projects

Policy 3A: Continue to allocate Capital Improvement Plan (CIP) funding to pedestrian projects

Policy 3B: Pursue grant funding related to pedestrian projects

Policy 3C: Identify new funding sources and partnership opportunities, such as those focusing on public health and sustainability

Goal 4: Encourage and educate residents about walking and enforce safe interactions between pedestrians and motorists

Policy 4A: Increase public awareness of pedestrian facilities, amenities, and safety

Policy 4B: Pursue recognition such as Walk-Friendly Community status

Policy 4C: Implement ongoing pedestrian safety enforcement programs and campaigns

Policy 4D: Partner with local health agencies to encourage more activity among youth through the built environment to target childhood obesity

Policy 4E: Collaborate with local businesses to enhance wayfinding and streetscape amenities



Calistoga: Washington Street

Countywide Walking Trends

Napa County is a scenic and historic Bay Area destination that thrives on year-round visitors and its grape vineyards. Located in the North Bay region with the majority of development along SR 29, Napa County is a predominantly rural community with regional access provided by the surrounding highway network. The County is bordered by Sonoma County to the west, Solano and Yolo Counties to the east, and Lake County to the north, as shown in Exhibit 1. The County includes the cities of American Canyon, Calistoga, Napa, and St. Helena; the Town of Yountville; and unincorporated areas.

With historic commercial districts and vital community assets such as open space and trails, the five incorporated jurisdictions accommodate pedestrians in a variety of ways. The various downtown areas offer corridors of shopping and dining destinations that are contributors to the pedestrian environment in the County, and many provide a system of sidewalks and plazas that make the downtown districts pleasant and interesting places to

walk. Residential neighborhoods in the County are typically pleasant places to walk, with some roadways having sidewalks and others having a more rural character.

The unincorporated areas of the County have a predominantly rural character and development is sporadic consisting mostly of residential areas, a few village centers and some institutional uses. Neighborhoods in the unincorporated County include Angwin, Berryessa Estates, Berryessa Highlands, Big Ranch Road, Coombsville, Deer Park, Lake Berryessa (Moskowite Corners, Pope Creek, and Spanish Flat), Silverado, and the South County Industrial Areas. These communities have limited pedestrian infrastructure; neighborhood streets typically do not have sidewalks, and few intersections currently have marked crosswalks.



Angwin: Howell Mountain Road


LAKE COUNTY
YOLO COUNTY
NAPA COUNTY
SONOMA COUNTY
SOLANO COUNTY
MARIN COUNTY
Calistoga
Saint Helena
Yountville
Napa
American Canyon
29
128
121
12
County Boundary
Napa County
0
2
4
Miles

County Mode Split and Travel Patterns

A common term used in describing demand for bicycle and pedestrian facilities is "mode split". Mode split refers to the form of transportation a person chooses to take, such as walking, bicycling, public transit, or driving. **Table 2** presents the California Household Travel Survey (CHTS, 2012) data on the percentage mode split for all person-trips in Napa County.

TABLE 2: NAPA COUNTY DAILY MODE SPLIT

Mode	All Trips (2012)[1]
Auto	306,598 (88%)
Pedestrian	62,091 (9%)
Bicycle	1,234 (1%)
Transit	2,575 (1%)
Other[2]	2,394 (1%)

1. Percent mode share for all person-trips in Napa County from the California Household Travel Survey (2012).
2. Includes motorcycle and air travel.

Source: Fehr & Peers, 2015.

Walking is a common mode of transportation within the County's developed communities. The incorporated regions of Napa County have history dating back to the 1800s, and their compact downtown business districts reflect this historic character, creating an inviting pedestrian environment. Neighborhoods located close to the downtown areas allow residents to easily travel on foot between the commercial and residential districts in the county's incorporated regions. The unincorporated regions within Napa County, comprising the majority of its land area, are of a rural density and character. These regions offer fewer opportunities for pedestrian travel between destinations.

The Countywide Transportation Plan (CTP), Vision 2040, has a goal of shifting travel from single-occupancy vehicles to transit, walking, and bicycling, increasing mode share of all three by 10% by 2035. This plan proposes comfortable and accessible pedestrian improvements to attract new walking trips and increase the walking mode share to meet the goals of the CTP.

Understanding the mode of travel people choose and trip purpose can help jurisdictions develop effective and targeted programs to better serve residents and employees.

Trips of a distance less than one-half mile are typically considered viable for conversion to a walk trip, as it takes about 10 minutes to walk this distance. In Napa County, most commute trips are farther than this threshold, suggesting that a focus on non-commute trips (trips to school, for shopping, or for recreation, as well as visitor trips within commercial areas and hotel zones) will be important to support mode shift goals. Based on the 2010-2012 California Household Travel Survey, 17% of daily trips in the County were one-half mile or less in distance.

Employees

Based on the California Household Travel Survey, about 70,300 workers are employed within Napa County. This total is comprised of 55,500 Napa County residents, and 14,800 workers who commute from outside Napa County. The average commute distance for residents of Napa County is 9.6 miles, and the typical commute distance for employees in Napa County is 10.4 miles. As shown in **Table 3**, the Napa County residents' commute mode share for walking is 4%, as compared to 9% walk mode share for all person trips.

TABLE 3: NAPA COUNTY RESIDENTS' JOURNEY TO WORK

Mode	Employed Napa County Residents	
	Total Employees	Percent of Total
Drove Alone	49,355	76.0%
Carpool	7,591	11.7%
Public Transportation	630	1.0%
Walked	2,785	4.3%
Bicycle	551	0.8%
Taxicab, motorcycle, other	426	0.7%
Worked At Home	3,538	5.5%

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Visitors

Visit Napa Valley conducted a year-long visitor profile study in 2012 to gather data on lodging guests, day-trip visitors, and visiting friends and relatives (VFRs) staying overnight in private homes. The research found that an estimated 2.9 million visitors came to Napa Valley in 2012 with the largest percentage (66%) being day-trip visitors. As shown in **Table 4**, about 21% of the visitors that responded to the 2012 survey reported traveling within the Napa Valley area on foot during their stay. This suggests pedestrian improvements focused on tourist destinations and safety education messages targeted for tourists are important considerations in the County.

TABLE 4: VISITOR TRANSPORTATION PRIMARY MODE USED WITHIN NAPA VALLEY	
Mode	**Percent of All Napa Valley Visitors**
Personal automobile	58.9%
Rental car	37.7%
Walk	20.9%
Limousine	4.8%
Bicycle	4.3%
Taxi	4.3%
Hotel Shuttle or courtesy vehicle	2.0%
Bus line	1.0%

Source: Visit Napa Valley, 2012 Napa Valley Visitor Profile

Forecasted Pedestrian Demand

Based on the Metropolitan Transportation Commission (MTC) *Plan Bay Area*, the region plans to increase its bicycle, pedestrian, and transit mode shares by a total of 10% by 2040. This growth in alternative modes will be the result of bicycle, pedestrian, and transit infrastructure improvements and programs in the coming decades. NVTA forecasts that alternative mode shares will grow by this same percent by 2040, and that this growth will be equally split among the three modes, as a result of implementation of project and program recommendations in this plan, the Napa County Bicycle Plan, and planned transit improvements.

To capture work, tourism, recreational, and shopping trips within Napa County, this estimate solely evaluates trips with an origin and destination point within Napa County. Using a baseline of 2012 (from the 2010-2012 California Household Travel Survey), there are 54,885 daily walking trips in Napa County, 12.2% of all intra-county trips. This mode share is expected to increase to 15.5% in 2040 (**Table 5**).

TABLE 5: DAILY TRIPS WITH ORIGINS AND DESTINATIONS IN NAPA COUNTY				
Year	**2012**		**2040**	
Population	136,644[1]		163,609[2]	
Mode	**Daily Trips[3]**	**Mode Share**	**Daily Trips**	**Mode Share[4]**
Drive Alone	216,713	48.0%	229,464	42.5%
Drive Shared	168,114	37.2%	178,005	32.9%
Transit	2,953	0.7%	21,551	4.0%
Walk	54,885	12.2%	83,731	15.5%
Bike	3,323	0.7%	21,993	4.1%
Other	5,376	1.2%	5,693	1.1%
Total	451,365	100%	540,437	100%

1. Source: 2008-2012 American Community Survey
2. Source: Vision 2040, Moving Napa Forward (2015)
3. Source: California Household Travel Survey (2010-2012)
4. Assumes a 3.3% increase in walk, bicycle, and transit mode shares. Drive alone, drive shared, and other trips are decreased by a total of 10%, each reduced proportional to 2012 mode share.

The population of Napa County is expected to increase by 27,000 people from 2012 to 2040. Based on an increase in both population and mode share, daily pedestrian trips in the County are forecast to grow to 83,731, a 53% increase.

Collision Trends

Collision data was accessed from the California Highway Patrol Statewide Integrate Traffic Records System (SWITRS). This data represents all reported pedestrian-vehicle collisions occurring in Napa County during the ten-year period from January 2003 to December 2012. **Table 6** summarizes the collision data by year and severity of collision. Fourteen fatalities were reported during the ten-year period. Nearly all of the reported collisions (96 percent) resulted in some form of injury.

TABLE 6: NAPA COUNTY PEDESTRIAN-VEHICLE COLLISION SUMMARY (2003 – 2012)						
Year	Pedestrian Injuries	Proportion of All County Injuries[1]	Pedestrian Fatalities	Proportion of All County Fatalities[1]	Total Pedestrian Collisions	Proportion of All County Collisions[2]
2003	37	2.6%	1	3.6%	1,466	2.6%
2004	32	2.3%	2	8.0%	1,398	2.4%
2005	25	1.9%	2	8.3%	1,312	2.1%
2006	34	2.6%	1	6.7%	1,340	2.6%
2007	24	2.2%	1	6.7%	1,100	2.3%
2008	34	3.1%	2	11.1%	1,118	3.2%
2009	40	4.2%	2	14.3%	948	4.4%
2010	28	3.2%	2	16.7%	894	3.4%
2011	25	2.8%	1	12.5%	893	2.9%
2012	23	2.4%	0	0.0%	949	2.4%
Total	302	2.7%	14	8.4%	11,418	2.8%

Source: SWITRS, TIMS

1 "All county injuries" and "all county fatalities" describe pedestrian injury and fatal collisions, respectively, as a percentage of all reported injury and fatal traffic collisions, respectively and regardless of mode, in Napa County during the study period.

2. Traffic collision total does not include collisions that did not result in injuries (e.g. "property damage only" collisions).

Minor collisions that involve pedestrians, whether with vehicles or bicycles, are generally underreported [1]. Additionally, collisions that occur on off-street paths and trails are not included in the SWITRS data.

Demographics

Children and seniors are two of the most vulnerable populations in the context of pedestrian-involved collisions. As shown in Figure 1 and Figure 2 below, pedestrian-involved collisions including children are the most common within the County and in American Canyon. Yountville has the highest percentage of collisions involving seniors. Targeting safe routes to school and for seniors, respectively, may be of particular importance in these jurisdictions.

[1] Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

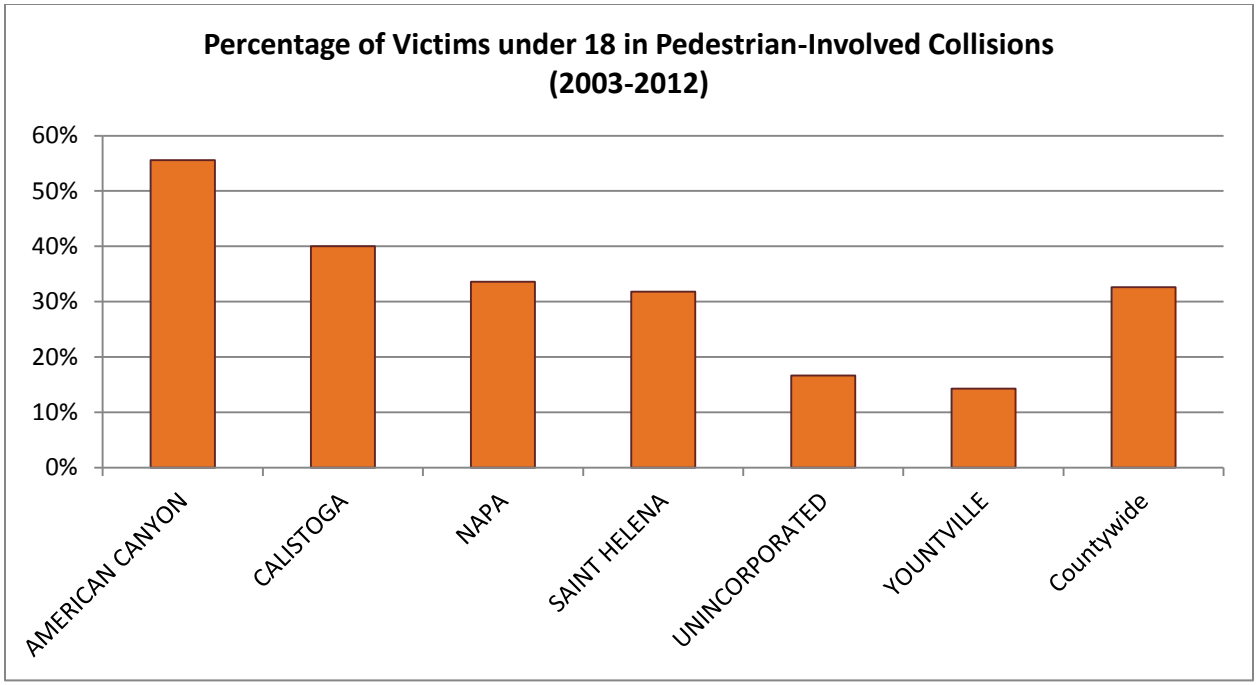


Figure 1 Countywide Child-Involved Pedestrian Collisions

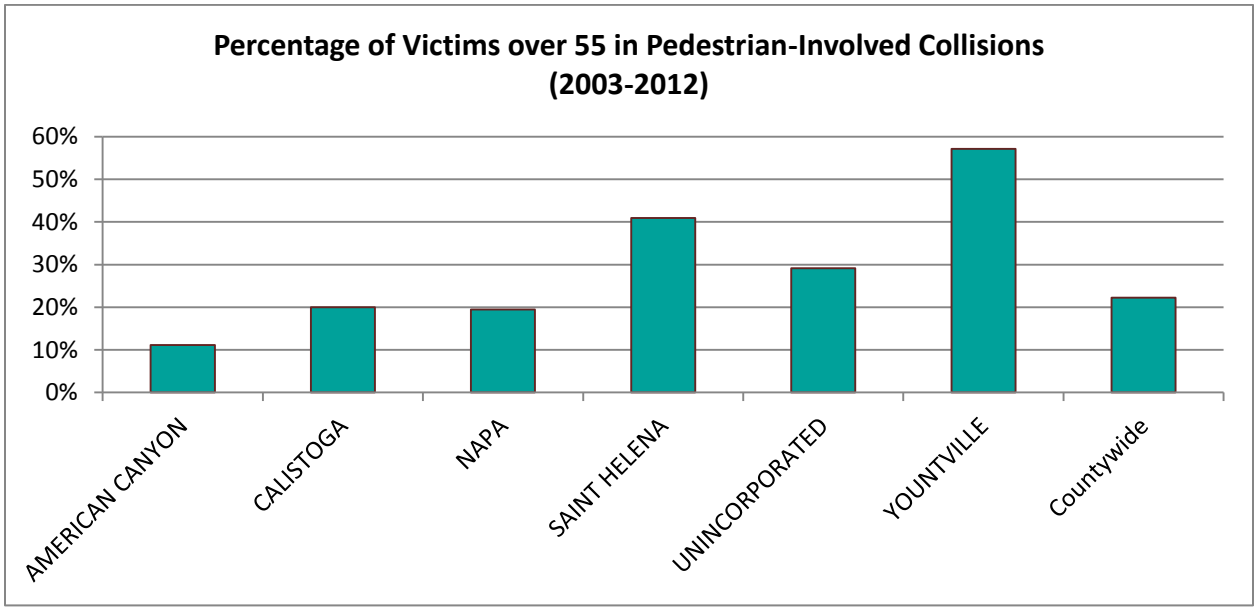


Figure 2 Countywide Senior-Involved Pedestrian Collisions

Daily and Seasonal Trends

Collisions in the County peak Thursday through Saturday, at the same time that tourism levels are high, as shown in Figure 3. Similarly, collisions are higher in the Fall, during Crush season. The holiday season and perhaps also rainier/darker days in December and January contribute to the trend, as shown in Figure 4.

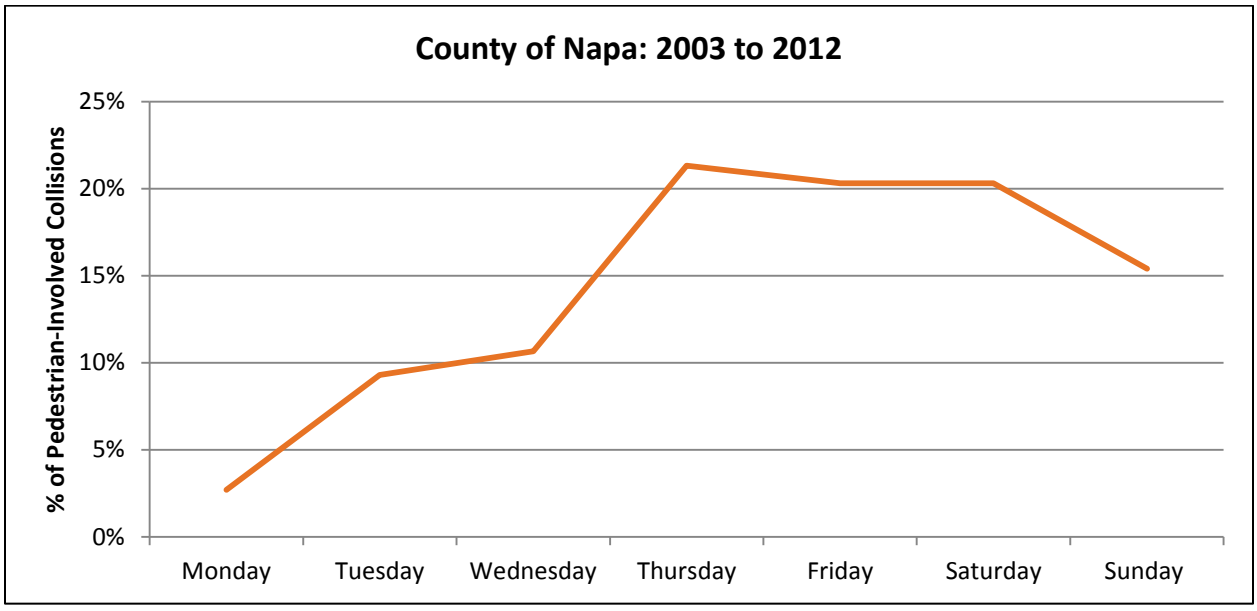


Figure 3 Daily Trends for Pedestrian-Involved Collisions

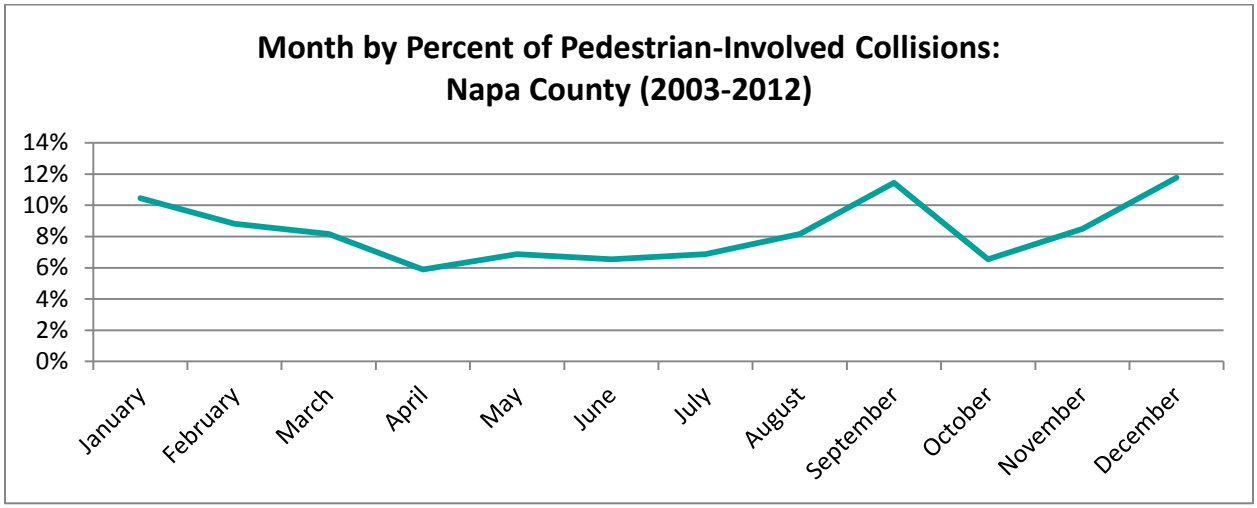


Figure 4 Seasonal Trends for Pedestrian-Involved Collisions

Primary Collision Factors

Table 7 shows the most common Primary Collision Factors (PCFs) for pedestrian-involved collisions in Napa County.

TABLE 7: NAPA COUNTY PEDESTRIAN-INVOLVED COLLISION SUMMARY PRIMARY COLLISION FACTORS (2003-2012)

Primary Collision Factor	Number of Collisions		
	Injury	Fatality	Total
Pedestrian Right of Way (Driver not yielding)	105	0	105
Pedestrian Violation	69	5	74
Other	68	3	71
Unknown	35	2	37
Unsafe Speed[1]	25	4	29

Source: SWITRS
1. Refers to unsafe speeds given roadway conditions. This could refer to traveling above the posted speed limit or traveling too fast given the weather conditions (but still at or below the posted speed limit).

As shown in Table 7, the most common Primary Collision Factor (PCF) was drivers not yielding the right-of-way to pedestrians followed by pedestrians crossing illegally (such as crossing against a signal or midblock between signals). Illegal crossings and unsafe vehicle speeds were the leading causes of pedestrian fatalities based on the collision reports over the ten-year period.

The Pedestrian Action variable in the SWITRS dataset describes what the pedestrian was doing immediately before the collision occurred. **Table 8** shows the most common Pedestrian Actions for pedestrian-involved collisions in Napa County.

TABLE 8: NAPA COUNTY PEDESTRIAN-INVOLVED COLLISION SUMMARY PEDESTRIAN ACTIONS (2003-2012)

Primary Actions	Number of Collisions		
	Injury	Fatality	Total
Crossing in Crosswalk at Intersection	133	3	136
Crossing Not in Crosswalk	82	5	87
Walking In Road, Including Shoulder	58	5	63
Walking, Not in Road	14	1	15
Crossing in Crosswalk, Not at Intersection	10	0	10
Not Stated	4	0	4

Source: SWITRS

As shown in Table 8, the most common pedestrian actions were “Crossing in Crosswalk at Intersection” and “Crossing Not in Crosswalk”. This data emphasizes the importance of enhancing existing marked crosswalks and

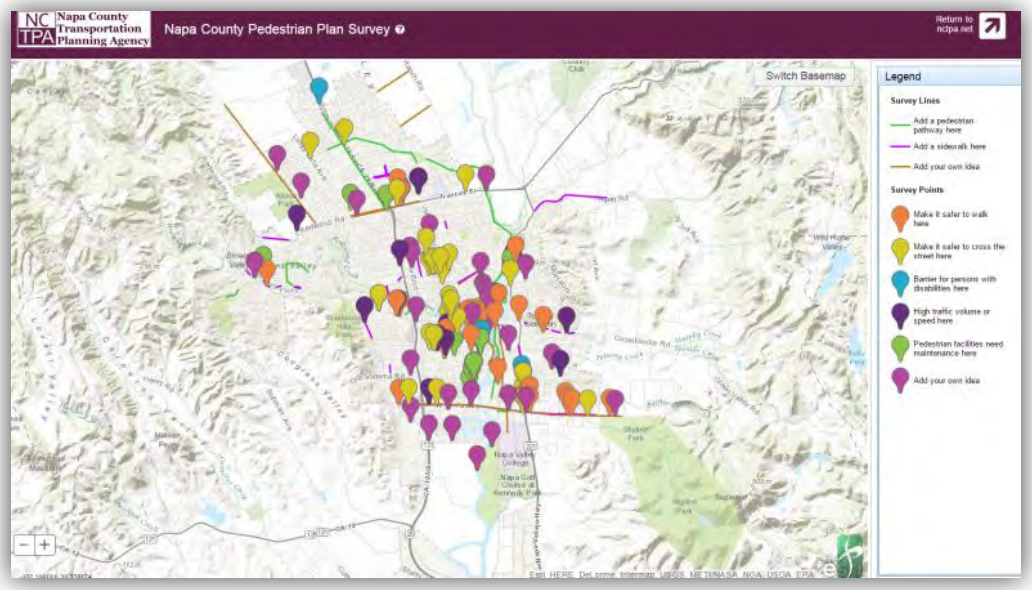
improving access and safety at key desire lines, or the shortest or most easily navigated path of travel between an origin and destination. Education and enforcement regarding pedestrian right-of-way may also be indicated.

Community Input

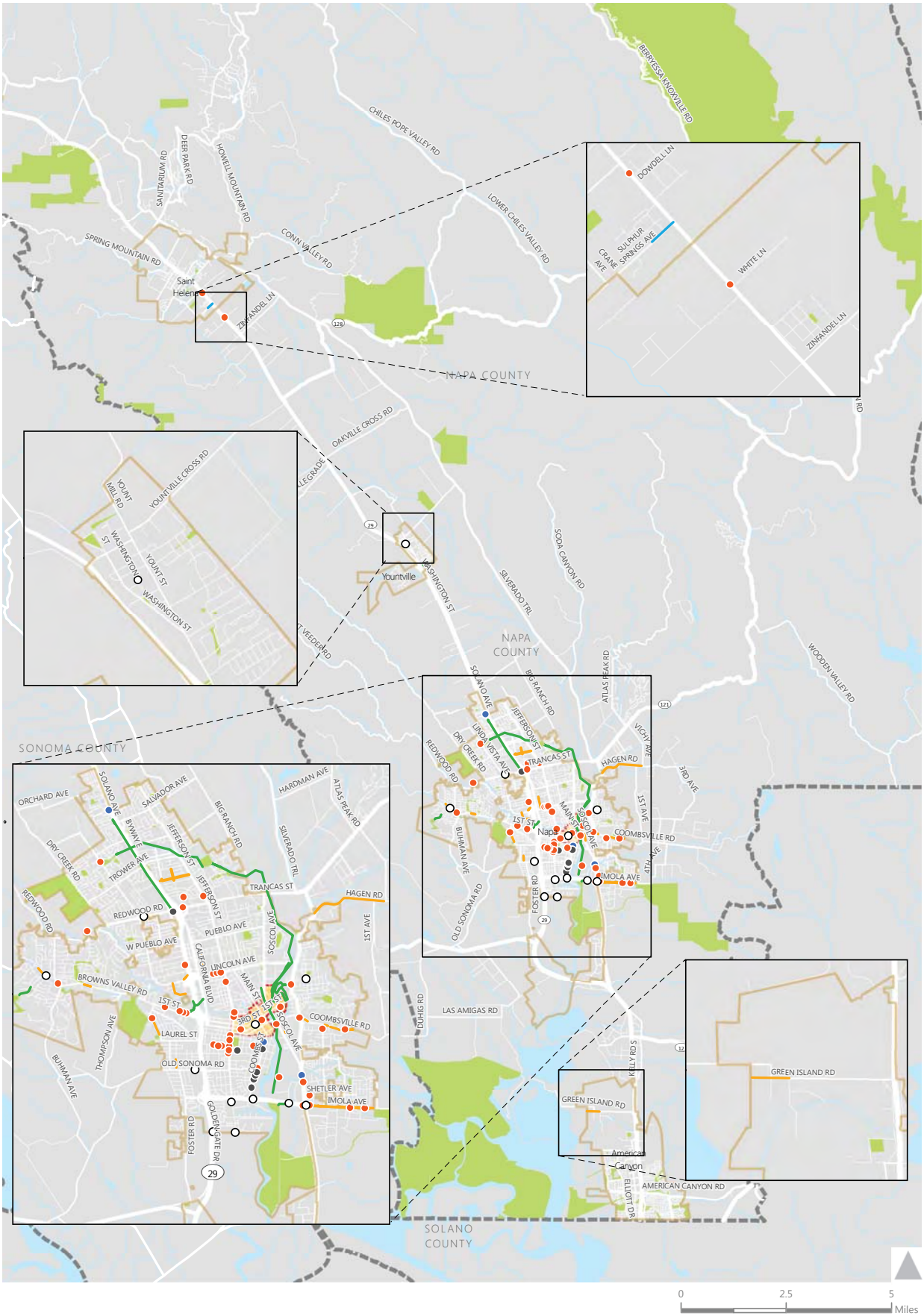
Ongoing public outreach and participation was an integral element in developing the Countywide Pedestrian Plan. Public workshops were held throughout the County in Winter 2015 and were open to all members of the public countywide. For information on format of the public workshops and specific input received in each jurisdiction, refer to Chapters 2 through 7. Napa County residents, employees, and visitors who wanted to provide input but were unable or did not wish to attend the public workshops had the option of submitting their comments online through an interactive mapping tool.

Users placed pins on the maps to highlight desired improvements using pre-set comments or creating their own comment. Preset comments included:

- Make it safer to walk here
- Make it safer to cross the street here
- Barrier for persons with disabilities here
- High traffic volume or speed here
- Pedestrian facilities need maintenance here
- Add a sidewalk here
- Add a pedestrian pathway here



Results from the 70 comments submitted countywide are shown below in Exhibit 2.


Saint Helena
Yountville
Napa
American Canyon
NAPA COUNTY
SONOMA COUNTY
SOLANO COUNTY
CHILES POPE VALLEY RD
SPRING MOUNTAIN RD
CONN VALLEY RD
LOWER CHILES VALLEY RD
BERRYESSA KNOXVILLE RD
OAKVILLE CROSS RD
SODA CANYON RD
SILVERADO TRL
WOODEN VALLEY RD
ATLAS PEAK RD
HARDMAN AVE
BIG RANCH RD
SOLANO AVE
DRY CREEK RD
REDWOOD RD
TRANCAS ST
HAGEN RD
1ST AVE
3RD AVE
4TH AVE
COOMBSVILLE RD
IMOLA AVE
LAS AMIGAS RD
GREEN ISLAND RD
AMERICAN CANYON RD
ELLIOTT DR
DOWDELL LN
WHITE LN
ZINFANDEL LN
SULPHUR CRAG SPRINGS AVE
YOUNTVILLE CROSS RD
WASHINGTON ST
YOUNT ST
YOUNT MILL RD
ORCHARD AVE
SALVADOR AVE
BYPASS
JEFFERSON ST
TROWER AVE
W PUEBLO AVE
PUEBLO AVE
CALIFORNIA BLVD
LINCOLN AVE
MAIN ST
BROWNS VALLEY RD
LAUREL ST
OLD SONOMA RD
SHETLER AVE
GOLDENGATE DR
FOSTER RD
THOMPSON AVE
BUHMAN AVE
DUHIG RD
KELLY RD S
LINDA VISTA AVE
VICHY AVE
29
121
128
12
0
2.5
5
Miles
Safety
Maintenance
ADA
Other (Add Your Own Idea)
Add a Pedstrian pathway
Add a Sidewalk Here
Other (Add Your Own Idea)

Individual Jurisdictions

The following chapters provide individual Pedestrian Plans by jurisdiction. Each chapter focuses on one geographic area within the County, moving from north to south. The location-based chapters are ordered as follows:

Chapter 2: Calistoga
Chapter 3: St. Helena
Chapter 4: Yountville
Chapter 5: Napa
Chapter 6: American Canyon
Chapter 7: Unincorporated

The chapters all contain the same format with information framed specifically for that jurisdiction. Content includes pedestrian setting, countywide public and stakeholder outreach, key opportunity areas within the jurisdiction, priority projects and implementation, and a discussion on funding needs and sources for the jurisdiction plan. These chapters are meant to act as standalone plans to be used in conjunction with key recommendations in the Countywide Implementation Chapter of the countywide plan (Chapter 8), which highlights key countywide support programs and performance goals.

CHAPTER 6

American Canyon Plan



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Chapter 6
American Canyon Plan

Pedestrian Setting

American Canyon is a suburban community at the southern edge of Napa County, with approximately 20,000 residents. It acts as a gateway to Napa County for the many visitors traveling by car from San Francisco to the south and from the west across San Pablo Bay. The city was incorporated in 1992 and although most of the city has sidewalks, some older neighborhoods maintain a rural character with few sidewalks and open vistas. Residents enjoy a well-developed trail system, including small pedestrian pathways that connect neighborhoods and open space. The city does not have a centralized downtown; the main commercial corridor is clustered around SR 29, which runs through the center of American Canyon. Several future developments are expected to provide enhanced pedestrian facilities and potential pedestrian nodes, including Watson Ranch and the industrial development along the northern border of the City just south of the Napa County Airport. Land use patterns for the City are shown in *Exhibit AC-1*. A city destination map, including the locations of public buildings, shopping and tourist attractions, is shown in *Exhibit AC-2*.

Existing Policies and Programs

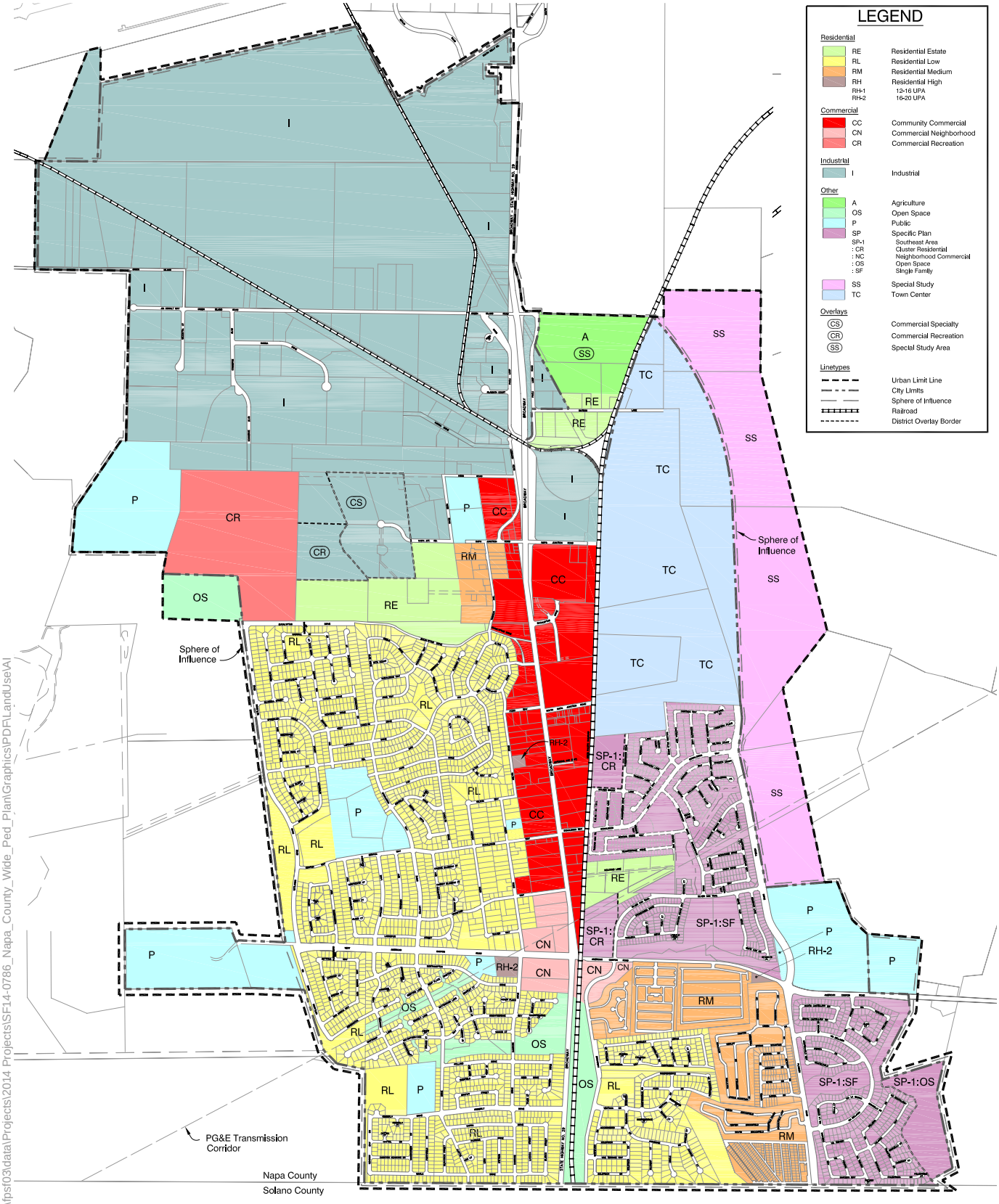
To help guide the development of key programs and policies for this Plan, American Canyon's existing approaches to facilitating and enhancing walking were reviewed with a benchmarking matrix that compares the existing programs, policies, and practices with national best practices. The benchmarking analysis categorizes each jurisdiction's programs, policies, and practices into three areas as follows:

- **Key Strengths** (areas where the jurisdiction is exceeding national best practices)
- **Enhancement Areas** (areas where the jurisdiction is meeting best practices)
- **Opportunity Areas** (areas where the jurisdiction should consider meeting best practices)

As summarized in **Table AC-1**, the City of American Canyon has made investments in making its streets more accessible to pedestrians of all abilities through its ADA Transition Plan update and excels in such areas as public involvement and traffic calming programs. This plan provides a framework for expanding pedestrian investments in areas of opportunity such as collision reporting and prioritization, inventory of pedestrian facilities, walking audits, and crosswalk design guidelines. The full benchmarking analysis for American Canyon, with associated recommendations, is presented in **Appendix AC-A**.

TABLE AC-1: AMERICAN CANYON BENCHMARKING HIGHLIGHTS		
Plans, Policies, & Programs	**American Canyon Current Practice**	**Best Practice Examples**
Key Strengths		
ADA Transition Plan Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians. An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.	The city has an ADA Transition Plan from 2008 that includes an inventory of needed improvements for deficient sidewalks and curb ramps in the public right-of-way along priority corridors. The city uses Caltrans standard drawings for curb ramps which include tactile grooves; however, they do not include truncated domes or directional curb ramps.	• Consider tracking ADA improvements using practices recommended in the ADA Transition Plan 2015 update, to be implemented by the ADA Coordinator • Implement directional curb ramps where practical and truncated domes in all cases. Review and revise standard drawings to align with PROWAG recommendations.
Traffic Calming Program Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.	American Canyon has a Traffic Calming Program that outlines the steps for a community interested in traffic calming, defines the various traffic calming options and appropriate uses, and establishes guidelines for installing the traffic calming measures.	• Include a line item in the annual budget to create a formal Neighborhood Traffic Management Program (NTMP) to allow additional traffic calming implementation and an inventory of improvements. • Encourage the routine use of traffic calming measures beyond speed humps.
Public Involvement Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens' pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.	The city's "SeeClickFix" app allows people to report non-emergency issues on a web-based map of the city. Residents can submit information directly to the city regarding damaged sidewalk, deficient lighting, or other non-emergency issues.	• Consider adding a page to the City's website for public input regarding transportation issues with a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions. Encourage broad use of the "SeeClickFix" app for pedestrian issue and opportunity input. • Consider creating a formal Active Transportation Advisory Committee (ATAC) for city-specific issues. This Committee could include the American Canyon representative on the ATAC for NVTA. • Consider organizing neighborhood groups that identify street needs, including greening and traffic calming.
Key Opportunities		
Collision Reporting Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).	American Canyon does not have a regular practice of reviewing collision data and reports are reviewed as needed on a case-by-case basis. City engineers previously received regular reports from SWITRS, but this data now goes straight to the Police Department.	• Mapping and monitoring using Crossroads software would allow for more proactive pedestrian safety projects and collision typing for countermeasure selection. GIS efforts may be funded through an Office of Traffic Safety grant. • Pedestrian volume data could be used to prioritize locations based on collision rates (collisions/ pedestrian), creating a proactive method to identify treatments and program funding. For implementation, see the Countywide Count Evaluation Program in this plan.

TABLE AC-1: AMERICAN CANYON BENCHMARKING HIGHLIGHTS		
Plans, Policies, & Programs	**American Canyon Current Practice**	**Best Practice Examples**
Inventory of Pedestrian Facilities A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.	The city does not have a GIS inventory of sidewalks or other pedestrian facilities. While sidewalk projects do not have a set annual budget, they tend to comprise approximately $100,000 of the annual capital improvements program funding. The majority of sidewalk projects in the City are funded through grants in addition to local funds.	• Expand the GIS-based facility inventory, created as part of this plan, to include informal pathways and key pedestrian opportunity areas in the City.
Walking Audit Program Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility.	American Canyon has not conducted pedestrian walking audits before this plan.	• Conduct regular walking audits as part of a citywide safety program for pedestrians. This effort could complement a "trip and fall" program or health-oriented programs within the city, as well as distribution of the media campaign NVTA is pursuing.
Crosswalk Design Guidelines A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments citywide.	The city currently does not have a crosswalk policy and makes decisions regarding crosswalks on a case by case basis.	• Consider adopting a crosswalk policy as part of this plan that reflects best practices and recent research to include criteria for installing crosswalk enhancements such as flashing beacons, advanced yield markings, or in-roadway pedestrian signs as well as criteria for midblock crossings where strong desire lines exist. • Include criteria in the crosswalk policy for identifying, installing, and enhancing midblock crossings where strong desire lines exist.



Source: City of American Canyon General Plan Map, December 2010.

Exhibit AC-1

American Canyon - Land Use Map



Community Amenities

SR-29 Priority Development Area Specific Plan

LEGEND

- City of American Canyon
- Priority Development Area
- Park
- Civic Asset/Node
- Residential Node
- Commercial Node
- Place of Worship

Source: MIG.

Exhibit AC-2

American Canyon - Destination Map

Existing Pedestrian Infrastructure

An inventory of existing sidewalks, marked crosswalks, curb ramps and trails was collected on key roadways throughout the city using a combination of aerial imagery and Google Street View imagery from the years 2011 – 2014 (imagery for a few small residential streets dated back to 2007).

A GIS database assembled for the inventory includes additional detail beyond what is illustrated in the inventory maps, including the style of crosswalk striping, the method of vehicle control at the crosswalk (i.e., traffic signal, flashing beacon, stop sign, or uncontrolled), whether the crosswalk was located in a school zone, and the curb ramp design (i.e., whether the ramp is directional or diagonal and if it has truncated domes). For more information and examples of these types of facilities, please see the Best Practices Toolkit, **Appendix D** of the Countywide Pedestrian Plan.

American Canyon Inventory

A roadway network of 34 miles in the City of American Canyon was identified by city staff for inventory collection. This network was determined by excluding roadways within residential developments constructed after the year 1996, due to adequate sidewalk coverage and curb ramps compliant with ADA legislation at that time. As shown in *Exhibit AC-3*, the residential roadways surveyed generally have a connected sidewalk network, with the exception of the Mc Knight Acres neighborhood which includes north-south streets James Road and Andrew Road, as well as east-west streets Donaldson Way and Crawford Way. City staff identified existing development as a potential constraint for sidewalk installation in this area, as many houses are located close to the edge of the street. City staff also identified the need for crossing improvements at the signalized intersection of SR 29 and Donaldson Way, where crosswalks are marked along all but the north leg. Sidewalk gaps are also present along Donaldson Way approaching SR 29 from both the East and the West. Several completed segments of the Vine Trail and Bay trail run through American Canyon, shown as multi-use pathways on *Exhibit AC-3*, as well as smaller path systems that serve as neighborhood pedestrian connections.



American Canyon: Benton Way at Chaucer Lane

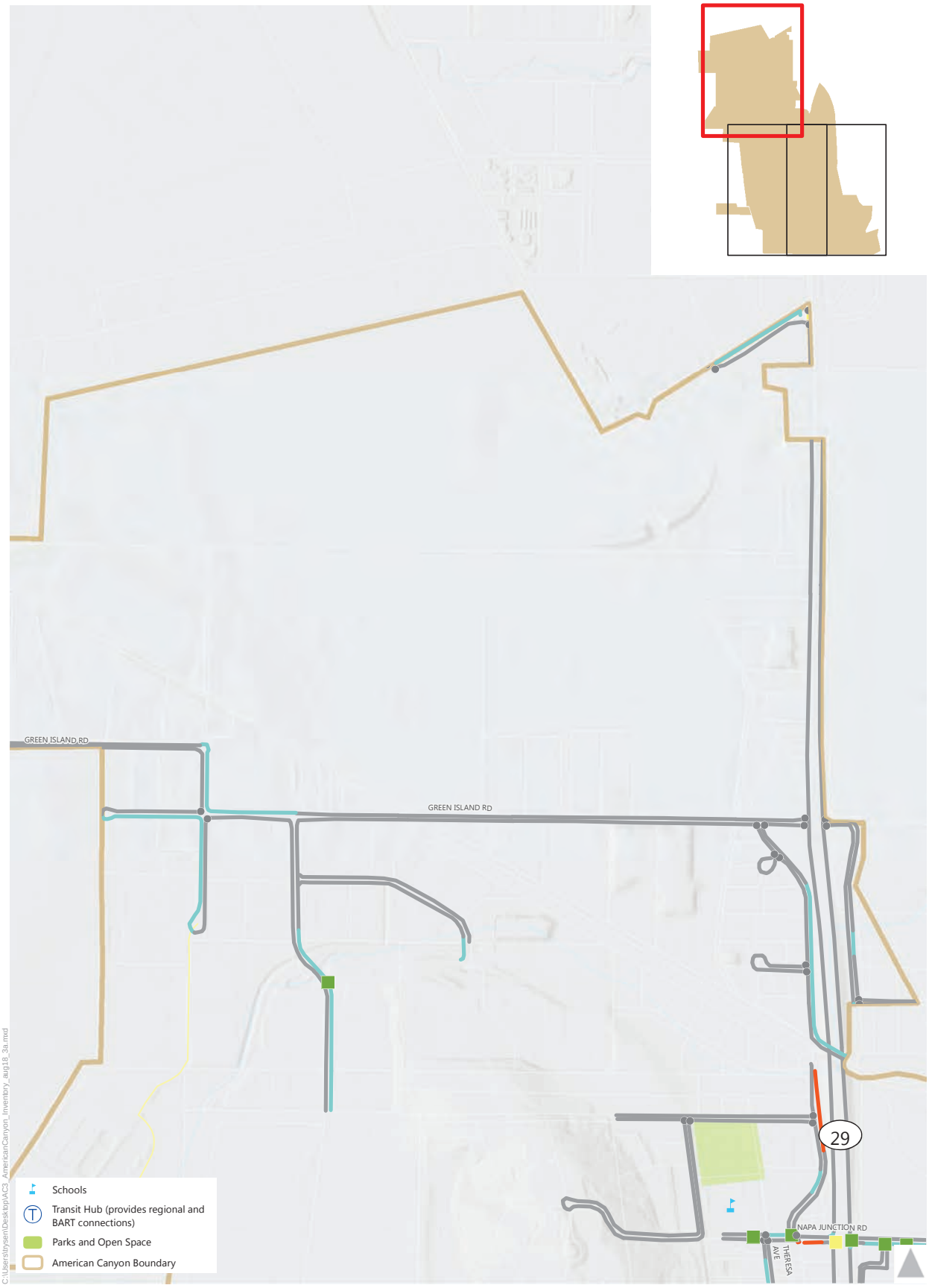


Exhibit AC-3a
Pedestrian Facility Inventory
City of American Canyon

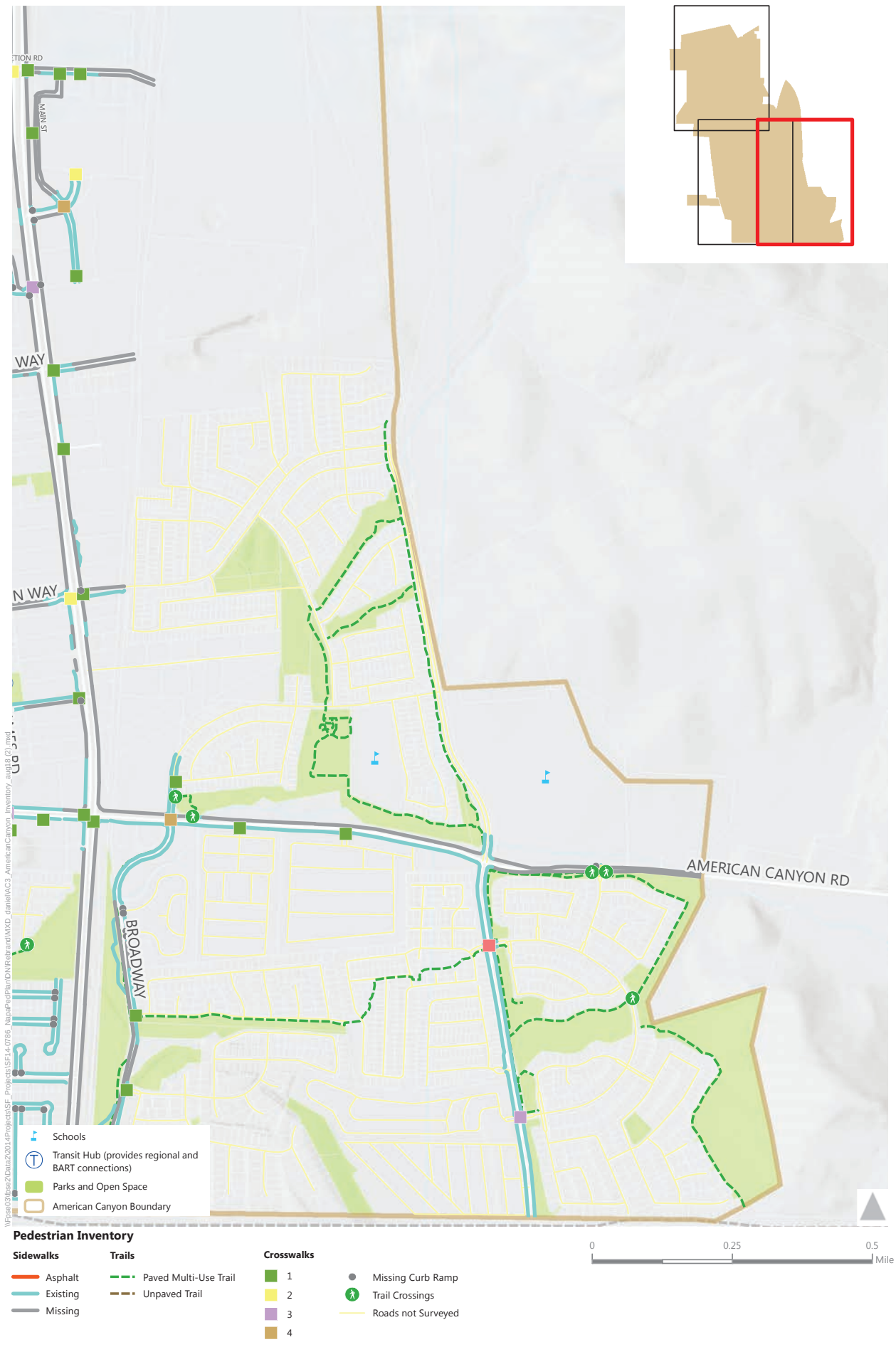
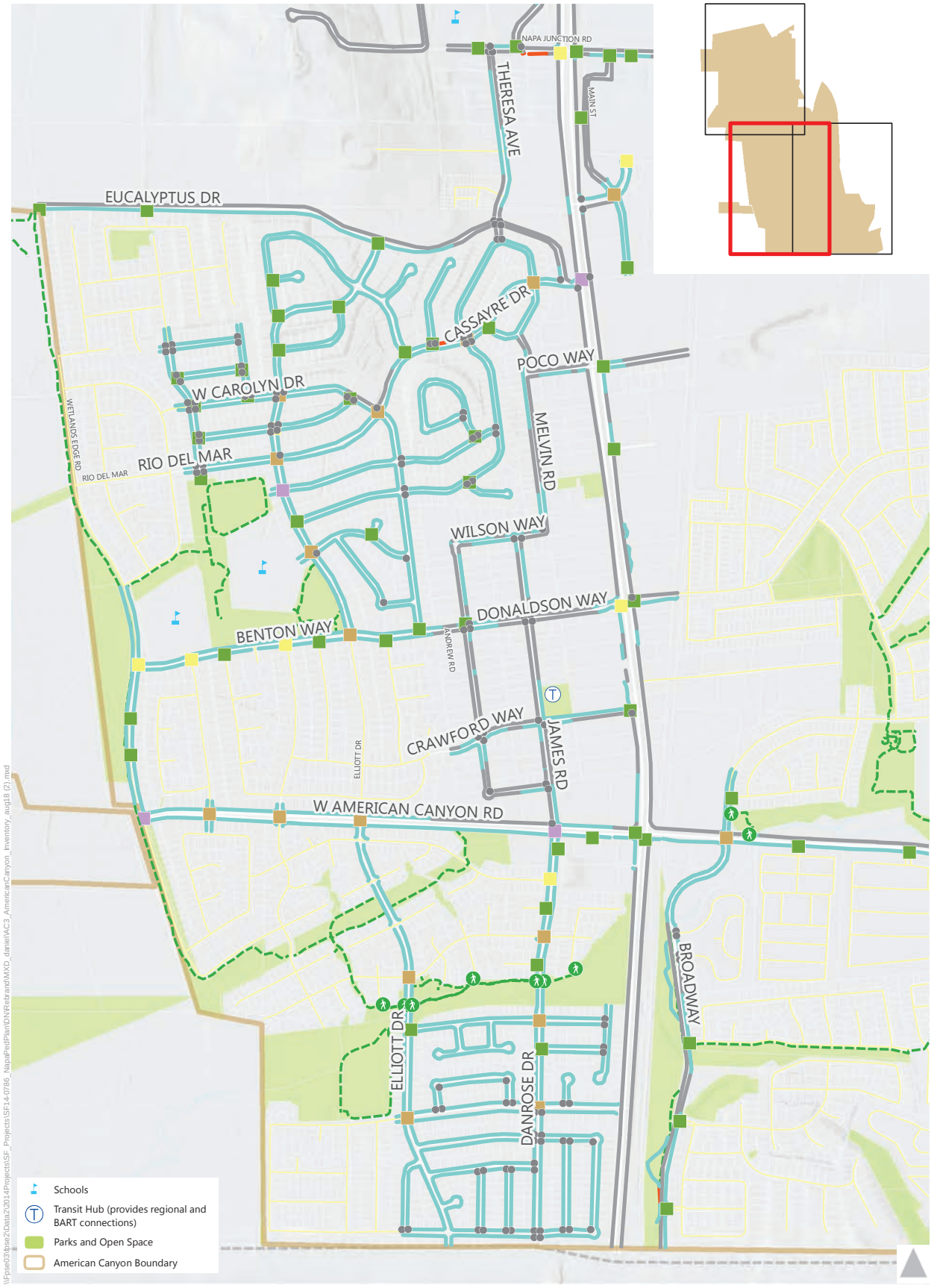


Exhibit AC-3c
Pedestrian Facility Inventory
City of American Canyon



Pedestrian Inventory

Sidewalks
- Asphalt
- Existing
- Missing

Trails
- Paved Multi-Use Trail
- Unpaved Trail

Crosswalks
- 1
- 2
- 3
- 4
- Missing Curb Ramp
- Trail Crossings
- Roads not Surveyed

0 0.25 0.5 Mile

Exhibit AC-3b
Pedestrian Facility Inventory
City of American Canyon

Activity Levels

Pedestrian counts were conducted at five locations throughout American Canyon in October and November 2015. These locations were selected based on locations of proposed pedestrian projects in this plan, potential localized safety concerns, expected high expected levels of walking, and proximity to key pedestrian destinations, including schools and downtown commercial areas. **Table AC-2** provides a summary of the two-hour counts completed within the jurisdiction. Count results varied significantly based on nearby neighborhood population density, as well as by the adjacent land use.

TABLE AC-2: AMERICAN CANYON COUNT PROGRAM LOCATIONS

ID	Jurisdiction	Location	Morning	Evening	School
			7-9AM	4-6PM	2-4PM
AC1	American Canyon	SR 29 and American Canyon Rd.	32	90	
AC2	American Canyon	Melvin Road at Poco Way	3	6	
AC3	American Canyon	James Road at Donaldson Way	23	42	
AC4	American Canyon	Elliott Drive at Donaldson Way	97	55	196
AC5	American Canyon	Elliott Drive at Crawford Way	25		33

The highest volumes of pedestrians were observed at the intersection of Donaldson Way and Elliot Drive, located in close proximity to American Canyon Middle School and Donaldson Way Elementary School, during the hours of 2-4 PM. Observed pedestrian activity at this location was consistently high relative to other locations within American Canyon; nearly 100 pedestrian crossings were recorded during the AM period of 7-9 AM (concurrent with student arrival times) and almost 200 pedestrian crossings were recorded during the afternoon period, which coincides with school dismissal.

The intersection of Melvin Road and Poco Way (AC2) recorded the fewest pedestrian crossings – fewer than 10 pedestrians over each two-hour period observed. Melvin Road is a predominantly residential corridor. There are no marked crosswalks at this one-way stop controlled intersection, and sidewalks are present along one side of each of the intersecting streets.

Collision Analysis

Collision data was accessed from the California Highway Patrol Statewide Integrate Traffic Records System (SWITRS). This data represents all reported pedestrian-vehicle collisions occurring during the ten-year period from January 2003 to December 2012.

Exhibit AC-4 shows the locations of these pedestrian collisions in American Canyon.

Exhibit AC-4 presents raw collision counts only. While this is illustrative of "hot spot" areas in American Canyon, another important consideration for identifying safety focus areas can be collisions per pedestrian (or the collision

rate). Collision rates (not included in the current analysis because pedestrian volume data is not available citywide) can highlight locations where improvements can be added to ensure a focus on areas that may not have as many people walking (but have high collision rates) in addition to areas with high pedestrian volumes and a high number of collisions.

Hot Spots

According to data from the California Household Travel Survey (CHTS, 2012), the walking mode share in American Canyon for all trips is 2%, as compared to the countywide walking share of 10%. This aligns with the number of reported pedestrian-related collisions in the city, which is relatively low compared to the rest of the jurisdictions. Three collisions were reported along American Canyon Road in the last ten years and two at the intersection of Benton Way and Wetlands Edge Road along the frontage of American Canyon Middle School.

Countywide Demographic and Seasonal Trends

For this plan, a review of collisions countywide included organizing the data by age for children and seniors, and comparing the results across each jurisdiction. Daily and seasonal trends for collision occurrences and primary collision factors were also reviewed countywide. A summary of these results can be found in the *Countywide Walking Trends* chapter of the countywide plan.

Pedestrian Actions

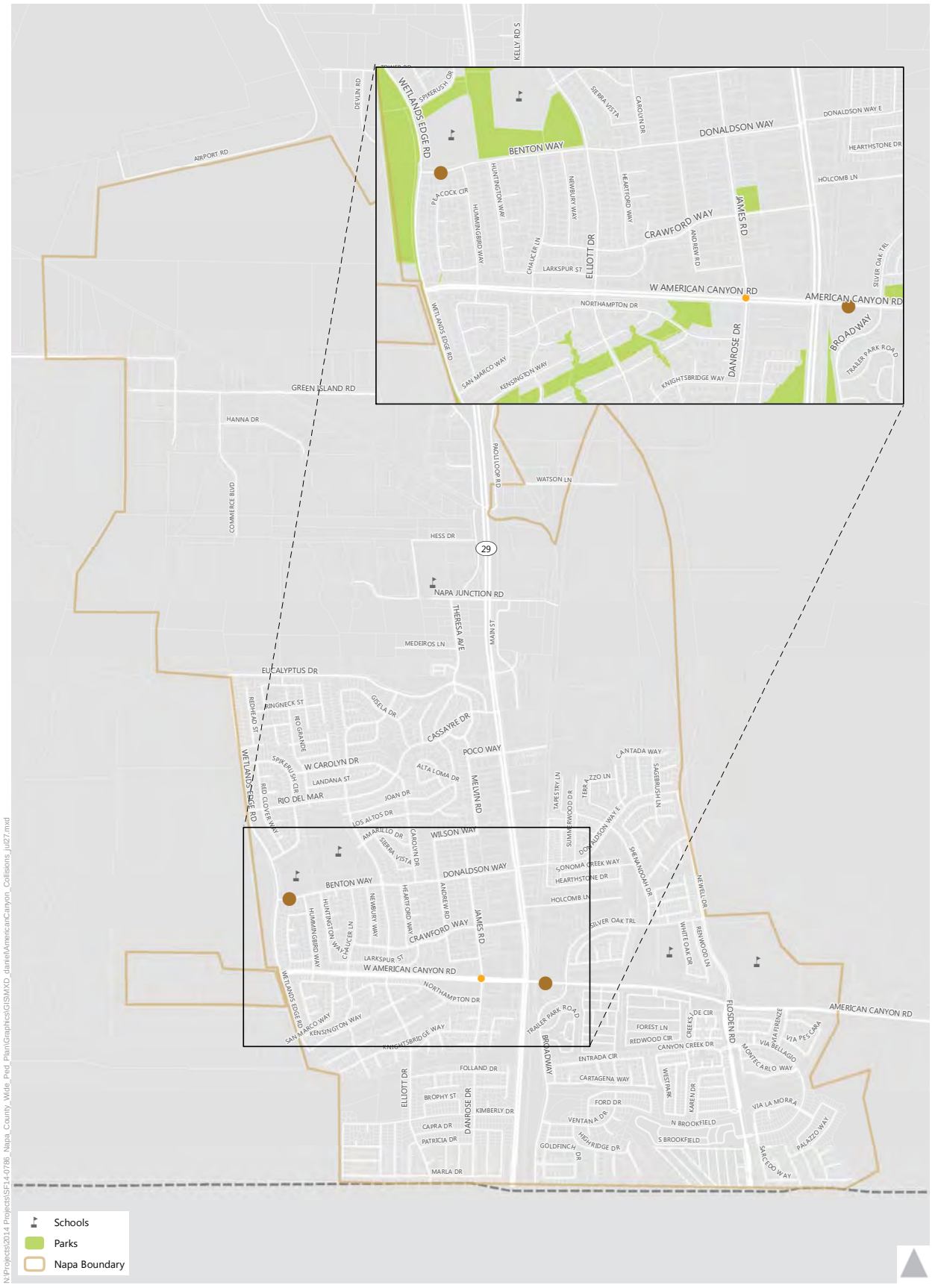
Perhaps one of the more telling sources of information in the SWITRS data is the Pedestrian Action variable, which describes what the pedestrian was doing immediately before the collision occurred. According to the pedestrian actions presented in **Table AC-3**, pedestrian safety issues surrounding collisions in American Canyon are typically focused around crossing locations.

TABLE AC-3: AMERICAN CANYON COLLISION SUMMARY PEDESTRIAN ACTIONS (2003-2012)

Pedestrian Action	Number of Collisions		
	Injury	Fatality	Total[1]
Crossing Not in Crosswalk	4	0	4
Crossing in Crosswalk at Intersection	3	0	3
Walking, Not in Road	1	0	1

1. Some of the recorded collisions were unable to be mapped due to a missing location in the database.

Source: SWITRS



Pedestrian-Involved Collisions 2003-2012

1 # of Injury Collisions
2 Collisions

Pedestrian Collision Hotspots

Density	Intersection	Total Collisions
●	American Canyon Rd. and James Rd.	1
●	Benton Way and Wetlands Edge Rd.	2
●	Broadway and American Canyon Rd.	2

None of these intersections experienced a fatal collision.

0 0.5 1 Mile

Exhibit AC-4
Pedestrian-Involved Collisions
2003 - 2012 City of American Canyon

Public and Stakeholder Input

Countywide Outreach

Input on plan goals and objectives, current pedestrian issues, and desired locations for improvement was solicited through meetings with jurisdiction staff and key stakeholders, countywide public workshops, and an interactive mapping tool made available online. The goal was to develop a community-supported vision for pedestrian improvements. A summary of all input received during this process countywide is displayed in **Table AC-4**. Connectivity and safety were the key themes across the countywide comments.

TABLE AC-4: PUBLIC INPUT RECEIVED COUNTYWIDE

Comment	Comment Type	Percent of Total Comments
Add a sidewalk here	Connectivity	16%
Make it safer to cross the street here	Safety	15%
Make it safer to walk here	Safety	14%
Add a pedestrian pathway	Connectivity	13%
High traffic volume or speed here	Safety / Walkability	8.5%
Pedestrian facilities need maintenance here	Walkability	4.5%
Barrier for persons with disabilities here	Accessibility	2%
Other (Add your own idea)		27%

Source: Fehr & Peers, 2015

Examples of the comments that were categorized as “add your own idea” in American Canyon are included in the Station One narrative below.

Public Workshops

Ongoing public outreach and participation was an integral element in developing the Countywide Pedestrian Plan. Public workshops were advertised on NVTA’s website, as well as via local media including the newspaper and radio. Invitations to the public workshops were also sent to local stakeholders, including senior centers, mobility impaired groups, advisory committees and local non-profit groups. The goal of the workshops was to identify public concerns and opportunity areas to inform focus areas, educate the stakeholders, and solicit feedback on the plan vision and goals.

Public workshops were held throughout the County in Winter 2015: in Napa on January 22 at NVTA; in American Canyon on January 27; in St. Helena on January 28; and in American Canyon on February 4. Due to recent public workshops held in Calistoga through development of their Active Transportation Plan in 2014, workshops were not held in the City. All workshops were open to all members of the public countywide. Photos of workshop posters are included in **Appendix A** of the countywide plan.

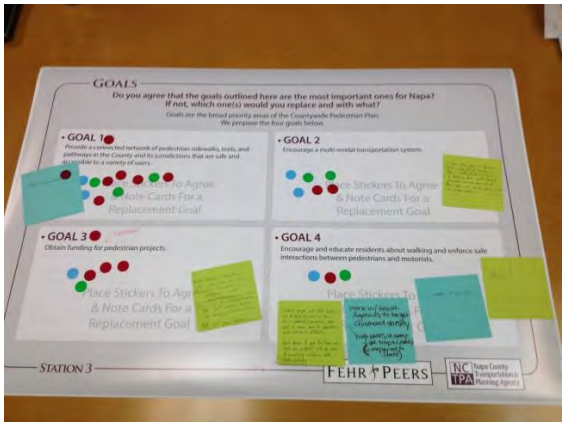
The format for each public workshop was the same and consisted of four stations:

- **Station One: Issues/Opportunities**

  At Station One, participants voted on a list of common barriers to walking to indicate those that were most relevant to the walking environment in their jurisdiction and countywide. Participants also wrote comments on large-scale aerial maps placed on tables or on the floor to highlight existing barriers to pedestrian travel and locations where improvements were needed. Suggested comments included "Make it safer to cross the street here" or "High traffic volume or speed here". Comments were mapped in GIS after the workshops to visualize the areas of reported pedestrian needs and inform the decision for focus area locations. The results of this mapping exercise included over 40 comments in the City of American Canyon, and results are shown in *Exhibit AC-5*. Comments were grouped into six categories, including a miscellaneous category "Add your own idea". This category was used for comments that did not fall into any of the major themes shown in Table AC-4. Examples of these miscellaneous comments included documentation of cut-through traffic, future Vine Trail connections, and locations of barriers to neighborhood pedestrian connections. All public comments were considered in the process to choose focus areas for the Plan, discussed under *Opportunity Areas* in this Plan, and when identifying candidate pedestrian improvements.
- **Station Two: Best Practices Toolbox**

  Station Two was an informative station that displayed examples of best practices for pedestrian treatments frequently used in pedestrian planning efforts. Treatments included sidewalk buffers, intersection features, crosswalk enhancements, as well as signal and striping modifications.
- **Station Three: Goals Visioning**

  At Station Three, participants had the opportunity to weigh in on draft goals for the plan and write their own vision statement. Conflicting desires related to transportation were also presented on either end of the scale and participants were asked to place stickers where they thought the balance should be struck. Tradeoffs included ease of walking compared to ease of driving and creating a comprehensive pedestrian network compared to improved transit service. This information is valuable to determine where the public would like resources to be focused.
- **Station 4: Collision Maps**

  Station Four was an informative station that displayed the collision maps shown in this plan.

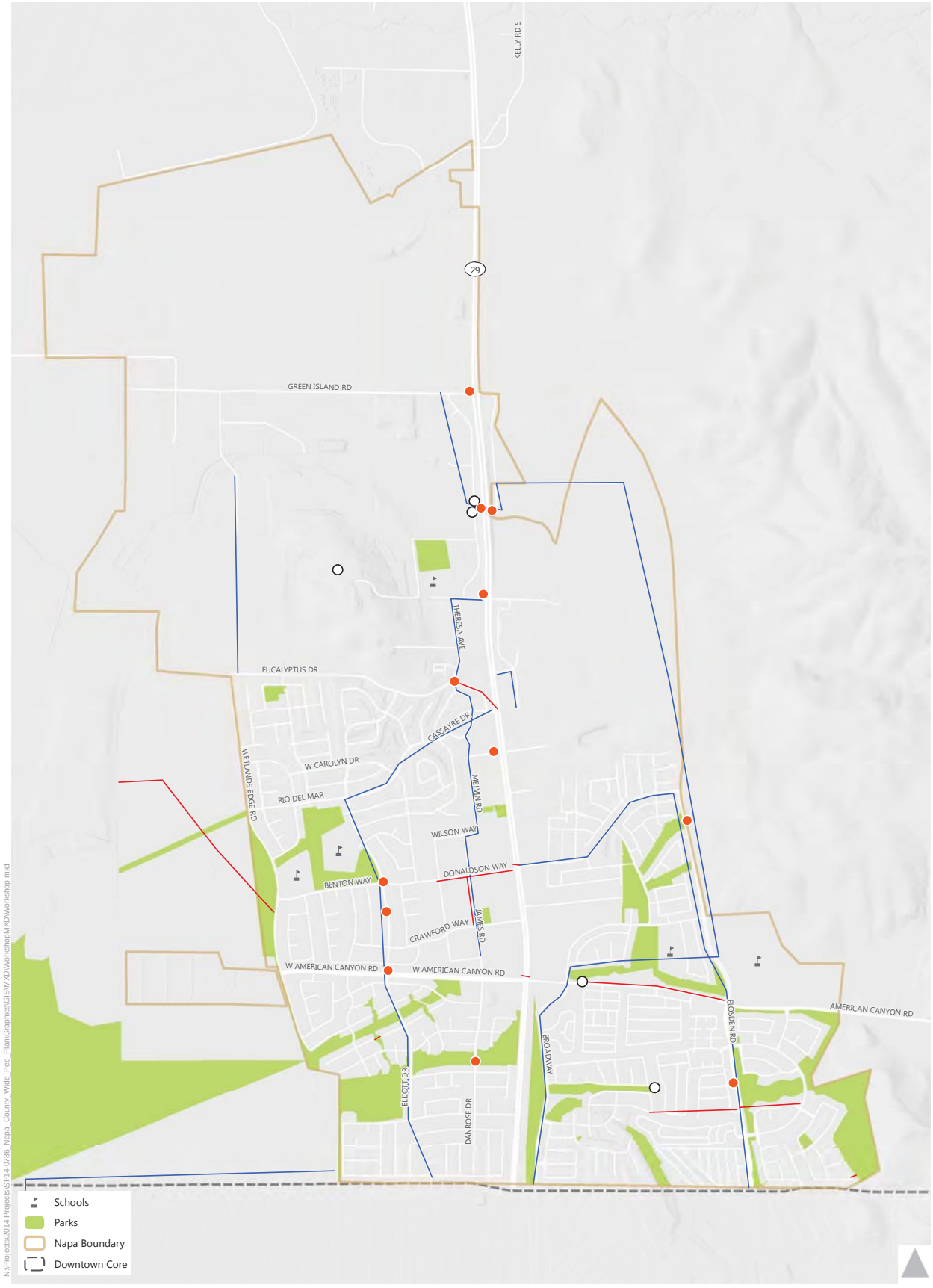


Exhibit AC-5

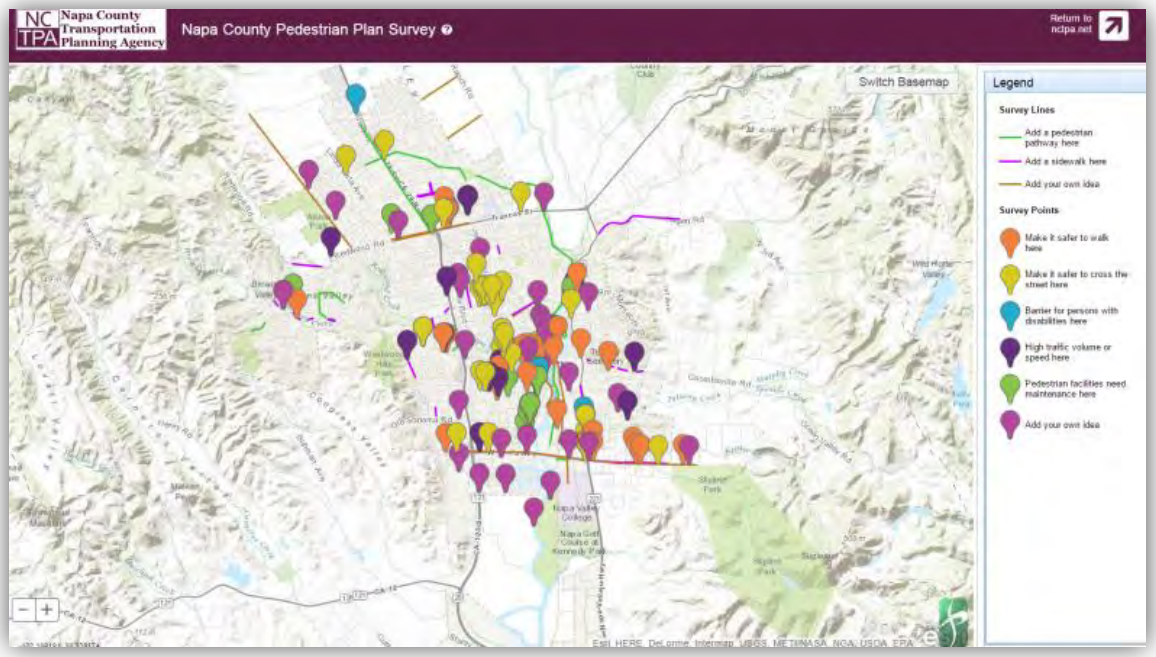
Workshop Comments
American Canyon

Online Survey Mapping Tool

Napa County residents, employees, and visitors who wanted to provide input but were unable or did not wish to attend the public workshops had the option of submitting their comments online through an interactive mapping tool. Users placed pins on the maps to highlight desired improvements using pre-set comments or creating their own comment. Preset comments included:

- Make it safer to walk here
- Make it safer to cross the street here
- Barrier for persons with disabilities here
- High traffic volume or speed here
- Pedestrian facilities need maintenance here
- Add a sidewalk here
- Add a pedestrian pathway here

Results from the 70 comments submitted countywide are shown in *Exhibit 2* of the countywide plan.



American Canyon-Specific Focus Groups

At the outset of the plan development process, meetings were held with key staff from American Canyon to initiate the planning process on December 16, 2014.

This meeting included a discussion of existing programs, policies and practices. Examples from other cities as well as recommendations for improvements are provided in the benchmarking summary table in **Appendix AC-A**.

Jurisdiction staff also provided input during the initial benchmarking meeting and at the public workshops on key areas where pedestrian improvements are planned and in some cases, where connections and safety improvements are desired. This input was used to inform potential opportunities for walking audit routes, as well as discussed along with the facility inventory maps under the *Existing Pedestrian Infrastructure* section of this plan.

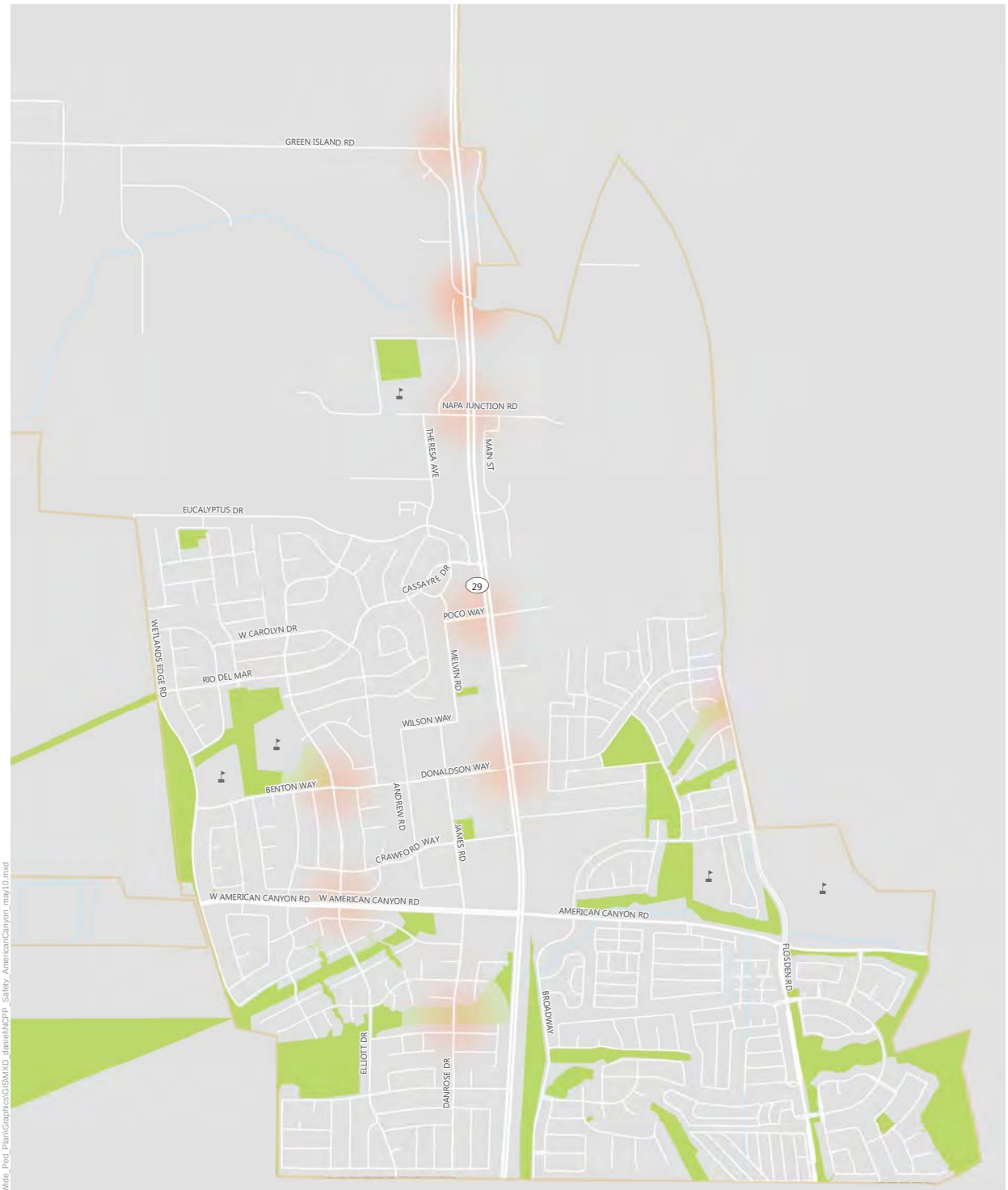
Key goals for the pedestrian planning process were also discussed with American Canyon staff and included creating a sidewalk maintenance policy and updating the ADA Transition Plan. These goals are incorporated into key programmatic and policy recommendations in this plan.

Additional focus group meetings were held for the American Canyon walking audit on May 19, 2015, and to review the list of suggested pedestrian projects on August 20, 2015.

Perceived Barriers

As shown in **Table AC-4**, connectivity and safety are two of the top pedestrian issues identified from the public. To geographically visualize the safety concerns in American Canyon, a heat map was created, shown in Exhibit AC-6. This map shows the density of safety-related public comments received during the outreach process, and is intended to represent perceived barriers to walking. These locations may be under-represented in the collision data due to a high level of collision under-reporting with SWITRS data[6] or fewer people walking as a result of these perceived issues. This map provides an important lens into key areas for concern, and may help supplement collision data to identify locations where near misses and other safety-related (but non-reported) issues may be present.

[6] Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113



This map is a visual representation of safety-related public comments (i.e. "make it safer to walk here" or "high traffic volume or speed here") received during the outreach process, intended to represent potential barriers to walking. These locations may be under-represented in the collision data due to under-reporting or fewer people walking as a result of safety concerns. This map may help supplement collision data to identify locations where near-misses or other safety-related issues may be present.

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Schools
Parks
American Canyon Boundary

Safety-Related Comments

Many Issues (2) ← Few Issues (0)

0 0.5 1 M

Exhibit AC-6
Perceived Barriers: As Visualized by Safety-Related Public Comments
City of American Canyon

Opportunity Areas

The City of American Canyon is focused on updating and implementing their ADA Transition Plan, and they have recognized this moment as a key opportunity to enhance pedestrian safety and mobility in concert with the accessibility updates. The city's single-family residential subdivisions and the commercial corridor's orientation along SR 29 present unique challenges to the pedestrian environment. This plan expands on existing efforts by developing a list of proposed pedestrian facilities within key focus areas of the city and referencing those that have been developed by other plans. Initial focus areas for the Plan were developed using a data-driven GIS process that evaluates several factors related to the built environment and demographics that affect the propensity to walk. This process, called the "Ped INDEX", was adapted by work done by the US Environmental Protection Agency (EPA) has been used in several plans in the Bay Area to map the qualitative likelihood of demand for pedestrian activity.

Ped INDEX

The main factors used in the Ped INDEX are population density, land use mix, presence of schools or parks, intersection density, location of downtown commercial areas, and age. These factors resulted in a "heat map" which displays an estimate for relative pedestrian demand on the streets throughout the City of American Canyon. More detail on the Ped INDEX methodology and results as well potential applications can be found in **Appendix B** of the countywide plan.

To balance high pedestrian demand areas with key areas of need in American Canyon, additional data layers were used to display pedestrian deficiencies. These include gaps in sidewalk and reported pedestrian-involved collisions. In general, places with high pedestrian demand and a high infrastructure need are shown as target areas that could be prioritized for pedestrian improvements. The resulting heat map with overlaid demand and deficiencies is shown in *Exhibit AC-7*.

As illustrated on *Exhibit AC-7*, Ped INDEX focus locations include the area adjacent to American Canyon Road and Canyon Oaks Elementary School, neighborhoods adjacent to Donaldson Way Elementary School, as well as neighborhood pockets near Elliott Drive and Folland Drive. After reviewing the locations of comments received during public outreach and the alignment with focus locations on the Ped INDEX maps, two potential walking audits were recommended to city staff:

- **Western Routes to School**: Elliot Drive from American Canyon Road to Donaldson Way; Donaldson Way from Elliot Drive to SR 29; James Road from Donaldson Way to Crawford Way (1 mile)
  This area includes connections to the hot spots such as Donaldson Elementary School and American Canyon Middle School. It also covers a portion of Donaldson Way that lacks sidewalks and acts as a key route for school children, which aligns with desired improvements from both city staff and the public input. James Road also lacks sidewalk and is a key connector to this route. Several public comments were

received highlighting the need for traffic calming along Elliot Drive due to cut through traffic as well as the need for improved crossings at SR 29 and Donaldson Way.

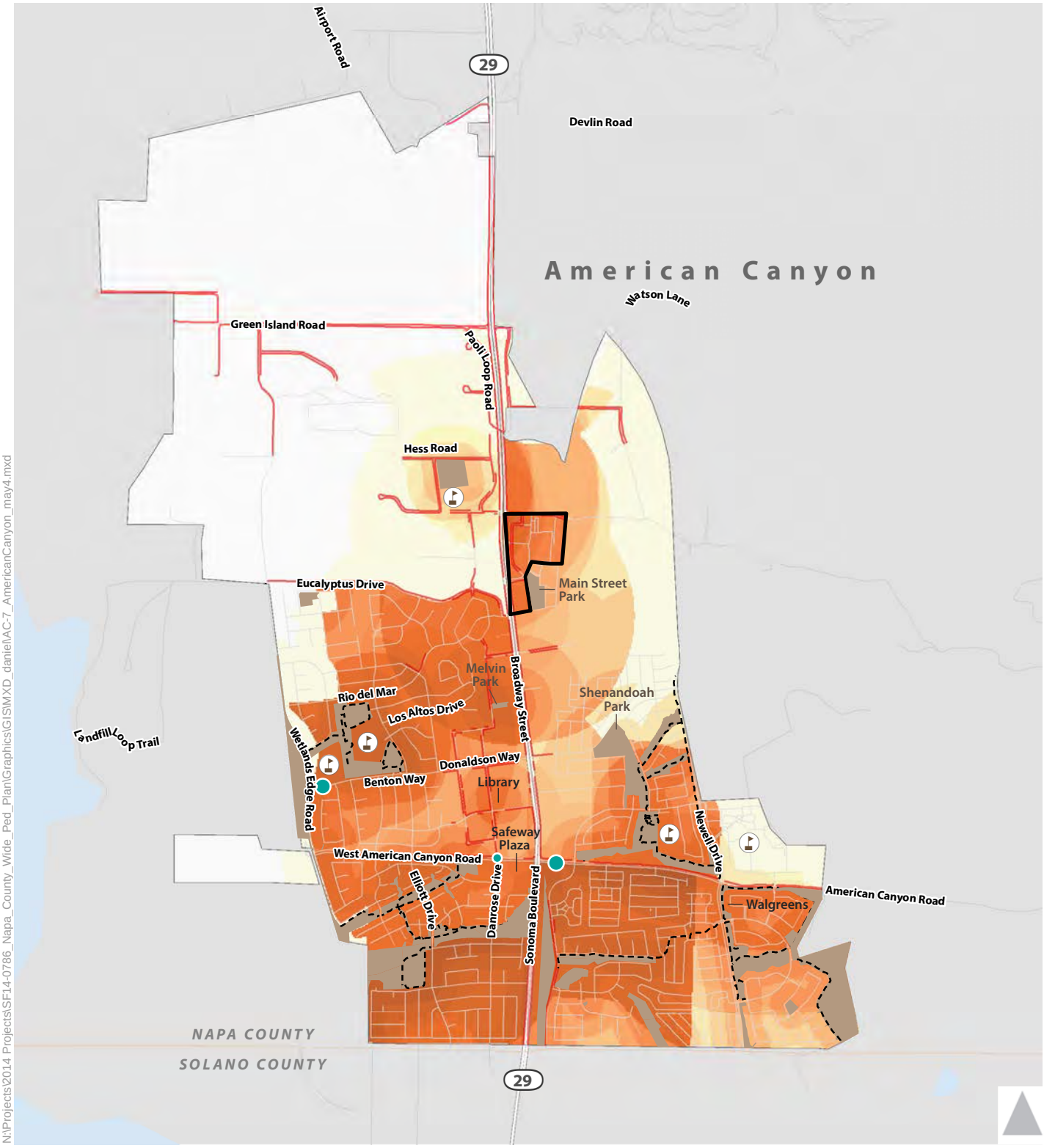
- **Eastern Routes to School:** American Canyon Road from Newell Drive to Danrose Drive; James Road from American Canyon Road to Crawford Way (1 mile)
  Several comments during the workshop highlighted the lack of sidewalk along American Canyon Road, a key connection to the high school. Several pedestrian collisions have also been reported along this route, between James Road and Broadway. This walking audit route also addresses pedestrian connections from the residential development south of American Canyon Road through Silver Oak Park to Canyon Oaks Elementary School.

After discussions with city staff regarding candidate locations, a combination of the above recommended focus areas, for a total of just over one mile, was chosen for study during walking audits:

- Donaldson Way from SR 29 to Elliot Drive
- James Road from Donaldson Way to Crawford Way
- Elliot Drive from Donaldson Way to W American Canyon Road

2016 ADA Transition Plan Update

The city refreshed their 2008 ADA Transition Plan to document any recently improved curb ramps and sidewalks marked deficient in the original Plan. Field measurements were also collected along the walking audit routes shown above to determine the accessibility of sidewalks, curb ramps, driveways, and signal accommodations in the public right of way. The survey results for each location were mapped in GIS for future tracking. Areas that were outside of the audit route that were listed as deficient in the 2008 plan were also mapped – these areas were noted as needing updates or as recently improved requiring field verification. A refreshed schedule of improvements and prioritization categories for removing accessibility barriers in the public right-of-way was also developed as part of the updated plan. Best practices for tracking compliance of facilities were discussed and summarized for use going forward.



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Demand:

Pedestrian Index Score

High — Low

Deficiencies:

Pedestrian Collisions (Injuries)

1 2

Pedestrian Fatality

Missing Sidewalks

Legend:

Major Retail

Parks

Trail/Path

School

Exhibit AC-7

American Canyon - Pedestrian Index Demand & Deficiencies

Priority Projects and Implementation Plan

An important outcome of this plan is the designation of a priority project list and an implementation plan for these projects. The priority project list was assembled based on:

- Results of the Walking Audit conducted for the plan
- Projects recommended through related planning efforts, such as the Countywide Transportation Plan (CTP)
- Conversations with staff and stakeholders regarding other local priorities

Walking Audits

Walking audits were conducted in April 2015 with Cheryl Braulick of American Canyon Public Works to observe field conditions and brainstorm potential ideas for improvement.

During the walking audits, visual surveys were conducted to observe physical characteristics and conditions of the pedestrian environment as well as the connectivity and continuity of the surrounding pedestrian network. A debrief was held afterwards with the group to discuss observations and determine suggestions for improvements.

Project List and Map

Suggested pedestrian projects developed during the Pedestrian Plan walking audits and similar, recent efforts are shown in *Exhibit AC-8*. Descriptions of each project and additional program and policy recommendations are included below under *Priority Projects.*

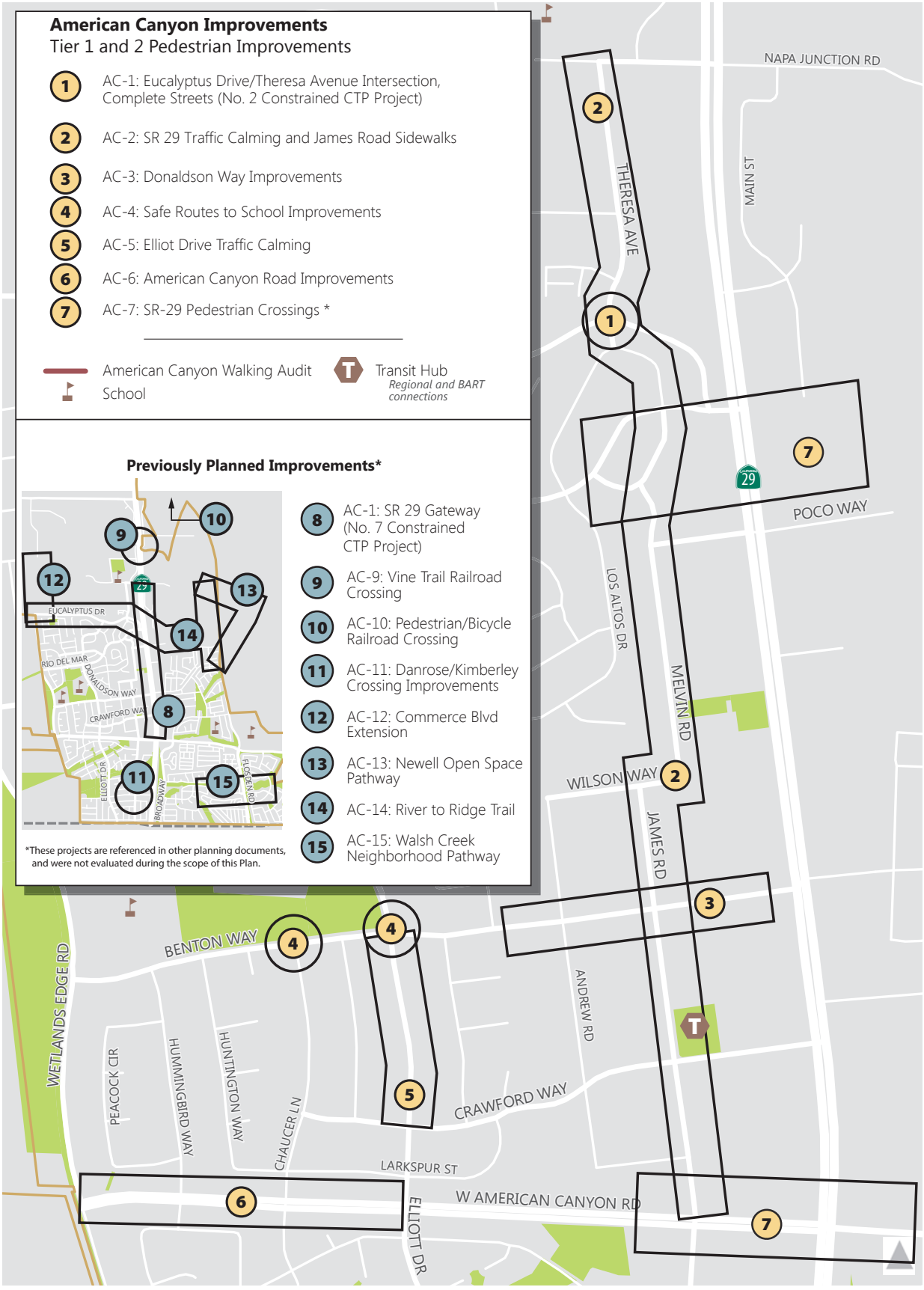


Exhibit AC-8
American Canyon - Project Locations

Priority Projects

Existing funding for pedestrian facilities is limited and cannot successfully cover more than a fraction of the recommendations in this plan. Available regional, state and Federal funding sources and grant cycles are highly competitive among worthy projects and other jurisdictions. To help prioritize pedestrian investments for the limited available funding, this plan prioritizes projects according to six criteria:

- Local importance
- Safety enhancements
- Proximity to schools
- Proximity to transit
- Sidewalk gap and trail connections
- Cost

These criteria and the metrics used to define them are described in more detail in **Appendix AC-C**. Each pedestrian improvement project is shown in one of two tiers based on the number of evaluation criteria it meets. Detailed results and project descriptions can be found in **Appendix AC-C.** A summary of the improvements is shown in **Table AC-5**.

Other Planned Improvements

The City of American Canyon recently identified several pedestrian-related improvements in planning efforts beyond this plan, such as the *General Plan Circulation Element* (2013) and the *American Canyon Bicycle Plan* (2012). Improvements include pedestrian overcrossings of SR 29, enhanced pedestrian access on Commerce Boulevard to connect to the northern industrial area of the city, several multi-use pathway connections, and crossing enhancements at the residential intersection of Danrose Drive and Kimberly Drive. These improvements are in various stages of planning; many are being considered as a component of specific development such as the American Canyon Town Center or focused planning efforts such as the Broadway District Specific Plan. These planned improvements were assigned to “Tier Three” in **Table AC-5** and were not evaluated for prioritization.

TABLE AC-5: AMERICAN CANYON PEDESTRIAN IMPROVEMENTS				
Project ID	**Location**	**Description**	**Pedestrian Component**	**Estimated Cost**
ON-GOING SYSTEM MAINTENANCE				
Sidewalk Gap Closure and Maintenance (No. 1 2015 CTP Program)	Citywide	Sidewalk maintenance, rehabilitation and expansion	Sidewalks Maintenance	$$$
TIER ONE				
AC-2 SR 29 Traffic Calming and James Road Sidewalks	James Road, Melvin Road, Cassavre Drive, Theresa Avenue	Traffic calming study	Traffic calming	$1,035,000
	James Road, Donaldson Way to American Canyon Road	Near Term: Sidewalk installation	Sidewalks	
		Medium-Term: Sidewalk installation	Sidewalks	
		Long-Term: Sidewalk installation	Sidewalks	
AC-3 Donaldson Way Improvements	Donaldson Way, SR 29 to James Road	Sidewalk	Sidewalk	$570,900
	Donaldson Way, James Road to Andrew Road	Tree trimming	Maintenance	
	Donaldson Way at Andrew Road	Marked crosswalks	Crossing treatments	
	Donaldson Way, Carolyn Drive to Andrew Road	Sidewalks	Sidewalk	
AC-4 Safe Routes to School Improvements	Donaldson Way at Elliott Drive	Roundabout and relocated bus stop	Traffic calming Crossing treatments	$356,600
	Benton Way at Chaucer Lane	Crosswalk enhancements[1]	Crossing treatments	
AC-7 SR 29 Pedestrian Crossings[2]	SR 29 at American Canyon Road and Rio Del Mar	Grade-separated pedestrian crossings	Crossing treatments	$$$
TIER TWO				
AC-1 Eucalyptus Drive/Theresa Avenue Intersection, Complete Streets (No. 2 CTP Project)	Eucalyptus Drive at Theresa Avenue	Roundabout (As part of Eucalyptus Drive Realignment Project)	Traffic Calming	$$

TABLE AC-5: AMERICAN CANYON PEDESTRIAN IMPROVEMENTS				
Project ID	**Location**	**Description**	**Pedestrian Component**	**Estimated Cost**
AC-5 Elliot Drive Traffic Calming	Elliot Drive from Donaldson Way to Crawford Way	Neck downs with bicycle access	Traffic calming	$$
		Signage	Signing and striping	
	Elliot Drive at Crawford Way	Traffic circle with enhanced[1] marked crosswalk	Traffic calming Crossing treatments	
	Elliot Drive at Larkspur Street	Traffic circle	Traffic calming	
	Elliot Drive from Larkspur Street to American Canyon Road	Raised median with restriping and relocated bus stop	Crossing treatments Transit	
AC-6 American Canyon Road Improvements	American Canyon Road at Elliot Drive	Near Term: Crosswalk enhancements[1]	Crossing treatments ADA ramps	$$
	West of Elliot Drive	Long Term: Feasibility study for linear park	Pathway Traffic calming	
PREVIOUSLY PLANNED IMPROVEMENTS[4]				
AC-8 SR 29 Gateway (No. 7 CTP Constrained Project list)	SR 29, American Canyon Road to Napa Junction Road	Pathway, enhanced crosswalks[1], Class I pathway and Class IV bikeways	Sidewalks Crossing Treatments Pathway	$$$
	SR 29 at Donaldson Way	Crosswalk enhancements[1]	Crossing treatments ADA ramps	
AC-9 Vine Trail Railroad Crossing[3]	SR 29 at Paoli Loop Road	Grade-separated Vine Trail crossing	Crossing treatments	$$$
AC-10 Pedestrian/Bicycle Railroad Crossing[3]	Railroad tracks east of SR 29 near proposed "Town Center"	Grade-separated pedestrian crossing	Crossing treatments	$$$
AC-11 Danrose / Kimberly Crossing Improvements[3]	Danrose Drive at Kimberly Drive	Feasibility study for reduced crossing distances	Traffic calming Crossing treatments	$

TABLE AC-5: AMERICAN CANYON PEDESTRIAN IMPROVEMENTS				
Project ID	**Location**	**Description**	**Pedestrian Component**	**Estimated Cost**
AC-12 Commerce Boulevard Extension[3]	Commerce Boulevard, from Eucalyptus Drive to southern terminus of Commerce Boulevard	Multi-use path	Pathway	$$
AC-13 Newell Open Space Pathway[3]	Newell Creek, Newell Open Space Entrance at Newell Drive through Newell Open Space	River to Ridge multi-use path connection	Pathway	$$$
AC-14 River to Ridge Trail[3]	Eucalyptus Drive and South Napa Junction Road from Wetlands Edge Road to Newell Drive	Multi-use path from Theresa Avenue to Newell Drive; Class II bike lanes west of Theresa Avenue	Pathway / Bike Lanes	$$$
AC-15 Walsh Creek Neighborhood Pathway[3]	Walsh Creek, from Cartagena Way to Via Bellagio	Multi-use path and pedestrian bridge	Pathway	$$$

1. An enhanced crosswalk includes additional safety treatments such as curb extensions, reduced curb radii, or pedestrian refuge islands. These enhancements are recommended to address safety concerns such as higher speed or volume roadways, wider roadways, and roadways where motorists are less likely to yield to pedestrians. Specific recommendations are included in Appendix C-C. For additional information on the application of these enhancements, refer to the Crosswalk Policy of this plan.
2. Source: American Canyon Circulation Element, 2013. This project was developed through separate and ongoing efforts and was evaluated for prioritization due to local importance.
3. Source: American Canyon Bicycle Plan, 2012
4. These projects are pedestrian projects that are referenced in other planning documents. These projects were not evaluated during the scope of this Plan; however, they may be pursued through separate and ongoing efforts.

$$$ - high cost (>$1million); $$ - medium cost ($100k-$1million); $ - low cost (<$100k)

Source: Fehr & Peers, 2016

The trail system in American Canyon is a key asset to the community and several recommendations for new trail segments, including neighborhood connections and cut-throughs, shown in Exhibit AC-5, were received during the public workshops for this plan. When possible, these recommendations should be considered as trail segments such as those in AC-10, AC-15, and AC-18 are developed and implemented. Coordination with regional trail planning will also help ensure planned trail segments such as the Vine Trail and River to Ridge trail have community support and include local wayfinding.

Specific locations for sidewalk maintenance needs were noted during the walking audits and are included in project AC-6. Ongoing monitoring of sidewalks will ensure a broad and continuous application of sidewalk maintenance citywide. These efforts could be coordinated with accessibility updates for priority sidewalks and curb ramps in the ADA Transition Plan, to include consideration of locations surveyed as part of the 2015 ADA Transition Plan Update. Suggested

tracking methods in the Update will ensure efficient use of construction resources and implementation of the ADA Transition Plan by documenting ADA compliance in the field.

Supporting Programs and Policies

Key program and policy recommendations that complement the engineering-related projects are shown below in **Table AC-6**. Many of these recommendations draw from the benchmarking exercise completed at the onset of the plan development. The recommendations encompass education, encouragement, and enforcement activities.

TABLE AC-6: AMERICAN CANYON PROGRAM AND POLICY RECOMMENDATIONS

Program or Policy	Recommendations
Education and Encouragement	
Safe Routes to School (SRTS) Coordination	Coordinate with the Napa County Office of Education to continue SRTS programs in the city, and determine feasibility of implementing recommendations under the Safe Routes to School Support Program in the *Countywide Implementation* chapter of the countywide plan.
Safety and Enforcement	
Law Enforcement for Pedestrian Safety	Coordinate with NVTA to provide resources to officers in American Canyon on pedestrian safety enforcement principles and education outreach efforts to align with Countywide collision reduction goals. Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity during pick up and drop off periods. Determine feasibility of enforcement recommendations in *Countywide Implementation* chapter of the countywide plan.
NVTA Safety Campaign	Coordinate with NVTA on the media safety campaign that NVTA is pursuing, as an opportunity for education by distributing pedestrian safety pamphlets in-lieu of, or in addition to, citations.
Maintenance	
Repair of Sidewalks, Crosswalks, and Curb Ramps	• Continue to regularly improve and repair uneven sidewalk, broken asphalt in crosswalks, and install new curb ramps as part of the Citywide Sidewalk Maintenance Program in Table AC-5. This effort could complement the update schedule for curb ramps and sidewalks in the ADA Transition Plan and/or a trip and fall monitoring program. • Determine feasibility of adding a page to the city's website to allow residents and visitors to more easily report and track hazards in the public right-of-way and to ensure all necessary sidewalk repairs are included in the City's Capital Improvement Program (CIP). This could be coordinated with use of the "SeeClickFix" app to report maintenance needs for pedestrian-related pavement markings and traffic control devices.

TABLE AC-6: AMERICAN CANYON PROGRAM AND POLICY RECOMMENDATIONS	
Program or Policy	**Recommendations**
Overgrown Vegetation on Sidewalks and Planting Strips	Continue to ensure citywide that landscapes at maturity do not interfere with safe sight distances for bicycle, pedestrian, or vehicular traffic; do not conflict with overhead lights, traffic controls, traffic signage, utility lines or poles, or walkway lights; and, do not block bicycle or pedestrian ways. Develop ordinance to encourage adjacent property owners to maintain landscaped areas with live and healthy plant materials, replace plant materials when necessary to maintain full function and aesthetics; to water, weed, prune, fertilize and keep sidewalks and planting strips litter free.
Engineering and Design Standards	
ADA Compliance Tracking Program	Determine feasibility of tracking ADA improvements and updates using practices recommended as part of the ADA Transition Plan update, to be coordinated by the ADA Coordinator. Maintain and update GIS database of ADA curb ramps and sidewalk in the public-right-of way to align with priority schedule in the updated ADA Transition Plan.
Crosswalk Guidelines	Implement Crosswalk Guidelines, included in Appendix D of the Countywide Pedestrian Plan, to enable the city to respond to crosswalk requests in a manner that improves pedestrian accessibility and maintains public safety. Reference Guidelines when making decisions about where standard crosswalks (two, parallel white stripes) can be marked; where crosswalks with special treatments, such as high-visibility crosswalks, flashing beacons and other special features, should be employed; and where crosswalks will not be marked due to safety concerns resulting from volume, speed, or sight distance issues.
Place Making and Complete Streets	
Site Plan Review Checklist	Create checklist for development review to ensure site plans include considerations for pedestrian access, safety and sidewalk activation (including considerations for building frontage location, pocket parks, small plazas, or mini shops and evaluation of pedestrian circulation in parking lots). Include items from MTC's Routine Accommodation Checklist for projects in the public right-of-way to ensure routine application of the Complete Streets policy. MTC's checklist can be found here: http://www.mtc.ca.gov/planning/bicyclespedestrians/Routine_Accommodation_checklist.pdf

Next Steps

Funding Sources

According to American Canyon staff, funding is the greatest obstacle to implementing pedestrian projects. For example, there is no specific funding source set aside for the Traffic Calming Program. While sidewalk projects do not have a set annual budget, they tend to comprise approximately $100,000 of the annual capital improvements program funding. The majority of sidewalk projects in the city are funded through grants in addition to local funds.

Federal, state, regional, county and local organizations provide funding for pedestrian and bicycle projects and programs. The most recent Federal surface transportation funding program, Fixing America's Surface Transportation Act (FAST Act), was signed into law in July 2012. Details in this section are provided for funding programs that are used to fund scheduled projects through December 2020.

FAST Act funding is distributed to Federal and state surface transportation funds. Most of these resources are available to American Canyon through Caltrans, the Metropolitan Transportation Commission (MTC), and the Napa Valley Transportation Authority (NVTA).

Table AC-7 summarizes the applicability of these various funding sources to projects, planning efforts, and programs proposed in this plan. Detailed descriptions of the grant funding sources are presented in **Appendix B** of the countywide plan. The most applicable funding sources for the improvements recommended by this plan are the Active Transportation Program, One Bay Area Grants, and Highway Safety Improvement Program, and Transportation Development Act Article 3 funds.

TABLE AC-7: REGIONAL FUNDING SOURCE APPLICABILITY MATRIX				
Funding Source	**Class I Multi-Use Path**	**Pedestrian Projects**	**Other Projects**	**Planning and Programs**
Highway Safety Improvement Program (HSIP) Grants	◒	●	●	○
Caltrans Transportation Planning Grants	○	○	○	●
Local Transportation Fund (LTF)	●	●	●	○
California State Parks Recreational Trails Program (RTP)	●	○	○	○
Land and Water Conservation Fund (LWCP)	●	○	○	○
Active Transportation Program (ATP), including Safe Routes to School	●	●	●	●
Transportation Development Act Article 3 (TDA-3)	●	●	●	◒
One Bay Area Grant (OBAG)	●	●	●	●
Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air	◒	◒	◒	○

Notes:

1. ● indicate that funds may be used for this category; ○ indicate that funds may not be used for this category, and ◒ indicate that funds may be used, though restrictions apply.

Source: Fehr & Peers, 2016.

Cost of the Pedestrian Network

Table AC-8 presents unit costs for standard pedestrian treatments, estimated using an ATP Cost Estimating Tool developed for the Alameda County Transportation Commission. The tool is used to estimate costs for bicycle and pedestrian projects at the network planning scale during the development of active transportation plans and in a sketch-planning capacity for a bicycle and/or pedestrian project. The costs shown represent the total construction for a typical treatment of that type, including engineering, design, construction management, mobilization, traffic control and general contingency. Contingency for drainage and utility relocation was also included for relevant treatment types, such as curb extensions. These numbers do not include right-of-way costs or inflation.

TABLE AC-8: GENERALIZED UNIT COSTS FOR IMPROVEMENTS		
Facility Type	**Cost**	**Unit**
Curb Extension/Bulbout	$56,000	Each
Pedestrian Refuge Island	$10,000	Each
Flashing Beacons (RRFBs)	$45,000	Per Crosswalk
Pedestrian Hybrid Beacon (PHB)	$144,000	Per Crosswalk
Customized Pedestrian Wayfinding Signs	$2,000	Per Sign

1. Costs reflect capital costs plus contingency for engineering design, environmental, construction management, mobilization, traffic control, and contingency.

Source: Fehr & Peers, ATP Cost Estimating Tool, 2016.

Project-level cost estimates were prepared for Tier One projects determined in the previous section of this plan, while the remaining projects were assigned a ranking in Table AC-5 to indicate an estimated range of cost level. Prepared cost estimates, included in **Appendix AC-D**, include unit costs for individual improvements within the project and adjustments to account for traffic control, construction management, and mobilization. Additional factors were also used for overall contingency, engineering design and environmental. A summary of the estimates is shown in **Table AC-9** below.

TABLE AC-9: TIER ONE PROJECT SUMMARY COSTS	
Project	**Total Cost[1]**
AC-2: SR 29 Traffic Calming and James Road Sidewalks	$1,035,000
AC-3: Donaldson Way Improvements	$570,900
AC-4: Safe Routes to School Improvements	$356,600

1. Costs reflect capital costs plus contingency for engineering design, construction management, mobilization, traffic control, and contingency.

Source: Fehr & Peers, ATP Cost Estimating Tool, 2016.

Note: For an estimated cost for the SR 29 Pedestrian Crossings (AC-7), which was developed through separate planning efforts, please refer to the Countywide Plan Vision 2040.

Countywide Performance Metrics and Evaluation

NVTA intends to monitor progress on the implementation of this plan over time. The *Countywide Implementation* chapter of the Countywide Pedestrian Plan summarizes key performance goals and associated metrics for this plan's implementation.

American Canyon Appendix

AC-A Benchmarking Table

AC-B Existing Pedestrian Policies

AC-C Detailed Project Lists and Prioritization

AC-D Cost Estimates

AC-E Plan Adoption Resolution

Appendix AC-A: Benchmarking Table

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
ADA Transition Plan Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians. An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.	Key Strength	American Canyon uses Caltrans standards for ADA curb ramps, which require curbramps with grooves facing towards the center of the intersection at all street crossings and curb returns. The standards do not include truncated domes or directional curb ramps. The city has an ADA Transition Plan from 2008 that includes an inventory of needed improvements for deficient sidewalks and curb ramps in the public right-of-way along priority corridors.	• Consider tracking ADA improvements using practices recommended in ADA Transition Plan, updated as part of this plan, to be implemented by the ADA Coordinator • Implement directional curb ramps where practical and truncated domes in all cases. Review and revise standard drawings to align with PROWAG recommendations.
Traffic Calming Programs Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.	Key Strength	American Canyon has a Traffic Calming Program that outlines the steps for a community interested in traffic calming, defines the various traffic calming options and appropriate uses, and establishes guidelines for installing the traffic calming measures. There is no specific funding set aside for these improvements.	• Include a line item in the annual budget to create a formal Neighborhood Traffic Management Program (NTMP) to allow additional traffic calming implementation and an inventory of improvements. • Encourage the routine use of traffic calming measures beyond speed humps.
Complete Streets Policy Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.	Key Strength	The city's Complete Streets policy, adopted in 2012, includes principles, implementation strategies, and exemptions from complete streets requirements. As part of implementation, the City of American Canyon Open Space Advisory Committee, serving as the city's Bicycle and Pedestrian Advisory Committee per Resolution 2010-115, reviews transportation projects to provide recommendations regarding Complete Streets. Routine data collection is also required to evaluate how well all users are being served by the transportation network.	• Consider maintaining a GIS database for data collected as part of the policy evaluation, to include pedestrian volumes collected in this plan. • Develop a checklist for project review to ensure routine application of the Complete Streets policy. • Consider using multi-modal level of service criteria.

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Public Involvement Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens' pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.	Key Strength	American Canyon residents (or visitors) may file requests for safety improvements on city streets via phone or email. Additionally, the city's "SeeClickFix" app allows people to report non-emergency issues on a web-based map of the city. Residents can submit information directly to the city regarding damaged sidewalk, deficient lighting, or other non-emergency issues. Public involvement occurs through several groups including the Parks and Community Services Commission, the Open Space Advisory Committee (OSAC), and stakeholders from the Senior Center. The OSAC serves as the city's Bicycle and Pedestrian Advisory Committee per Resolution 2010-115, and is involved with site plan review and the review of transportation projects to provide Complete Streets recommendations.	• Consider adding a page to the city's website dedicated to receiving public input regarding transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions. Encourage broad use of the "SeeClickFix" app for pedestrian issue and opportunity input. • Consider creating a formal Active Transportation Advisory Committee (ATAC) for city-specific issues. This Committee could include the American Canyon representative on the ATAC for NVTA. • Consider organizing neighborhood groups that identify street needs, including greening and traffic calming.
Pedestrian Volumes Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.	Enhancement	While American Canyon has collected pedestrian and bicycle counts for some projects, the city does not regularly collect pedestrian or bicycle counts, nor does it require that bicycle or pedestrian counts be collected with manual intersection counts.	• Use collected volumes in this plan to identify pedestrian nodes in the next update to the General Plan • Routinely collect pedestrian volumes with all transportation impact studies (TIAs). • Geo-code existing and future pedestrian volume data with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to pedestrian safety.
Speed Surveys and Speed Limits Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.	Enhancement	In American Canyon, speed surveys are conducted in response to reported concerns, frequent collisions, or at the request of citizens or the Napa County Sheriff's deputies, who patrol the streets in the city.	• Proactively consider pedestrian volumes when setting speed limits. • Explore the use of reduced speed limits in school zones. • Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming.

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Identifying Crossing Barriers Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying barriers and developing alternate methods of crossing or improving designated crossings, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.	Enhancement	American Canyon does not have a policy in place for identifying pedestrian barriers, but city staff listed several barriers, including SR 29, the California Northern railroad, running parallel to SR 29 from south city limits to Napa Junction Rd. and continuing to the west north of City Hall, and American Canyon Creek running through the Vintage Ranch neighborhood. The Vine Trail efforts include looking for opportunities to reduce those barriers through additional crossings, and a project to identify three overcrossings over SR 29 on the 2015 Napa Countywide Transportation Plan Unconstrained Project List addresses that barrier indirectly.	• Identify and create a comprehensive inventory of pedestrian barriers, along with appropriate remedies or projects.
Design and Development Standards Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.	Enhancement	American Canyon does not have citywide design recommendations outside of this plan for walking facilities. Several local plans, including the Watson Ranch Specific Plan Draft (2014) and the county-generated plan for SR 29, do support pedestrian connectivity.	• Use elements of the design guidelines presented in this plan as part of the development review process. • Develop a Streetscape Master Plan for the city.
Bicycle Parking Ordinance Bicyclists become pedestrians after parking their bicycles. Safe and convenient bicycle parking is essential for encouraging bicycle travel (especially in-lieu of vehicle travel).	Enhancement	American Canyon's municipal code has a bicycle parking requirement for commercial and employment areas. According to the municipal code, "bicycle parking should be located in highly visible locations and should be lockable."[1]	• Consider modifying the bicycle parking ordinance to distinguish and provide for both long-term and short-term bicycle parking. Include requirements for rack placement to ensure a convenient location and adequate pedestrian clearances.

[1] American Canyon Municipal Code, 19.21.050 Bicycle parking requirements: http://qcode.us/codes/americancanyon/

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Pedestrian Safety Education Program Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.	Enhancement	In accordance with policies in the Napa Bike Plan and the General Plan, NVTA is planning to pursue grant funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh's Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan "someone you care about rides a bike". The OTS will release a call for projects around November 2015 for their 2017 funding cycle.	• Coordinate with NVTA on pursuing a media safety campaign, and consider the following methods to distribute the campaign in American Canyon: ○ Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, community school courses, public service announcements, and/or brochures distributed by law enforcement, among many other strategies. • Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to city events.
Institutional Coordination Institutional issues for pedestrian planning/design may refer to adopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to improve walking in American Canyon. Institutional coordination associated with multiple agencies is necessary because of non-local control of right-of-way and differing policies regarding pedestrian accommodation.	Enhancement	American Canyon shares jurisdiction over components of the transportation network with Caltrans. The city's working relationship with Caltrans was a challenge in the past, but it has been improving in recent years. The city has also coordinated effectively with area schools to pursue Safe Routes to School grants. According to staff, funding is the biggest obstacle the city faces in project implementation.	• Continue to seek opportunities to collaborate with local transit agencies to improve pedestrian safety around transit stops. • Proactively seek opportunities to collaborate with Caltrans and/or local jurisdictions to improve pedestrian safety along SR 29. • Reference the public involvement, analysis, and prioritization efforts of this plan when applying for grants to fund the top projects

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Safe Routes to School Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off. Funding for educational programs and/or infrastructure projects is available at the state and federal levels.	Enhancement	The Napa County Office of Education (NCOE) currently has a three year grant to administer a Safe Routes to School (SRTS) Program across the county through 2016. Program leaders have a goal of reaching every interested school by the end of the grant term, and plan to work with Canyon Oaks Elementary School and Donaldson Way Elementary School in 2015. The program includes events such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations for students in grades K-3. Brochures are handed out during this program as well as at community events and PTA/parent meetings. Parent presentations include a review of pedestrian laws and ordinances. Although materials for these programs are available each year for schools across the county, reaching schools on a weekly or yearly basis has not been possible due to understaffing and scarcity of volunteers. The American Canyon Public Works Department created a map of suggested routes to American Canyon High School in 2010 that includes American Canyon transit stop locations.	• Pursue SRTS grant funding for pedestrian infrastructure projects. • Seek partners to form school-specific committees of community agencies, parents, advocates, city staff, community health representatives, and other stakeholders to administer SRTS programs at each school in American Canyon. Hold regular meetings to maintain stakeholder involvement. • Use distances from schools from parent survey results to determine feasibility of rolling out Walking School Bus program for schools in Napa. • Coordinate with NVTA to seek additional funding for SRTS.
Collision Reporting Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).	Opportunity	American Canyon does not have a regular practice of reviewing collision data. Engineering staff review collision reports as needed on a case-by-case basis. City engineers previously received regular reports from SWITRS, but this data now goes straight to the Police Department.	• Geo-coding (mapping) and comprehensive monitoring using Crossroads software would allow for more proactive pedestrian safety projects and best practices such as collision typing for countermeasure selection. GIS efforts may be funded through an Office of Traffic Safety grant. • Pedestrian volume data could be used to prioritize collision locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program city CIP funding. Volunteers can collect pedestrian volumes and other data at collision locations.

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Pedestrian-Oriented Traffic Warrants / Traffic Control Devices Providing all-way stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing signals and stop signs. The 2014 California *Manual of Uniform Traffic Control Devices* (MUTCD) requires the installation of countdown pedestrian signals for all crosswalks at new or modified signals where the pedestrian interval is more than 7 seconds. Leading Pedestrian Intervals (LPIs) can reduce conflicts between turning vehicles and pedestrians by providing pedestrians with a "head start" signal timing before vehicles on the parallel street are allowed to proceed through an intersection.	Opportunity	American Canyon follows MUTCD requirements for both stop sign and signal warrants.. Additionally, there are some all-way stop control intersections in American Canyon that were based on engineering judgment rather than MUTCD recommendations. There is not a comprehensive inventory of signs, markings, and signals in American Canyon. Partial inventories are available through specific projects. American Canyon does not have any LPIs installed.	• Consider developing city-specific signal and stop sign warrants that are pedestrian friendly for locations where pedestrian safety is a concern. Best practices for stop-sign warrant application include: ○ Requiring a collision history of three instead of five years based on routine underreporting ○ Reducing traffic volume thresholds based on latent demand ○ Providing consideration for school children, pedestrians and traffic speeds • Expand the GIS-based inventory created with this plan to include pedestrian-related markings and traffic signals with pedestrian facilities • Consider installing LPIs in areas where vehicle yielding may be an issue, providing a right-turn-on-red restriction as necessary per recent research findings[2].
Inventory of Pedestrian Facilities A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.	Opportunity	The city does not have a GIS inventory of sidewalks or other pedestrian facilities, although developments built after 1996 all have sidewalks (often only one side of the street). While sidewalk projects do not have a set annual budget, they tend to comprise approximately $100,000 of the annual capital improvements program funding. The majority of sidewalk projects in the City are funded through grants in addition to local funds.	• Expand the GIS-based facility inventory, created as part of this plan, to include informal pathways and key pedestrian opportunity areas in the city.

[2] Hubbard, S, Bullock, D and J. Thai, Trial Implementation of a Leading Pedestrian Interval: Lessons Learned, ITE Journal, October 2008, pp. 32-41.

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Walking Audit Program Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility.	Opportunity	American Canyon has not conducted pedestrian walking audits before this plan.	• Conduct regular walking audits as part of a citywide safety program for pedestrians. This effort could complement a "trip and fall" program or health-oriented programs within the City, as well as distribution of the media campaign NVTA is pursuing.
Crosswalk Design Guidelines A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments citywide.	Opportunity	The city currently does not have a crosswalk policy and makes decisions regarding crosswalks on a case by case basis.	• Consider adopting a crosswalk policy as part of this plan that reflects best practices and recent research to include criteria for installing crosswalk enhancements such as flashing beacons, advanced yield markings, or in-roadway pedestrian signs. • Include criteria in the crosswalk policy for identifying, installing, and enhancing midblock crossings where strong desire lines exist.
General Plan Planning principles contained in a city's General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas. A city's General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of the General Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.	Opportunity	According to the General Plan, residential densities in American Canyon are allowable up to 10-20 dwelling units/acre. There are currently some areas of three-story residential development, and new four-story residential buildings have been approved but not built. Density is concentrated along SR 29, although the Watson Ranch development will also have higher density. The city does allow for both vertical and horizontal mixed-use (only horizontal mixed-use has been built). American Canyon does not officially designate pedestrian nodes, but staff identified a pedestrian node in the commercial district of American Canyon at the Walmart, a park, and a cluster of several other stores. This node is part of a Priority Development Area (PDA) which will eventually have more transit via enhanced bus service. Developments at Watson Ranch, the industrial development south of the Airport, and the former Eucalyptus Grove area will also have higher density and the potential to become pedestrian nodes.	• Identify pedestrian nodes in future updates to the General Plan • Consider defining opportunities for mixed-uses by ordinance, particularly in pedestrian priority areas identified in this plan. Identify future priority areas in the city where varied densities could accommodate or attract pedestrian activity. • Consider relaxing auto Level of Service standards in pedestrian-oriented overlay zones that align with focus areas in this plan, and prioritizing sidewalk improvement projects in these areas.

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Historical Preservation Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.	Opportunity	The ruins of the Standard Portland Cement Company plant, while not eligible for the National or California Historic Register, are locally recognized in American Canyon. The site is part of a preservation plan within the Watson Ranch Specific Plan Draft. The plan proposes a mix of preservation approaches, including rehabilitation, alteration, addition, selective demolition, stabilization, and converting the uses to a winery, chapel, event space, farmers' market, and beer garden.	• Develop a map to showcase natural or local sites of interest, including the Portland Cement plant, with a possible walking route between the sites. Maps of the tour route and historic documentation materials could be made available online and way-finding signs, maps, and plaques could also be provided throughout the city.
Newspaper Rack Ordinance Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.	Opportunity	American Canyon's Municipal Code does not include a newspaper rack ordinance.	• Consider adopting a Newspaper Rack Ordinance that specifies the number and location of allowable newspaper racks and ensures the maintenance of a clear pedestrian sidewalk area.
Sidewalk or Street Furniture Ordinance Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptades to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.	Opportunity	American Canyon's Municipal Code does not include street furniture requirements.	• Consider adopting a Street Furniture Ordinance to include guidance for the design of transit stops and locations for additional street furniture amenities, other than those associated with transit stops, as appropriate.

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Street Tree Ordinance Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public infrastructure and/or utilities.	Opportunity	American Canyon does not have a street tree ordinance.	• Consider adopting a Street Tree Ordinance including all development types, that specifies where and how often street trees may be planted/ replaced, and which types of trees are appropriate.
Open Space Requirements Residents typically rate open space as among a jurisdiction's key assets and needs. Open space may encourage walking, especially for recreational trips.	Opportunity	American Canyon does not have an open space requirement, but subdivision requirements do contain park dedication requirements.	• Consider open space requirements that include provisions for pedestrian safety and accessibility. • Consider modifying subdivision requirements to include pedestrian provisions in park requirements.
Transportation Demand Management Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.	Opportunity	Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies. Additionally, the NVTA has a contract with an agency in Solano to facilitate rideshare matching.	• As part of a comprehensive TDM program for American Canyon: ○ Hire or identify a part-time TDM Coordinator ○ Create a TDM program and accompanying website with separate pages for employees, residents, and visitors. ○ Develop a TDM policy which: • Support the "Car Free" tourism program of the Napa Valley Destination Council and NVTA, which provides information to visitors so they can plan a trip without relying solely on a car

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Economic Vitality Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative funding options such as Business Improvement Districts (BIDs), parking management, and facade improvement programs can lead to more active pedestrian areas and encourage walking	Opportunity	American Canyon does not have a BID, façade improvement program, or Downtown Parking District.	• Consider establishing Business Improvement Districts that can fund streetscape and pedestrian improvements. • Consider implementing a façade improvement program.
Coordination with Health Agencies Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning.[3]	Opportunity	Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking. American Canyon does not coordinate with health agencies or professionals in the planning and design of pedestrian facilities. Live Healthy Napa County completed the first ever Napa County Community Obesity Prevention Plan (Jan. 2015)[4], which addresses the need to increase active transportation options countywide.	• Seek opportunities to meet goals in the CHIP related to active transportation, such as improving the built environment by including additional pedestrian infrastructure projects in the city's Capital Improvement Program (CIP). • Involve the emergency response community in pedestrian planning to encourage complete reporting of pedestrian-vehicle collisions • Involve health professionals in the development review process, especially related to active transportation improvements. • Ensure consistency with the CHIP by seeking partnership opportunities between health agencies and Safe Routes to School to expand the reach of education and promotion of walking.

[3] Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

[4] http://www.livehealthynapacounty.org/uploads/5/1/4/4/51449431/napa_county_community_obesity_prevention_plan_(final).pdf

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	**Benchmark**	**American Canyon Current Practice**	**Best Practice Examples**
Law Enforcement Enforcement of pedestrian right-of-way laws and speed limits is an important complement to engineering treatments and education programs.	Opportunity	The American Canyon Police Department has an active Citizen Volunteer Program, which consists of local citizen volunteers that assist the Department at Elementary Schools and with the Radar Trailer Program. There are also 2 officers assigned to motorcycles for traffic education and enforcement, as well as a community resource officer and an officer assigned to the high school. To date, law enforcement has not tracked pedestrian-involved collision trends to relate them to enforcement efforts.	• Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NVTA on the media campaign that is being pursued, as an opportunity for education by distributing pedestrian safety pamphlets in-lieu of, or in addition to, citations. • Coordinate with NVTA to provide resources to officers on pedestrian safety principles/best practices and education outreach efforts. • Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity. • Consider tracking pedestrian-involved collisions aligned with enforcement efforts to analyze trends.
Coordination with Emergency Response and Transit Providers Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the city and the respective departments.	Opportunity	There is minimal coordination between transit planning and pedestrian planning in American Canyon, and the fire department is not involved in pedestrian projects.	• Seek opportunities for technical collaboration and funding with first responders and transit providers. • Consider pilot testing programs for transit and emergency response and a more active involvement in project review for small projects and not just development projects. • Explore ways to implement a Safe Routes to Transit Program that prioritizes bike and pedestrian access to major transit connection points and transit centers.

Appendix AC-B: Existing Pedestrian Policies

The City of American Canyon has adopted policies as part of its general plan in support of walking. Most such policies appear in the circulation element of the general plan. Additional supportive policies appear in the land use and the parks and recreation elements. These policies typically express support for making walking safer, more convenient and more pleasant.

American Canyon General Plan

Circulation Element (2011)

- Policy 1.5 Neighborhood Context. Support safe, complete and well-connected neighborhood street, bicycle, and pedestrian access and connections … (page 17)
- Policy 1.7 Complete Streets. Maintain and update street standards that provide for the design, construction, and maintenance of "Complete Streets." The City's Complete Streets shall enable safe, comfortable, and attractive access for all users: pedestrians, motorists, bicyclists, and transit riders of all ages and abilities ... (17)
- Policy 1.19 Complete Streets: When construction or modifying transportation facilities, consistent with Resolution 2012-72, "Complete Streets Policy of the City of American Canyon", strive to provide for the movement of … and pedestrians appropriate for the road classification and adjacent land use. (20)
    - Evaluate projects to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given equal level of consideration to motor vehicle operators.
    - Improve the existing street network to minimize travel times and improve mobility for transit, bicycle, and walking trips between new projects and surrounding land uses to reduce vehicle trips.
- Policy 1.20 Neighborhood Context. Plan for safe, complete, well connected neighborhood streets. (21)
    - Modify the existing street network, where possible, to enable direct physical connections within and between neighborhoods, neighborhood-commercial areas, and commercial-commercial areas, including connections accessible only by pedestrians and bicycles on existing cul-de-sac streets.
    - Where feasible, provide pedestrian crosswalks on all intersection approaches.
    - Implement an ADA Transition Plan that focuses on compliant sidewalk improvements that provide continuous pedestrian and wheelchair access where compatible with the surrounding area.
    - Develop and implement a Pedestrian Master Plan (PMP) that indicates which streets in addition to arterials and collectors will install sidewalks and what other pedestrian facilities and amenities (such as 'resting spots') are needed to complete the pedestrian network. Sidewalk widths and shade

coverage should also be addressed in the context of the adjacent land use, vehicle volumes, and vehicle speeds.

- Policy 1.35 General transit and pedestrian access. In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets from subdivisions should not be impeded by continuous segments of sound walls. (25)
- Policy 2.1 Promote walking and bicycling. Promote walking and bike riding for transportation, recreation, and improvement of public environment and health. (29)
- Policy 2.2 Meet the needs of all users. Recognize and meet the mobility needs of persons using wheelchairs and those with other mobility limitations. (29)
- Policy 2.3 Develop a safe and efficient non-motorized circulation system. Provide safe and direct pedestrian routes and bikeways between places. (29)
- Policy 2.6 Street trees for shade and comfort. Ensure that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists and traffic calming benefits.
- Policy 2.7 Universal design. Provide pedestrian facilities that are acceptable to persons with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts. (30)
- Policy 2.17 Pedestrian access to shopping destinations. Install clearly marked crosswalks at intersections near all commercial uses, as well as clearly marked pedestrian paths within parking areas. Mid-block crossing are discouraged. However, if conditions warrant and are approved by City Engineer, crosswalks and signage indicating pedestrian activity should be installed at mid-block entrances where existing commercial uses are adjacent to other high-intensity uses, such as parks and schools where necessary for safety. Where possible, route pedestrians to grade separated crossing over State Route 29. (32)
- Policy 2.18 Pedestrian connections to employment destinations. Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings over State Route 29. (32)
- Policy 2.19 Pedestrian connections to schools. Continue developing the existing network of walkways between schools and residential uses, and encourage the development of new continuous walkways between schools and residential areas. Where possible route pedestrians to grade separated crossing over State Route 29. (32)
- Policy 3.11 Development that supports transit. Ensure that new development is designed to make transit a viable transportation choice for residents. Design options include:
    - Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths. (37)

Land Use Element (2010)

The Land Use Element of the American Canyon General Plan encourages the use of pedestrian-oriented amenities throughout the City and calls for connections between residential developments and community areas through a continuous pedestrian network of sidewalks, trails, and pathways. Design principles for commercial development to promote pedestrian activity and a "village" environment include pedestrian-oriented buildings, architectural character, clearly defined pedestrian access to parking areas, pedestrian plazas and open space, pedestrian-oriented signage, and pedestrian paths to adjacent districts. Separate development principles are established for the planned Town Center Core Area to establish a true "downtown" for American Canyon and "require that the Town Center Core Area provide a pedestrian-oriented, "village" environment, including a plaza or town square as a gathering place for community activities."

Parks and Recreation Element (1994)

- Policy 7.2.6 Link residential and commercial land uses by pedestrian trails (page 7-7)
- Policy 7.3.2 Designate status and approximate locations for the following types of trails in the Trails Master Plan:
    - Urban Trail – Urban trails are multi-purpose pedestrian/bicycle trails that connect residential areas to regional and community parks, schools, and commercial and industrial employment areas…
    - Rural Trail – Rural trails are multi-purpose equestrian/pedestrian/bicycle trails that are typically unpaved and used primarily for recreational purposes…(7-8)
- Implementation Program I7.10 Include a requirement in the new Zoning Ordinance that all development projects provide onsite, pedestrian-oriented open space facilities or pay in-lieu fees… (7-19)

American Canyon Bicycle Plan

The Napa County Transportation and Planning Agency (NCTPA) developed the *Countywide Bicycle Plan Update* in 2012, with individual plans for each jurisdiction in Napa. Relevant policy statements are listed below and those that reference policies from local general plan documents are indicated in bold.

In addition to the Policies listed in the County Bicycle Plan, the American Canyon Bicycle Plan includes the following City-specific policies:

- AD-1.a: Create a bicycle and pedestrian friendly and convenient community. This includes the development of an integrated web of bicycle and pedestrian paths, linking river to ridge from east to west, while also offering north to south alternatives other than Highway29. Connect residential areas, schools, parks, recreation activities, open space, and commercial, retail, and industrial areas, public areas, and transportation hubs. **(Policy11.2 – Parks and Community Services Master Plan)** (page 16)

- AC-1.b: Provide for safe and efficient pedestrian and bicycle routes to local schools. **(Policy 11.3 - Parks and Community Services Master Plan)** (page 16)
- AC-1.c Create regional access – Connect to other Napa and Solano County destinations, including access to Regional transit. Complete the San Francisco Bay Trail through American anyon as close to wetlands and Napa River as possible. Complete American Canyon's portion of the Vine Trail. **(Policy 11.4 – Parks and Community Services Master Plan)** (page 17)
- AC-1.d: Communicate and coordinate with the NCTPA Bicycle Advisory Committee, NCTPA,N apa Valley Vine Trail Coalition, Napa County Bicycle Coalition, Napa County Regional Park and Open Space District and other related agencies and organizations to work collaboratively on projects that enhance connectivity for commuter and recreational bicyclists and pedestrians. **(Policy 11.5 – Parks and Community Services Master Plan)** (page 17)
- AC-1.e Develop a River to Ridge Trail from Wetlands Edge Road, along Eucalyptus Drive, to the Newell Open Space Preserve. **(Policy 11.8 – Parks and Community Services Master Plan)** (page 17)
- AC-1.f: Improve east-west connectivity with separated grade pedestrian/cyclist crossings, improved crosswalks; stop light timing, and other enhancements that make it safer for pedestrians and bicyclists to cross Broadway (SR 29). **(Policy 11.9 – Parks and Community Services Master Plan)** (page 17)
- AC-1.g: Create a physical connection to our historic watershed, establish bicycle and pedestrian access along the Napa River, American Canyon Creek, Rio Del Mar Creek, and Newell Creek. **(Policy 11.12 – Parks and Community Services Master Plan)** (page 17)
- AC-8.a: Develop connections wherever possible between pedestrian/bicycle circulation corridors and parks and open space opportunities. **(Policy 11.6 – Parks and Community Services Master Plan)** (page 21)
- AC-8.b: Ensure that all new development provides bicycle and pedestrian connectivity through the use of sidewalks, Class I multi-use paths and Class II bike lanes**. (Policy 11.11 – Parks and Community Services Master Plan)** (page 21)

Appendix AC-C: Detailed Project List and Prioritization

AMERICAN CANYON PEDESTRIAN IMPROVEMENT LIST				
ID	**Roadway**	**Limits or Intersection**	**Recommendations**	**Infrastructure Category**
TIER ONE				
AC-2 SR 29 Traffic Calming and James Road Sidewalks	James Road, Melvin Road, Cassavre Drive, Theresa Avenue	Napa Junction Road to American Canyon Road	• Traffic calming study to determine potential measures to discourage northbound and southbound cut through traffic	Traffic calming
	James Road	Donaldson Way to American Canyon Road	<u>Near-Term:</u> • Sidewalk on east side of street from Crawford Way to American Canyon Road	Sidewalks
			<u>Medium-Term:</u> • Sidewalk on east side of street north of Crawford Way	Sidewalks
			<u>Long-Term:</u> • Sidewalk on west side of street between Crawford Way and Donaldson Way as modifications to properties are permitted	Sidewalks
AC-3 Donaldson Way Improvements	Donaldson Way	SR 29 to James Road	• Sidewalk on south side of street	Sidewalk
		James Road to Andrew Road	• Tree trimming on the south side of the street for sidewalk clearance	Maintenance
		Donaldson Way at Andrew Road (Intersection)	• Marked crosswalks on all legs with advanced stop bars	Crossing treatments
		Carolyn Drive to Andrew Road	• Sidewalk on south side of street	Sidewalk
			• Sidewalk on north side of street as modifications to properties are permitted	Sidewalks

AMERICAN CANYON PEDESTRIAN IMPROVEMENT LIST				
ID	**Roadway**	**Limits or Intersection**	**Recommendations**	**Infrastructure Category**
AC-4 Safe Routes to School Improvements	Donaldson Way	Donaldson Way at Elliott Drive (Intersection)	• Single lane roundabout with yellow school crosswalks • Relocated bus stop from southeast corner to near or far side of proposed roundabout	Crossing treatments Traffic calming
	Benton Way	Benton Way at Chaucer Lane (Intersection)	• High visibility crosswalk on west leg	Crossing improvements
AC-7 SR-29 Pedestrian Crossings[2]	SR-29	SR-29 at American Canyon Road and Rio Del Mar	• Grade-separated pedestrian crossings at the noted locations	Pedestrian overcrossing
TIER TWO				
AC-1 Eucalyptus Drive/Theresa Avenue Intersection, Complete Streets (No. 2 Constrained CTP Project)[3]	Eucalyptus Drive	Eucalyptus Drive at Theresa Avenue (Intersection)	• Roundabout (As part of Eucalyptus Realignment Project)	Traffic calming
AC-5 Elliott Drive Traffic Calming	Elliott Drive	Donaldson Way to Crawford Way	• Neck downs every 300’ with access for bikes	Traffic calming
			• “Wrong Way” bicycle signs on curb extensions for opposing direction	Signing & Striping
		Elliott Drive at Crawford Way (Intersection)	• Traffic circle with 20’-40’ red curb along Elliott Drive at each corner • Marked crosswalk on north leg with refuge island	Traffic calming Crossing treatments
		Elliott Drive at Larkspur Street (Intersection)	• Traffic circle with 20’-40’ red curb along Elliott Drive at each corner	Traffic calming

AMERICAN CANYON PEDESTRIAN IMPROVEMENT LIST				
ID	**Roadway**	**Limits or Intersection**	**Recommendations**	**Infrastructure Category**
		Larkspur Street to American Canyon Road	• Raised median with refuge at American Canyon Road • Red curb with restriped bike lanes and travel lanes to accommodate raised median • Bus stop relocation on east side of street at American Canyon Road to north of Larkspur Street	Crossing treatments Transit
AC-6 American Canyon Road Improvements	American Canyon Road	American Canyon Road at Elliott Drive (Intersection)	<u>Near-Term:</u> • Curb extensions on all corners with directional ramps	Crossing treatments ADA ramps
			• Median refuge for east leg crosswalk • High visibility crosswalk on west and east legs	Crossing treatments
		West of Elliott Drive	<u>Long-Term:</u> • Feasibility study to convert roadway to linear park on north side of median with access to S.F. Bay Trail system with traffic consolidated on south side of median	Pathway Traffic calming
PREVIOUSLY PLANNED IMPROVEMENTS[1]				
AC-8 SR 29 Gateway (No. 7 Constrained CTP Project)	SR 29	American Canyon Road to Napa Junction Road	• Multi-use pathway and Class IV bikeway installation on both sides of street (as part of 6-lane modified boulevard design) • Median refuges and marked crosswalks on all legs of signalized intersections	Sidewalks Crossing treatments Pathway
		RECOMMENDED ADDITIONS TO CTP PROJECT		
		SR 29 at Donaldson Way (Intersection)	• Feasibility assessment for reduced curb radii • Directional curb ramps	Crossing treatments ADA ramps
AC-9 Vine Trail Railroad Crossing[3]	SR-29	SR-29 at Paoli Loop Road	• Grade-separated Vine Trail crossing	Pedestrian overcrossing

AMERICAN CANYON PEDESTRIAN IMPROVEMENT LIST				
ID	**Roadway**	**Limits or Intersection**	**Recommendations**	**Infrastructure Category**
AC-10 Pedestrian/Bicycle Railroad Crossing[3]	Railroad Tracks	East of SR-29 in vicinity of proposed "Town Center"	• Grade-separated pedestrian and bicycle crossing over the railroad tracks	Pedestrian overcrossing
AC-11 Danrose / Kimberly Crossing Improvements[3]	Danrose Drive	Danrose Drive at Kimberly Drive	• Evaluation of lane width reductions or other measures to tighten up intersection and reduce crossing distances	Traffic calming Crossing treatments
AC-12 Commerce Boulevard Extension[3]	Commerce Boulevard	Eucalyptus Drive to southern terminus of Commerce Boulevard	• Multi-use pathway	Pathway / Sidewalks
AC-13 Newell Open Space Pathway[3]	Newell Creek	Newell Open Space Entrance at Newell Drive through Newell Open Space	• River to Ridge pathway connection through Newell Open Space	Pathway
AC-14 River to Ridge Trail[3,4]	Eucalyptus Drive, Rio Del Mar, South Napa Junction Road and Newell Drive	Wetlands Edge Road to Newell Drive	• East-west multi-use pathway from Theresa Avenue to Newell Drive; Class II bike lanes west of Theresa Avenue	Pathway / Bike Lanes
AC-15 Walsh Creek Neighborhood Pathway[3]	Walsh Creek	Cartagena Way to Via Bellagio	• Multi-use pathway including a pedestrian bridge over Walsh Creek at Marbella Court	Pathway

1. These projects are pedestrian projects that are referenced in other planning documents. These projects were not evaluated during the scope of this Plan; however, they may be pursued through separate and ongoing efforts.
2. Source: American Canyon Circulation Element, 2013; This project was developed through separate and ongoing efforts. It was evaluated for prioritization due to local importance.
3. Source: American Canyon Bicycle Plan, 2012
4. The location of these two projects (AC-2 and AC-17) overlap and thus have the potential for coordination

Note: Tier One improvements are intended to be implemented within 5 years, Tier Two within 7-15, and Tier Three within 15 years or more, or opportunistically.

Based on feedback from NVTA TAC, improvements were evaluated based on the criteria below using a binary approach for ranking. Each improvement was ranked first based on the number of criteria it met, and second according to whether or not it had local support. Results are shown in the final table below. Tier Three projects, projects referenced from Plans other than the CTP, were not evaluated for prioritization.

PRIORITIZATION CRITERIA	
Criterion	**Data Set / Metric**
Local support	• CTP Project • Critical location identified by staff / public
Safety	• Collision "Hot Spot" Location • Highway Interchange Location • Traffic Calming
Transit	• Within ½ mile of a transit stop • Within a ¼ mile of a transit stop
Connection	• Sidewalk gap closure • Trail connection
Schools	• Within ½ mile of a school • Within ¼ mile of a school
Cost	• Low Cost Level (Signing and Striping)

EVALUATION RESULTS									
Project	Local Support	Safety	Transit		Connection	Schools		Low Cost	Number of Criteria Met
			Half Mile	Quarter Mile		Half Mile	Quarter Mile		
TIER ONE									
AC-2	✓	✓	✓	✓	✓	✓	✓		7
AC-3	✓		✓	✓	✓	✓	✓		6
AC-4	✓	✓	✓	✓		✓	✓		6
AC-7	✓	✓	✓		✓	✓			5[1]
TIER TWO									
AC-1	✓	✓	✓	✓		✓			5
AC-5		✓	✓	✓		✓	✓		5
AC-6	✓		✓	✓	✓	✓			5

1. Projects that met 5 or 6 criteria were on the border between Tier One and Tier Two. The ultimate Tier was determined based on input and discussions with staff.

Appendix AC-D: Cost Estimates

AMERICAN CANYON TIER ONE PROJECT COST ESTIMATES[1]			
Project ID	**Project Name**	**Project Elements**	**Cost[2]**
AC-2	SR 29 Traffic Calming and James Road Sidewalks	Neighborhood traffic calming study	$30,000
		Near Term	
		Sidewalk (Crawford to AC Road)	$335,000[3]
		Medium Term	
		Sidewalk (Crawford to Donaldson, east side)	$335,000[3]
		Long Term	
		Sidewalk (Crawford to Donaldson, west side)	$335,000[3]
			Total: $1,035,000
AC-3	Donaldson Way Improvements	Sidewalk (SR 29 to James)	$284,800[3]
		Sidewalk (Carolyn to Andrew)	$281,400[3]
		Marked crosswalks at Andrew Road	$4,700
			Total: $570,900
AC-4	Safe Routes to School Improvements	Roundabout	$350,000
		Bus stop sign relocation	$400
		High visibility crosswalk	$6,200
			Total: $356,600

[1] For an estimated cost for the SR 29 Pedestrian Crossings (AC-7), which was developed through separate planning efforts, please refer to the Countywide Plan Vision 2040.

[2] Cost includes contingencies for traffic control (5%), construction management (10%), mobilization (5%), contingency (20%), design (15%) and environmental (10%).

[3] Includes utility and drainage contingency (40%)

Appendix AC-E: Plan Adoption Resolution

This is a placeholder for Plan Adoption Resolution



CHAPTER 8

Countywide Implementation



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Chapter 8
Countywide Implementation

Support Programs

Effective policies and comfortable, safe pedestrian designs are the foundation of pedestrian networks. However, policies and design are enhanced by accompanying programs that inform and educate users, enforce policies, and maintain infrastructure and can be key factors in increasing pedestrian safety. Successful and targeted education, enforcement, and engineering treatments can reduce pedestrian countywide pedestrian collision rates up to 13.3%[9]. Below are program recommendations for NVTA to initiate, enhance, or continue through direct sponsorship or indirect support. These programs incorporate elements of design, enforcement, education, encouragement and evaluation. Implementation of these programs depends on funding, availability of staff, and coordination with other groups and organizations. Three types of programs are addressed in the following section:

[9] C. V. Zegeer, S. Masten, L. Marchetti, Y. Fan, L. Sandt, A. Brown, J. Stutts, and L. Thomas, "Evaluation of Miami-Dade Pedestrian Safety Demonstration Project," *Transportation Research Record*, No. 2073, pp. 1-10.

Safe Routes to School (SRTS), a Countywide Count Evaluation Program, and Vision Zero. These programs are best managed at the county-level as they require coordination among multiple jurisdictions. NVTA will work closely with individual jurisdictions to ensure implementation matches the individual context of each community within Napa County.

Safe Routes To School (SRTS)

School zones are busy areas for pedestrians and bicyclists, with conflicts presented from navigating the many parents in cars dropping off or picking up students. However, children who walk or bike to school can experience improved physical health and can contribute to reducing traffic associated with school drop-off, as much as 25% of morning peak hour traffic[10]. The Napa County Office of Education (NCOE) currently has a four-year grant (though 2017) to administer programs to encourage children to safely walk or bicycle to school across the County as part of a SRTS Program. Program leaders have a goal of reaching every interested school by the end of the grant term, administering programs such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations. Educational components of SRTS programs are especially important for school children where safe walking habits may be instilled as lifelong lessons.

Successful SRTS programs lead to changes in the way students and parents choose to travel to and from school. These programs succeed by including each of the "Five E's" of SRTS to ensure that their project is a well-rounded, comprehensive approach to getting more students walking and bicycling. The Five E's include education, encouragement, engineering, enforcement, and evaluation.

Education and Encouragement

As a result of the existing three-year SRTS grant, Napa County has implemented after-school and in-class education and encouragement programs in Calistoga, Howell Mountain, and throughout the Napa Valley Unified School District. The program includes events such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations for students in grades K-3. Brochures in both English and Spanish are handed out during this program as well as at community events and PTA/parent meetings. Parent presentations include a review of pedestrian laws and ordinances. Although materials for these programs are available each year for schools across the County, reaching schools on a routine basis has not been possible due to understaffing and scarcity of volunteers.

Recommendations

- Coordinate with individual schools and Napa County Office of Education to distribute information to teachers, parents, and students about the following issues:
    - Recommended routes to walk or bike to school

[10] Pedestrian and Bicycle Information Center (PBIC), Safe Routes to School Guide, Introduction to Safe Routes to School: the Health, Safety and Transportation Nexus, 2007.

  - Benefits of walking or biking to school for parents and students
  - Location and prescribed traffic patterns for pick up and drop off areas
  - Potential fines for not obeying traffic laws in the school zone and pick up and drop off areas
  - Alternative locations for "park and walk" or "walking school bus"
  - Plan to roll out weekly Walk/Bike to School Day
- Ensure consistency with the Community Health Improvement Plan (CHIP) by seeking partnership opportunities between health agencies and SRTS to expand the reach of education and promotion of walking.

Engineering

For SRTS programs, engineering refers to creating operational and physical improvements to the infrastructure surrounding schools that reduce both the speeds and potential conflicts with motor vehicle traffic, and can establish safer and fully accessible crossings, walkways, and trails.

Recommendations

- Analyze the transportation and safety issues in each school area by coordinating a walk around the school site and along regularly traveled school routes with city and school staff, parents, and students. Also, identify areas for safe and secure long term bicycle parking. Determine solutions for existing concerns and potential funding sources for implementing improvements, including pursuit of grant funding.
- Coordinate with NVTA to seek additional funding for SRTS, especially for infrastructure projects recommended in the jurisdiction plans, Chapters 2-7.

Enforcement

SRTS enforcement involves partnering with local law enforcement to ensure that traffic laws are obeyed in the vicinity of schools and initiating community enforcement such as crossing guard programs and student safety patrols. Specific enforcement actions may be related to travel speeds, yielding to pedestrians in crosswalks, and proper walking and bicycling behaviors. The following recommendations would contribute to pedestrian safety and should be considered by local police departments for feasibility based on scale and available resources.

Recommendations

- Individual jurisdiction's police departments should be a visible presence during school pick up and drop off periods, ticketing violators of traffic regulations in school zones, including speeding, illegal parking, not stopping for pedestrians in the cross walk, and U-turns.
- Tracking pedestrian-involved collisions aligned with enforcement efforts could help analyze trends and effectiveness of enforcement methods, where applicable.

Evaluation

To measure the success of a SRTS program, local agencies should monitor and document outcomes, attitudes, and trends through the collection of data before and after different interventions. In Napa County, weekly travel mode to school data was collected in Spring 2015 for students in K-6. In addition, parent surveys were conducted to determine mode and distance traveled to school. Staff surveys were completed to gauge safety and infrastructure needs at specific school sites.

Recommendations

- Use home distances from school from parent survey results to determine feasibility of rolling out Walking School Bus program where applicable. Track the number of children walking and biking to school and survey participating schools to track the success of implemented Walking School Bus programs.
- Refer to requested infrastructure needs from staff surveys during recommended site walks under *Engineering* above.
- This plan will establish an ongoing countywide count program for Napa County. While the program will encompass a range of different site types throughout the County, several will be located within a quarter-mile of primary and secondary schools. At these locations, counts will be completed during the typical morning (7-9 AM) and afternoon (4-6 PM) travel peaks, as well as during the afternoon dismissal period (2-4 PM). Consider monitoring pedestrian volumes near schools over time to document trends related to SRTS efforts. Reference these trends when applying for infrastructure funding.

Countywide Count Evaluation Program

Establishing a countywide count program allows Napa County to measure facility use over time, evaluate pedestrian volumes before and after project implementation, and monitor travel patterns and safety conditions. In addition, count data may be used to support NVTA and jurisdictions' applications for competitive grant funding by demonstrating the pedestrian demand in the project area. This count program could lead to a proactive approach to identify treatments and program funding as well as ensure that improvements are focused not only on areas with high pedestrian volumes and a high number of collisions, but also on areas with high collision rates (collision/daily pedestrian volume) that may not have as many people walking. Additionally, pedestrian volumes could be referenced proactively when setting speed limits and to determine if a reduced speed zone may be appropriate or other traffic calming measures may be needed, especially near school zones.

Count Methodology

Baseline counts were conducted at 42 locations throughout Napa County in October and November 2015. Locations were chosen based on priority projects in the Countywide Transportation Plan (2015) and high-ranking projects from the walking audits of this plan. Observed pedestrian activity periods included the baseline morning (7-9 AM) and afternoon (4-6 PM) peaks, as well as school and weekend periods which were added based on adjacent land use and input from jurisdiction staff. Locations near schools received a count during the afternoon school dismissal (2-4 PM) and downtown locations were counted during the weekend midday peak (12-2 PM)

when recommended by jurisdiction staff. The implemented count schedule followed the methodology put forth in the MTC Handbook for Bicyclist and Pedestrian Counts (2003) and is consistent with researched best practices Statewide. The results of the counts are summarized in **Table 9** below.

TABLE 9: PEDESTRIAN COUNT PROGRAM VOLUMES

ID	Jurisdiction	Location	Morning	Evening	School	Weekend
			7-9AM	4-6PM	2-4PM	12-2PM
AC1	American Canyon	SR 29 and American Canyon Rd.	32	90		
AC2	American Canyon	Melvin Road at Poco Way	3	6		
AC3	American Canyon	James Road at Donaldson Way	23	42		
AC4	American Canyon	Elliott Drive at Donaldson Way	97	55	196	
AC5	American Canyon	Elliott Drive at Crawford Way	25		33	
UNC1	Angwin	Brookside Drive at Howell Mountain	18	23	30	
UNC2	Angwin	White Cottage Road at College Avenue	14		11	
UNC3	Angwin	Howell Mountain and Clark	1	0		
CA1	Calistoga	SR 29 and Cedar Street	80	256		
CA2	Calistoga	Petrified Forest Road and Foothill Boulevard	2	5		20
CA3	Calistoga	Brannan and Lincoln	47	20		
CA4	Calistoga	Berry and Cedar	214		173	
CA5	Calistoga	Grant and Stevenson	22	22	10	
CA6	Calistoga	Grant Street and N. Oak Street	13	12		11
CA7	Calistoga	Lake County Hwy / Silverado Trail N / Lake Street		3		6
CA8	Calistoga	Lake Street and Grant Street	60		66	
NA1	City of Napa	Browns Valley Road and Westview Drive	26	17		
NA2	City of Napa	First Street and Freeway Drive	67	30		
NA3	City of Napa	Imola Ave and Parrish Road	17	112		
NA4	City of Napa	Jefferson and Old Sonoma Road	12	27		
NA5	City of Napa	Jefferson and Sierra Avenue	206	43	138	
NA6	City of Napa	Salvador Ave and Escuela Drive	34	26	29	
NA7	City of Napa	Redwood Rd. and Solano Avenue	189	106	194	
NA8	City of Napa	Silverado Trail at 3rd Street/Coombsville/ East	24	17	34	
NA9	City of Napa	Soscol and First Street	89	143		
NA10	City of Napa	Imola Avenue and Foster Rd	63	34	67	
NA11	City of Napa	Soscol at Kansas	44	49		
NA12	City of Napa	Soscol at Imola	23	117		
NA13	City of Napa	Undercrossing: SR 29 and Napa Creek	7	42	31	
SH1	St. Helena	Main St. and Pope Sreet	55	134		
SH2	St. Helena	Main Street at Adams Street	112	321		798
SH3	St. Helena	Hunt Avenue at Proposed Path (1)	23	37		

TABLE 9: PEDESTRIAN COUNT PROGRAM VOLUMES						
ID	Jurisdiction	Location	Morning	Evening	School	Weekend
			7-9AM	4-6PM	2-4PM	12-2PM
SH4	St. Helena	Hunt Avenue at Proposed Path (2)	23	34		
SH5	St. Helena	Main and Grayson	8		16	
SH6	St. Helena	Main and El Bonita Avenue	5		8	7
SH7	St. Helena	Spring Mountain and Elmhurst	13		7	
SH8	St. Helena	Main and Pine	35	65		104
YT1	Yountville	Madison St. and Washington St.	100	73		
YT2	Yountville	Washington Street and Yount Street	149	245		797
YT3	Yountville	Yount Street and Mt Avenue	56	14	27	
YT4	Yountville	California Drive and Washington Street	96	59		
YT5	Yountville	Yount Street and Finnell	95	94	72	

The number of pedestrians observed during the morning hours of 7-9 AM ranged from 1 to 214. The highest volumes observed during this period were near schools, with over 200 pedestrians counted in Calistoga near Calistoga Elementary School and in the City of Napa near Vintage High School and Bel Aire Park Magnet School. The lowest volumes observed during this period were near the northeast corner of the unincorporated community of Angwin along Clark Way and near the southwest corner of the City of Calistoga at Petrified Forest Road and SR 128.

During the evening hours of 4-6 PM, pedestrian volumes observed throughout the County ranged from 0 to 321. The highest volumes were observed in downtown locations, with about 250 pedestrians observed in downtown Calistoga and in downtown Yountville, and 321 observed in downtown St. Helena. The lowest volumes observed during this period were in the unincorporated community of Angwin adjacent to Clark Way and in the City of Calistoga near the northeast city boundary at the intersection of Silverado Trail N and Lake Street.

Pedestrians observed throughout the County during the school dismissal period of 2-4 PM ranged from 7 to 196. The highest number of pedestrians during this period was about 200 in the City of American Canyon and the City of Napa, and the lowest were in St. Helena where less than 10 pedestrians were counted.

Weekend counts were collected in the afternoon from 12-2 PM and ranged from 6 to 798 pedestrians. The highest volumes were observed in downtown Yountville and St. Helena, where close to 800 pedestrians were counted. The lowest number of pedestrians were in Calistoga near Oat Hill Mine Trailhead and near the southern end of St. Helena at SR 29 and El Bonita Avenue.

Of all locations observed throughout the county, an average of 54 pedestrians was recorded during the AM period (7-9 AM) and an average of 68 were observed during the PM period (4-6 PM). During the midday school observations (2-4 PM), an average of 63 pedestrians were counted at each location evaluated. An average number of 249 pedestrians was counted during the weekend count period (12-2 PM). These values varied significantly

based on population density of a given neighborhood or jurisdiction, as well as by the adjacent land use. Individual jurisdiction plans provide additional details about the pedestrian counts completed within those locations.

Evaluation and Next Steps

Going forward, NVTA intends to conduct annual counts throughout the County on an annual basis. Counts will primarily be conducted in locations evaluated in the baseline year (2015) to monitor travel trends and the impact of project implementation on pedestrian volumes, as well as justify funding for priority projects in this plan. With the collected counts, NVTA may compare travel patterns across different locations, measure changes in pedestrian use at a single location over time, and evaluate the extent to which pedestrian travel peaks throughout the course of the day or week. By collecting counts at different times of day, NVTA may evaluate if a given pedestrian facility is typically used for recreational or utilitarian purposes.

NVTA should consider purchasing a mobile automated trail counter. With this counter, NVTA may collect data for extended periods of time at different locations, providing a more holistic understanding of pedestrian behavior at these sites.

In the future, count locations may be added or omitted based on agency priorities, and could include pedestrian-involved collision locations to prioritize improvements in locations based on collision rates (collision/daily pedestrian volume). Individual jurisdictions may choose to add additional count locations at midblock locations where marked crosswalks may be considered based on existing pedestrian demand. These could be midblock locations where pedestrians are observed crossing the street such as between a hotel and a winery, a residential zone and a shopping center, or shopping and public parking. Pedestrian volumes at these locations could help determine if a midblock crosswalk should be evaluated based on the Crosswalk Guidelines in this plan.

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. The initiative has gained momentum in major American cities including San Francisco, New York City, Chicago, Los Angeles, Seattle, Washington DC and San Jose. In the form of a plan and/or policy, it challenges the existing approach to traffic safety by acknowledging that traffic deaths and severe injuries are preventable and by taking a multidisciplinary approach to tackle this complex problem. Vision Zero often starts at the local level and engages law enforcement, engineering, education, and evaluation to help reach its goals. Implementation can include development of data-driven tools to identify high-injury networks and select priority locations for targeted engineering, education, and enforcement.

Recommendations

- Identify opportunities for funding for Vision Zero efforts, such as developing a Countywide database to inventory collision data and environmental factors, undertaking a comprehensive analysis to understand collision patterns, and facilitating an outreach process to identify community safety priorities and determine where to focus safety investments and improvements.

Performance Goals

Napa County intends to monitor progress on the implementation of this Pedestrian Plan over time. **Table 10** summarizes the County's four performance goals and includes information on the associated metrics and policies to make progress toward meeting those goals.

This plan will be updated every 5-7 years, including an analysis of the increase in walking from the implementation of proposed facilities through the Countywide Count Evaluation Program, as well as an evaluation of the remaining project list. This update will ensure that proposed projects still meet the needs of the community.

TABLE 10: PERFORMANCE GOALS		
Goal	**Metric**	**Key Actions**
1. Provide a connected network of pedestrian sidewalks, trails, and pathways in the County and its jurisdictions that are safe and accessible to a variety of users and that foster community interactions	Establish a construction pace of one pedestrian capital improvement project per year per jurisdiction Coordinate with NVTA to seek additional funding for infrastructure projects that support safe routes to school	• Continue to seek grant funding to implement the projects recommended in each jurisdiction plan • Coordinate with jurisdiction staff to inform schools and communities of relevant funding and grant opportunities • Reference the public involvement, analysis, and project evaluation efforts of this plan when applying for grants to fund projects
	Reduce annual pedestrian related collision rate by half by 2040	• Address collision locations identified in this plan by installing the projects identified and implementing the planned education and enforcement programs in Chapter 8. • Use 2015 as the baseline year for evaluation with progress evaluations at five-year intervals.
2. Encourage walking trips through enhancing key pedestrian connections to transit	Increase the number of walking trips to transit by 50% by 2040	• Work with NVTA and VINE to monitor the percentage of riders walking to transit • Prioritize and implement improvements near the VINE stations and high use stops in support of this goal
3. Take advantage of overlapping opportunities	Identify Complete Streets funding and project synergies with development and infrastructure projects	• Review environmental documents and proposed development plans for consistency with this plan and for a proposed facility's ability to accommodate the needs of users of all ages and abilities • Consider pedestrian facilities in all road resurfacing and intersection improvements
4. Encourage and educate residents about walking and enforce safe interactions between pedestrians and motorists	Administer SRTS programs to each interested school by the end of the grant cycle (2016) and secure grant to continue program Launch Safe Routes for Seniors and Safe Routes to Transit initiatives	• Implement the SRTS Program recommendations in this plan • Distribute pedestrian safety brochures to the public to promote walking to community events • Pursue grant funding through the California Office of Traffic Safety for a media safety campaign for motorists and implement campaign countywide through advertisements on buses and bus shelters, through SRTS and in-school curriculum, public service announcements, and/or brochures distributed by law enforcement • Collaborate with senior centers and advocates to implement education, encouragement, and engineering projects to improve mobility for senior pedestrians • Collaborate with transit providers to prioritize and implement access improvements to transit stops

Plan Consistency

This plan will build on, and need to coordinate with, a number of related planning efforts occurring not only at the countywide level but also at the city, regional, state, and federal levels. This section provides an overview of the policy framework surrounding pedestrian planning in Napa County by summarizing the key plans and policies that will affect and be affected by implementation of this plan. Key planning efforts include various routine accommodation and "complete streets" policies at the federal, state and regional levels; recent state legislation related to global warming and emissions of greenhouse gases; the MTC Bay Area Regional Bicycle Plan; NVTA's Countywide Bicycle Plan; and local general plans.

This plan is consistent with plans and policies at federal, state, and local levels.

Federal Policies

The United States Department of Transportation (US DOT) can issue Policy Statements to help guide actions at lower levels of government

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling as equals with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

Americans with Disabilities Act

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities with regards to employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of

public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to "public accommodations," the spirit of the law applies not only to public agencies but to all facilities serving the public, whether publicly or privately funded.

State Policies

State policies that relate to this plan include:

Complete Streets Act of 2008

California's Complete Streets Act of 2008 (Assembly bill 1358) requires all cities and counties to modify the circulation element of their general plan to "plan for a balanced, multimodal transportation network that meets the needs of all users" when a substantive revision of the circulation element occurs. The law went into effect on January 1, 2011. The law also directs the Governor's Office of Planning and Research to amend its guidelines for the development of circulation elements to aid cities and counties in meeting the requirements of the Complete Streets Act.

Senate Bill 375 / Assembly Bill 32

California Assembly Bill 32 requires greenhouse gas (GHG) emissions to be reduced by 28 percent by the year 2002 and by 50 percent by the year 2050 in response to climate change. Senate Bill 375 provides the implementation mechanisms for AB 32. It requires metropolitan planning organizations and regional planning agencies to plan for these reductions with the development of Sustainable Community Strategies, which will be a regional guide for housing, land uses, and transportation and will incorporate the Regional Transportation Plan (RTP). One key component of this is the reduction of automobile trips and vehicle miles traveled. Planning for increases in walking, bicycling, and transit use as viable alternatives are important components of these plans.

Caltrans Deputy Directive 64

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64 (DD-64), "Accommodating Non-motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 and in 2014 as "Complete Streets—Integrating the Transportation System." The new policy reads in part:

> "Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.
>
> Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by

creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations…."

The directive establishes Caltrans' own responsibilities under this policy. Among the responsibilities that Caltrans assigns to various staff positions under the policy are:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Caltrans transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Regional and County Policies and Connections

This plan is consistent with regional- and county-level plans. Pedestrian and bicycle networks were reviewed from local and regional agencies, including MTC, the Association of Bay Area Governments (ABAG), and NVTA to promote a coordinated regional system. These plans are described briefly below.

Sonoma County Bicycle and Pedestrian Plan (2010)

Completed in 2010, the Sonoma County Bicycle and Pedestrian Plan provides a list of policies, projects, and programs for increasing bicycle and pedestrian mode share throughout Sonoma County. While no policies explicitly highlight connections to Napa County, several identified projects terminate at the Napa-Sonoma County border. Portions of the Sonoma County Bay Trail connect directly with the Napa County sections of the Bay Trail. For example, the Sonoma Plan proposes Bay Trail segments from Hudeman Slough (Project 206C) and from Dale Avenue (Project 206A) to the Napa County border.

Solano Countywide Pedestrian Transportation Plan (2012)

The Solano Countywide Pedestrian Transportation Plan, approved in 2012, explicitly discusses how the plan fits within the regional pedestrian context. The plan includes a goal to "develop a pedestrian connections network that connects to northern California's alternative modes system", with a specific objective to "plan and implement access to public transit connections to neighboring counties (i.e. Yolo County, Napa County, Sacramento County, etc.)". Portions of the Bay Trail in Solano County extend along the Vallejo waterfront with plans to ultimately route the trail to Bay Trail segments in American Canyon in Napa County.

Bay Trail Gap Analysis Study (2005)

The Bay Trail Project is a nonprofit organization administered by ABAG that plans, promotes and advocates for the implementation of a continuous 500- mile bicycling and hiking path around San Francisco Bay. When complete, the Trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. The Gap Analysis Study identifies portions of the Trail yet to be completed, and groups these into short-, medium-, and long-term projects. Much of the Bay Trail development in the past has been in San Francisco, San Mateo, Alameda, Contra Costa, and Marin Counties. Physical and environmental constraints in the North Bay have limited Bay Trail development in Sonoma and Napa Counties; however, projects such as the Sonoma Baylands, Sears Point Restoration, Napa Sonoma Marsh and Wetlands Edge Trail in American Canyon are representative of increasing progress toward Bay Trail implementation in the North Bay. This study includes several proposed Bay Trail projects within Napa County:

- 6.9 miles of the Bay Trail are included in the plan as short-term projects
- 22.4 miles of Bay Trail are included in the plan as medium-term projects
- 3.86 miles of Bay Trail are included in the plan as long-term projects

Napa Valley Vine Trail Project Plan (2013)

The Napa Valley Vine Trail Project Plan describes an initiative to build a walking and bicycling trail connecting the entire Napa Valley. This proposed 47-mile Napa Valley Vine Trail is seen as the key link in a Napa County-wide trail system, which also includes portions of the region-wide Bay Trail and Ridge Trail. The Trail project is a partnership between the NVTANVTA and the Napa Valley Vine Trail Coalition. Several recommended improvements in this plan align with existing or planned segments of the Vine Trail and include:

- Redwood Road at Solano Avenue Intersection Improvements in Napa (Improvement N-26)
- RLS Middle School Sidewalk and Hunt Avenue Improvements in St. Helena (Improvement SH-1)
- South St Helena / Unincorporated Connection in St. Helena (Improvement SH-11)
- Vine Trail Improvements in Yountville (Improvement Y-4)
- Madison Street Wayfinding in Yountville (Improvement Y-9)

Napa County Regional Park and Open Space District Master Plan (2009, 2012 update)

The first Master Plan for the Napa County Regional Park and Open Space District was adopted by the Board of Directors in 2009, with a plan update approved in 2012. Of the plan's guiding policies, two are of particular relevance to this planning effort:

- Promote non-motorized recreation facilities such as hiking trails, bicycle routes and other facilities that link the County's cities, town and communities to each other and to regional parks and other important destinations.

- Increase recreational trails open to the public by at least 100 miles, working in partnership with other governmental agencies and non-profit land conservation organizations.

MTC Policy on Routine Accommodation

MTC is the regional transportation planning agency for the Bay Area. In 2006, MTC adopted a policy on "Routine Accommodation." The policy states that pedestrian and bicyclist consideration must be integrated into planning, design, and construction of transportation projects that use regional transportation funds. The policy requires sponsors of a project, such as a city or county agency, to complete a project checklist, often referred to as a Complete Street Checklist. The checklist is intended to be completed at the earliest stages of the projects so that considerations for bicyclist and pedestrian accommodation can be made at the inception of the project.

Plan Bay Area Regional Transportation Plan

The Association of Bay Area Governments (ABAG) is the comprehensive regional planning agency and Council of Governments for the nine counties and 101 cities of the San Francisco Bay region. Motivated by the California Sustainable Communities and Climate Protection Act of 2008, ABAG developed Plan Bay Area in July 2013, as regional transportation plan that guides the Bay Area in a long-range plan to significantly reduce greenhouse gases by 2040. The focus of this plan is to devote most (87%) of funding to operate and maintain the existing transportation network, with the remaining budget aimed at next-generation transit projects and other programs that support reducing GHG emissions.

Vision 2040: Moving Napa Forward

The Napa Countywide Transportation Plan – Vision 2040: Moving Napa Forward is a long-range transportation plan that includes a list of transportation investments for the next 25 years. The Napa Countywide Transportation Plan identifies goals and objectives that apply to all modes of transportation and identifies issues and challenges while setting the stage for a long range vision for the county. Several objectives highlighted in Moving Napa Forward align with the goals of this plan:

- Educate all roadway users so they may safely coexist.
- Work with Napa County jurisdictions to adopt complete streets policies to meet the MTC funding eligibility requirements.
- Prioritize projects that expand travel options for cyclists and pedestrians as well as those projects that improve operation and safety for vehicles, pedestrians, and cyclists
- Increase mode share for transit, walking, and bicycling to 10% by 2035

The plan also identifies key active transportation policies and concepts, discussing the role of complete streets, complete bicycle and pedestrian networks, and wayfinding and signage in encouraging active transportation within the county. Moving Napa Forward also includes a chapter focused on Transportation and Health, identifying a key priority action area as "[improving] wellness and healthy lifestyles".

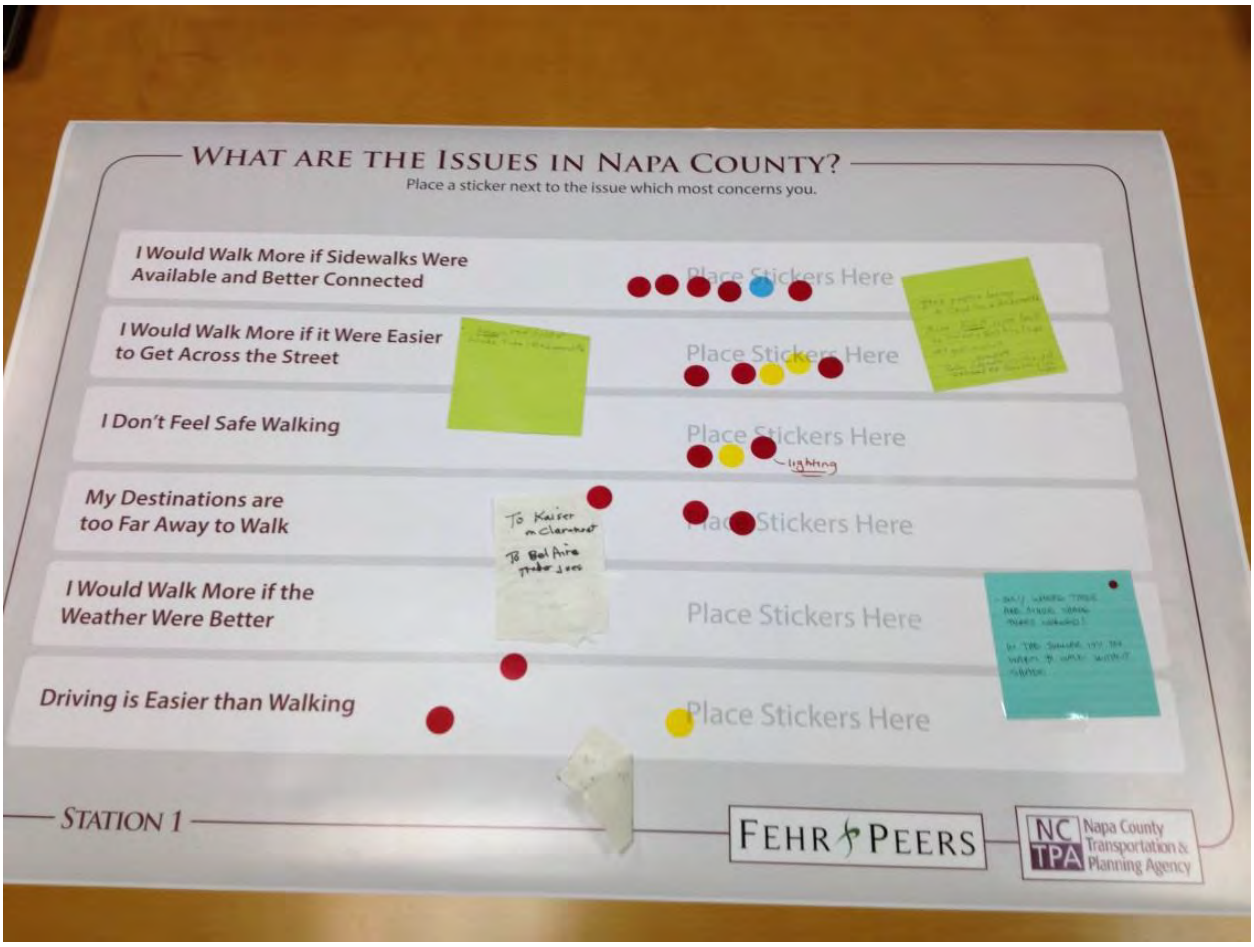
Local Plans

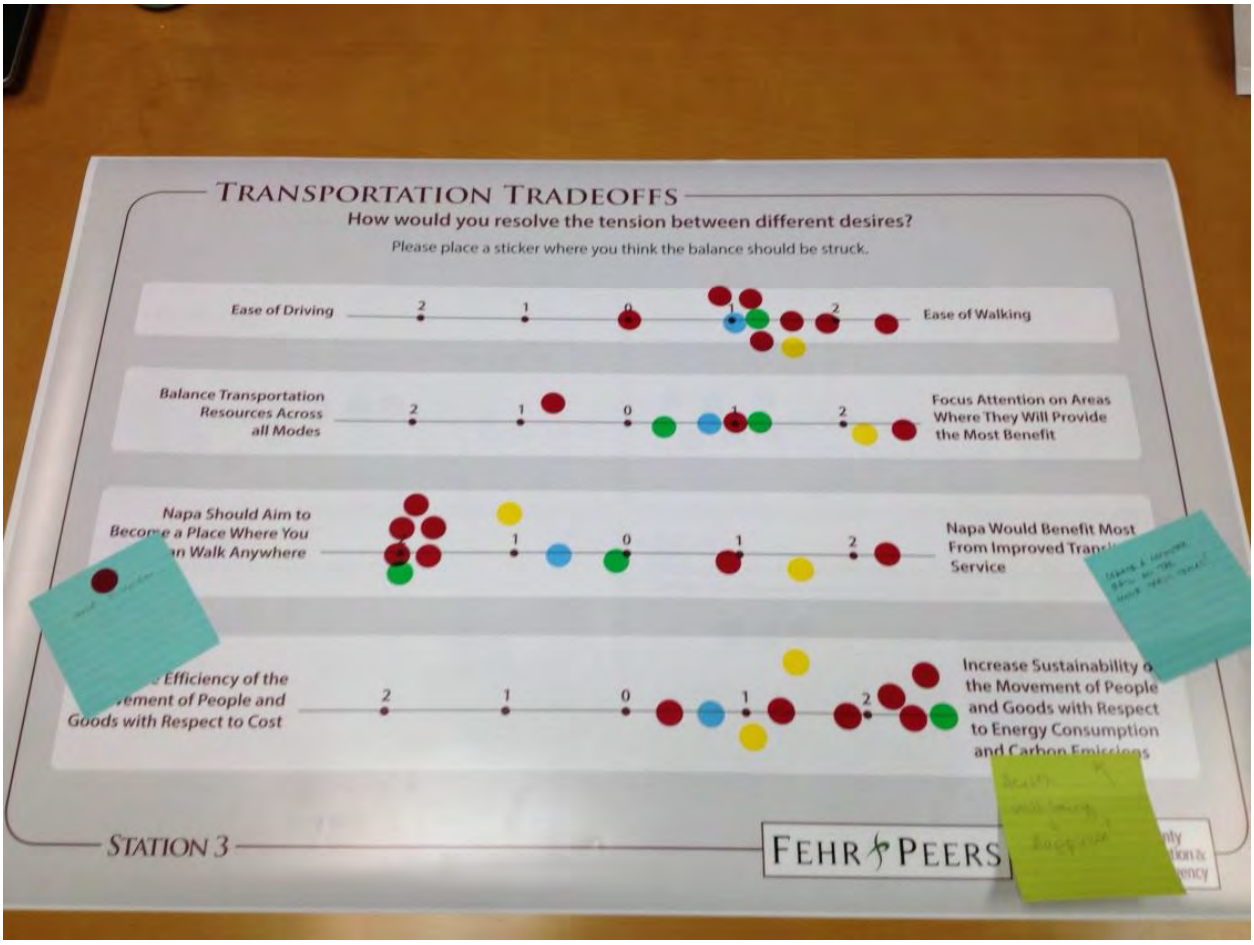
Evaluation and Next Steps

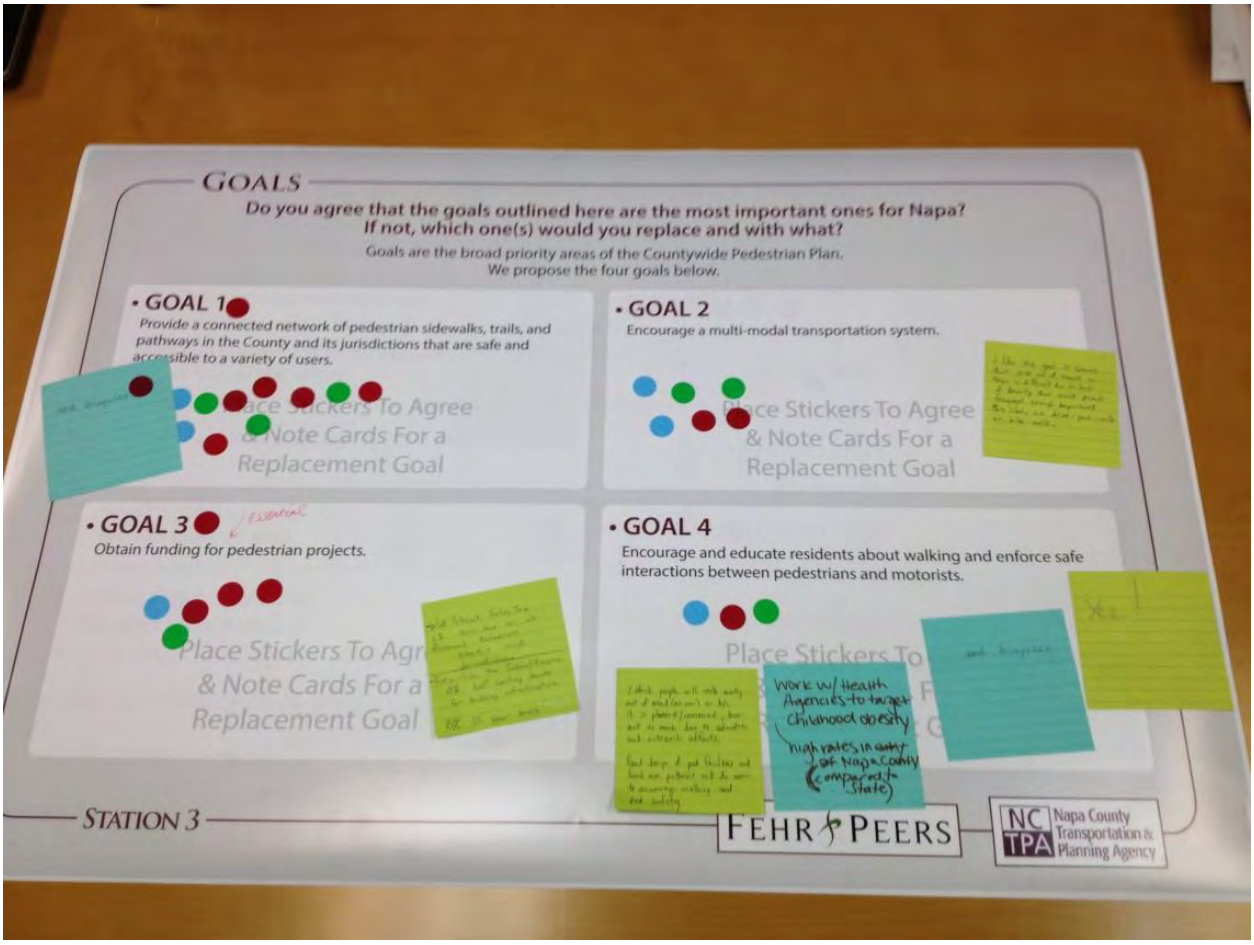
Napa County consists of six local jurisdictions: four cities, one town and the County government, which has responsibility for the unincorporated areas of the County. All six jurisdictions have adopted policies as part of their respective general plans in support of walking. A list of these policies can be found in Appendix B of each Jurisdiction Plan, *Existing Pedestrian Policies*.

Appendix A – Public Workshop Materials

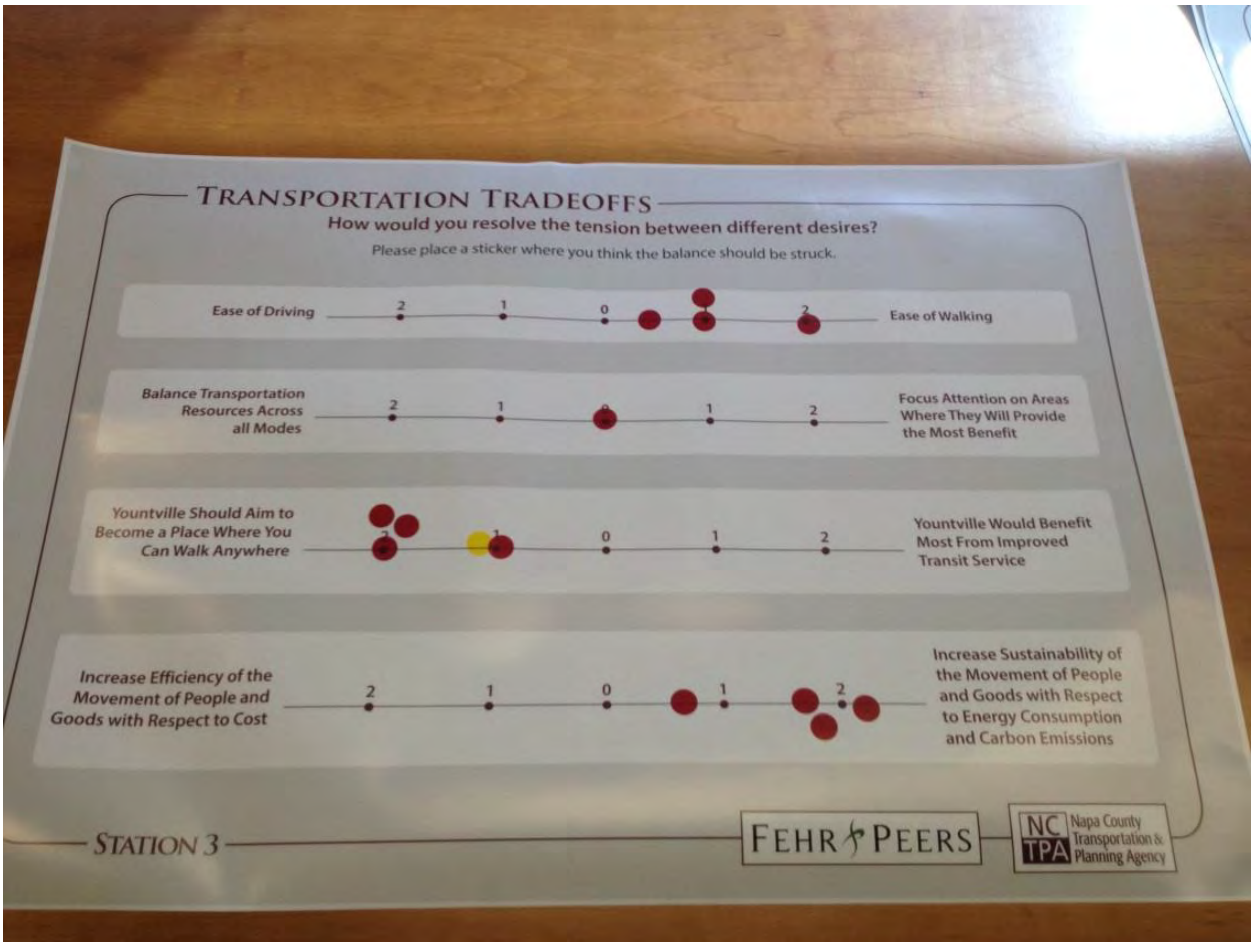
January 22, 2015 - NVTA

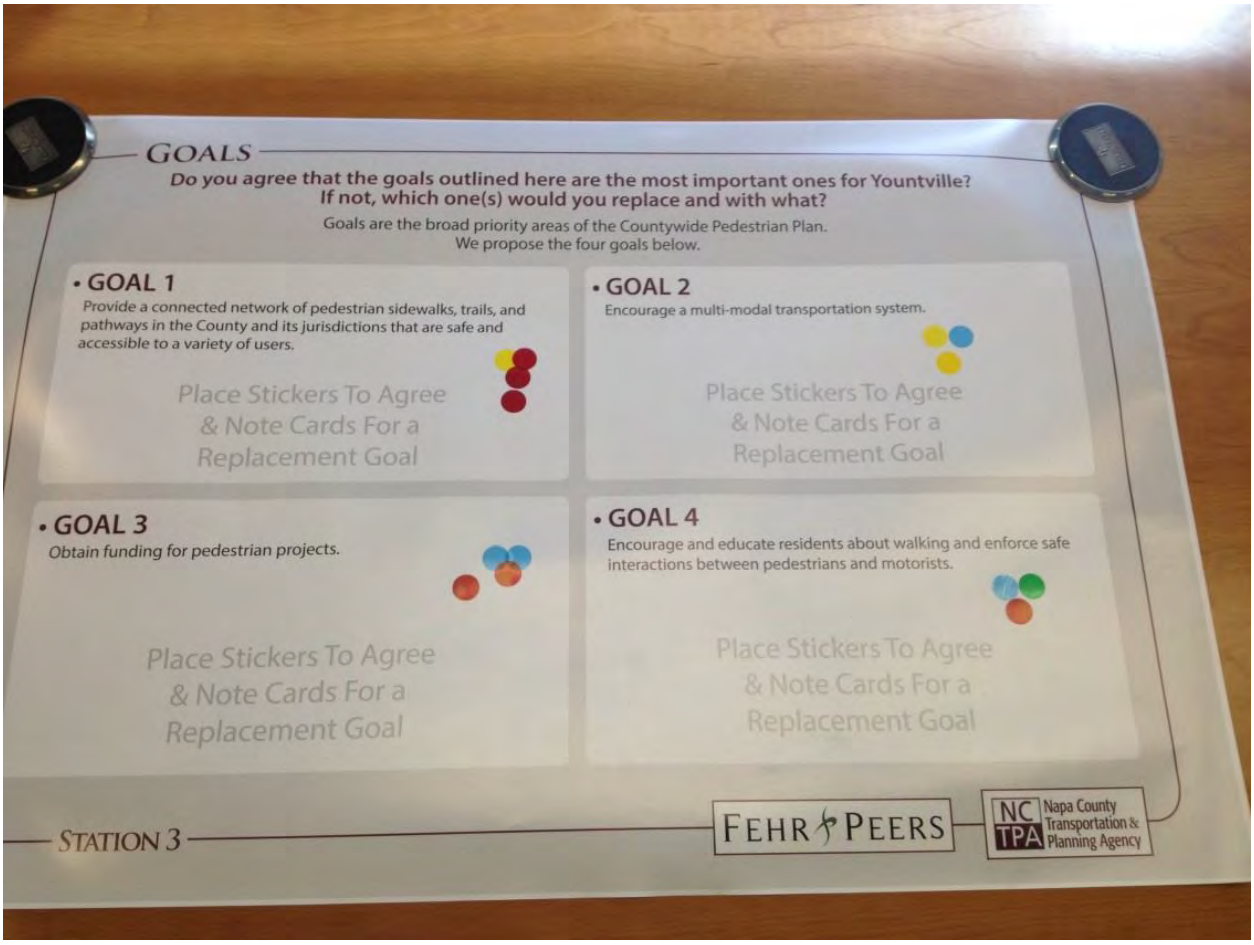



TRANSPORTATION TRADEOFFS
How would you resolve the tension between different desires?
Please place a sticker where you think the balance should be struck.
Ease of Driving
Ease of Walking
Balance Transportation Resources Across all Modes
Focus Attention on Areas Where They Will Provide the Most Benefit
Napa Should Aim to Become a Place Where You Can Walk Anywhere
Napa Would Benefit Most From Improved Transit Service
Efficiency of the Movement of People and Goods with Respect to Cost
Increase Sustainability of the Movement of People and Goods with Respect to Energy Consumption and Carbon Emissions
STATION 3
FEHR & PEERS

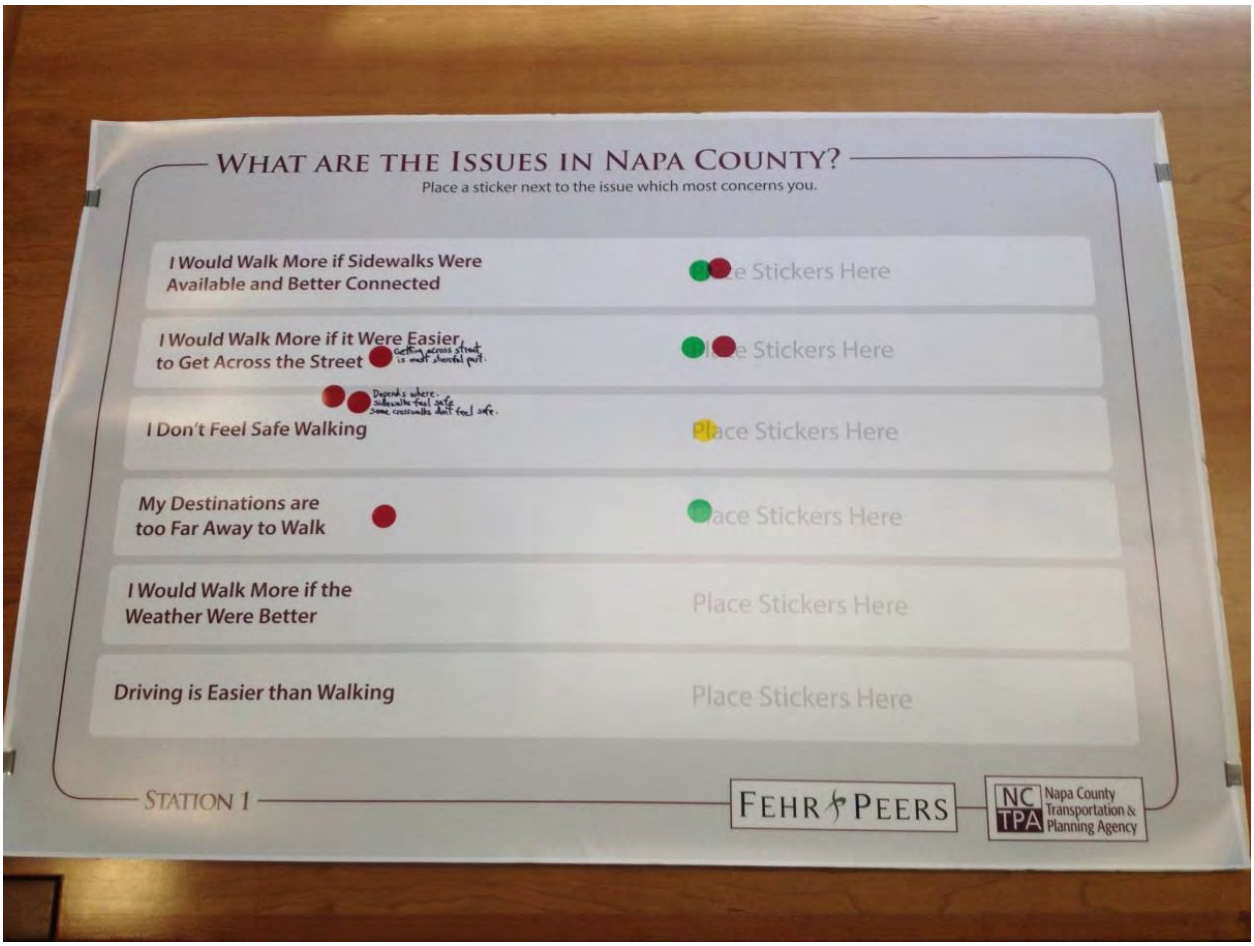

GOALS
Do you agree that the goals outlined here are the most important ones for Napa?
If not, which one(s) would you replace and with what?
Goals are the broad priority areas of the Countywide Pedestrian Plan.
We propose the four goals below.
• GOAL 1
Provide a connected network of pedestrian sidewalks, trails, and pathways in the County and its jurisdictions that are safe and accessible to a variety of users.
Place Stickers To Agree & Note Cards For a Replacement Goal
• GOAL 2
Encourage a multi-modal transportation system.
Place Stickers To Agree & Note Cards For a Replacement Goal
• GOAL 3
Obtain funding for pedestrian projects.
Place Stickers To Agree & Note Cards For a Replacement Goal
• GOAL 4
Encourage and educate residents about walking and enforce safe interactions between pedestrians and motorists.
Work w/ Health Agencies to target Childhood obesity
high rates in many of Napa County (compared to State)
STATION 3
FEHR PEERS
NC TPA Napa County Transportation & Planning Agency

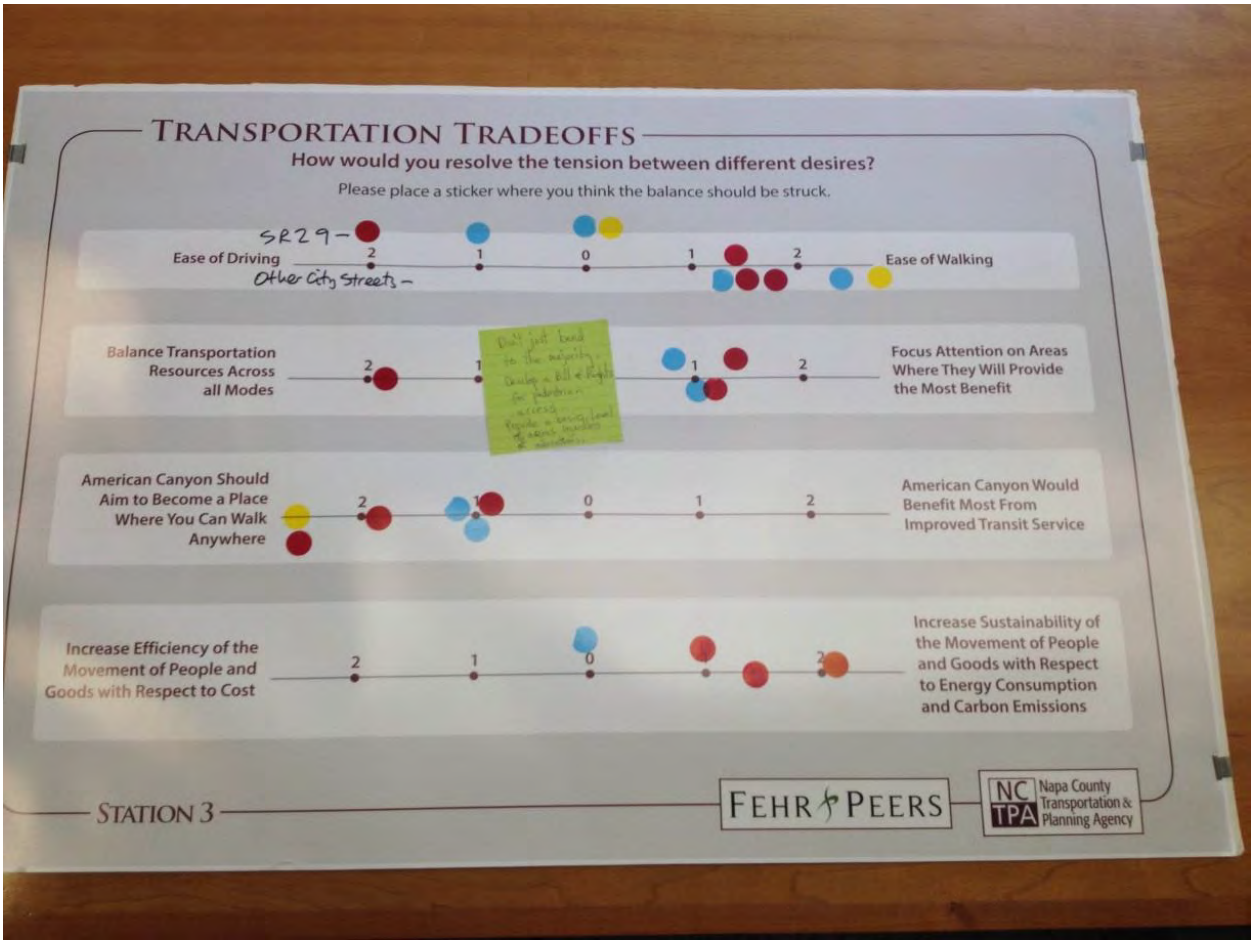
January 27, 2015 – Yountville Town Hall

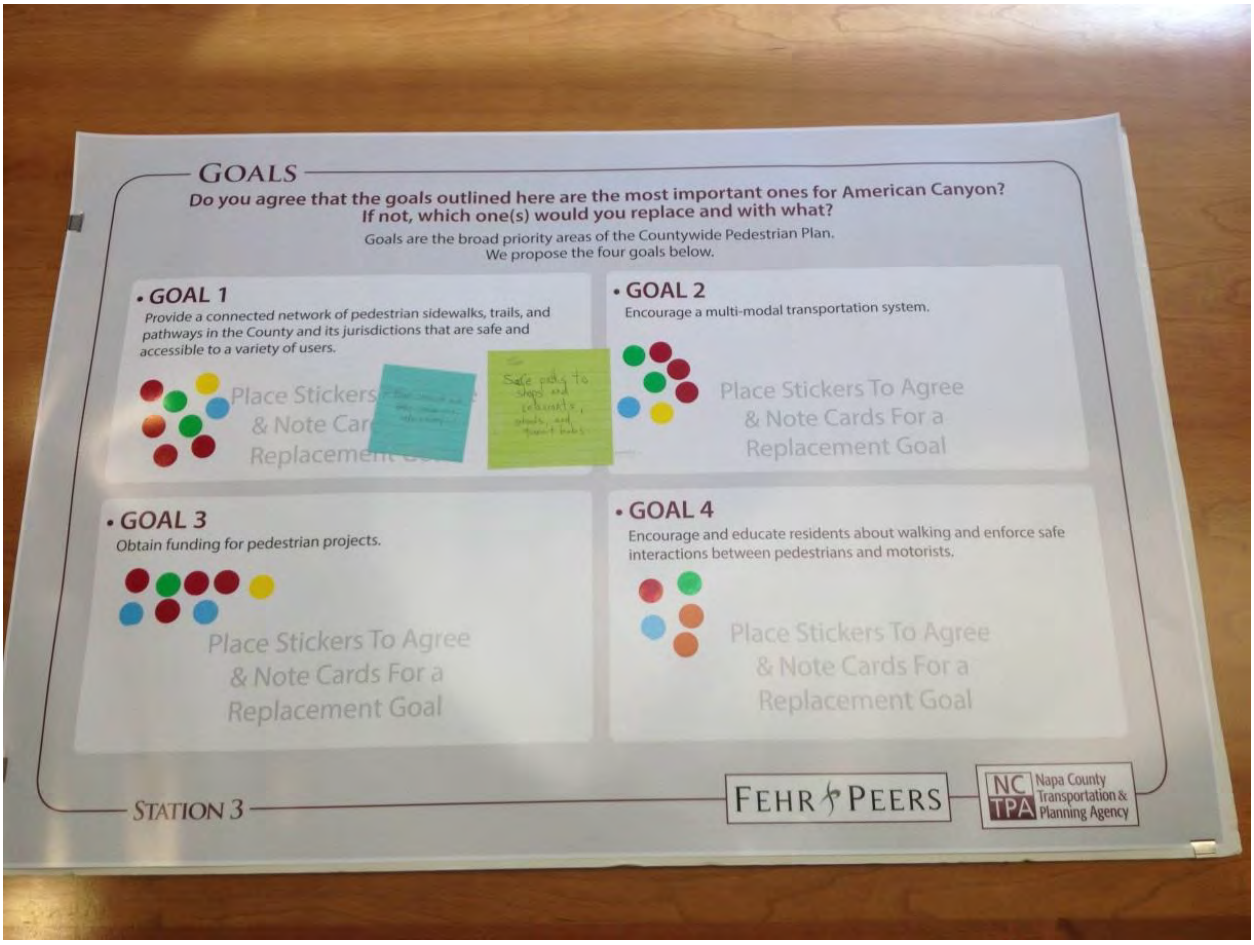



GOALS
Do you agree that the goals outlined here are the most important ones for Yountville?
If not, which one(s) would you replace and with what?
Goals are the broad priority areas of the Countywide Pedestrian Plan.
We propose the four goals below.
• GOAL 1
Provide a connected network of pedestrian sidewalks, trails, and pathways in the County and its jurisdictions that are safe and accessible to a variety of users.
Place Stickers To Agree & Note Cards For a Replacement Goal
• GOAL 2
Encourage a multi-modal transportation system.
Place Stickers To Agree & Note Cards For a Replacement Goal
• GOAL 3
Obtain funding for pedestrian projects.
Place Stickers To Agree & Note Cards For a Replacement Goal
• GOAL 4
Encourage and educate residents about walking and enforce safe interactions between pedestrians and motorists.
Place Stickers To Agree & Note Cards For a Replacement Goal
STATION 3
FEHR PEERS
NC TPA Napa County Transportation & Planning Agency

February 4, 2015 – American Canyon City Hall




TRANSPORTATION TRADEOFFS
How would you resolve the tension between different desires?
Please place a sticker where you think the balance should be struck.
SR29 –
Ease of Driving
Other City Streets –
2
1
0
1
2
Ease of Walking
Balance Transportation Resources Across all Modes
Focus Attention on Areas Where They Will Provide the Most Benefit
American Canyon Should Aim to Become a Place Where You Can Walk Anywhere
American Canyon Would Benefit Most From Improved Transit Service
Increase Efficiency of the Movement of People and Goods with Respect to Cost
Increase Sustainability of the Movement of People and Goods with Respect to Energy Consumption and Carbon Emissions
STATION 3
FEHR PEERS
NC TPA
Napa County Transportation & Planning Agency


GOALS
Do you agree that the goals outlined here are the most important ones for American Canyon?
If not, which one(s) would you replace and with what?
Goals are the broad priority areas of the Countywide Pedestrian Plan.
We propose the four goals below.
• GOAL 1
Provide a connected network of pedestrian sidewalks, trails, and pathways in the County and its jurisdictions that are safe and accessible to a variety of users.
Place Stickers
& Note Car
Replacement
Safe path to shops and schools, and transit hubs
• GOAL 2
Encourage a multi-modal transportation system.
Place Stickers To Agree
& Note Cards For a
Replacement Goal
• GOAL 3
Obtain funding for pedestrian projects.
Place Stickers To Agree
& Note Cards For a
Replacement Goal
• GOAL 4
Encourage and educate residents about walking and enforce safe interactions between pedestrians and motorists.
Place Stickers To Agree
& Note Cards For a
Replacement Goal
STATION 3
FEHR PEERS
NC TPA Napa County Transportation & Planning Agency

Appendix B – Ped INDEX Methodology

This Appendix presents the approach to estimating pedestrian demand within Napa County and summarizes the methodology and preliminary results. The results helped inform the decision for priority focus areas and walking audit locations; additional factors that were considered to provide context for that decision are discussed under *High Improvement Need*. In addition to developing suggested focus areas for this plan, further recommended next steps are listed at the end of this Appendix.

Methodology

Fehr & Peers used existing GIS data to develop a pedestrian demand model that identifies variations in pedestrian activity and potential demand on streets throughout Napa County. Pedestrian demand is based on several variables, including proximity, built environment, demographic, and zoning factors that are considered indicators for pedestrian activity. The variables, sources and scoring criteria are summarized in **Table B-1**. Each heading is defined below:

- **Input Factor** – pedestrian demand variable considered
- **Source/Format** – data source and GIS format (either point or polygon)
- **Range of Factor** – range of possible values associated with the factor, grouped for scoring purposes
- **Variable Score** – score assigned to reflect importance of value range for pedestrian demand, from zero to 100
- **Processing** – description of how factor is mapped and scored
- **Significance and Weighting Factor** – significance of variable to overall pedestrian demand, and relative scoring factor, applied when all factors are considered together for the total pedestrian demand score of each roadway segment. The weighting factors listed in the table add up to 100, so the compiled scores range from zero to 100.

TABLE B-1: LIST OF VARIABLES USED IN GIS PEDESTRIAN DEMAND MODEL					
Input factor	**Source / Format**	**Range of Factor**	**Variable Score**	**Processing**	**Significance and Weighting Factor**
Built Environment (Density and Diversity of Land Uses)					
Population Density – per acre	Census 2010/ Polygon	0-3 persons per acre	0	Uses kernel density (persons per acre) to derive average density within a 1 mile buffer using census block group data Assigns average grid value to street centerline	High 14/100
		3-6	20		
		6-9	40		
		9-12	60		
		12-15	80		
		15+	100		
Employment Density – per acre	Smart Database Job Locations/ Polygon	0-3 persons per acre	0	Uses kernel density (per acre) to derive average number of employees within a 1 mile buffer using census block group data Assigns average grid value to street centerline	High 14/100
		3-6	20		
		6-9	40		
		9-12	60		
		12-15	80		
		15+	100		
Intersection Density	Smart Database – Street Intersection Density	0-50	0	Calculates total intersection density, weighted to reflect connectivity for pedestrian and bicycle travel. The denominator is total land area.	High 14/100
		50-100	25		
		100-150	50		
		150-200	75		
		200+	100		
Land Use Mix – ratio in each census block group	Smart Database Jobs-to-Population Ratio/ Polygon	0-.1	0	Calculates the jobs to population ratio for census block group Assigns average grid value to street centerline ***Census block groups with a population density less than 3 persons/sq. mile were excluded in the analysis to filter out rural areas that may otherwise get a high score*	Medium 10/100
		0.1-0.2	25		
		0.2-0.3	50		
		0.3-0.4	75		
		40+	100		
Proximity Factors (Destinations)					
Schools – distance in feet	City/ Polygon	0-330 feet	100	Uses buffer to define ranges of distance to nearest school Assigns average grid value to street centerline	Medium 9/100
		330-660	95		
		660-1320	85		
		1320-2640	50		
		2640-5280	25		
		5280+	0		

TABLE B-1: LIST OF VARIABLES USED IN GIS PEDESTRIAN DEMAND MODEL					
Input factor	**Source / Format**	**Range of Factor**	**Variable Score**	**Processing**	**Significance and Weighting Factor**
Parks – distance in feet	City/ Polygon	0-330feet	100	Uses buffer to define ranges of distance to nearest park Assigns average grid value to street centerline	Medium 9/100
		330-660	75		
		660-1320	50		
		1320-2640	25		
		2640+	0		
Transit Proximity, Bus Stops – distance in feet	City, MTC/ Points	0-330feet	100	Uses buffer to define ranges of distance to nearest bus stop Assigns average grid value to street centerline	Medium 9/100
		330-660	95		
		660-1320	85		
		1320-2640	75		
		2640+	0		
		660-1320	95		
		1320-2640	75		
		2640-5280	50		
		5280+	0		
Major Retail Destinations/ Downtown/Community Commercial Zone – distance in miles	Neighborhood Shopping Districts and other Retail Areas (city zoning plans)/Polygons	0 miles	100	Uses buffer to define ranges of distance to nearest retail corridor Assigns average grid value to street centerline	Medium 9/100
		0-.5	50		
		.5+	0		
		660-1320	75		
		1320-2640	50		
		2640-5280	25		
		5280+	0		
Demographics					
Age - % under 18 and over 65	Census 2010/ Polygons	0-15 %	0	Calculates percentage of under 18 and over 65 population in census block group Assigns average grid value to street centerline	Low 4/100
		15-35	25		
		35-40	50		
		40-43	75		
		43+	100		
Income - % below poverty level	Census 2010/ Polygons	0-.5 %	0	Calculates percentage of population below poverty level in census block group Assigns average grid value to street centerline	Low 4/100
		.5-1	20		
		1-2	40		
		2-3	60		
		3-4	80		
		4+	100		

TABLE B-1: LIST OF VARIABLES USED IN GIS PEDESTRIAN DEMAND MODEL					
Input factor	**Source / Format**	**Range of Factor**	**Variable Score**	**Processing**	**Significance and Weighting Factor**
Vehicle Ownership - % households with 1 or fewer vehicles	Census 2010/ Polygons	0-10 %	0	Calculates percentage of households with 1 or fewer vehicles in census block group Assigns average grid value to street centerline	Low 4/100
		10-20	20		
		20-30	40		
		30-40	60		
		40-50	80		
		50+	100		

Each weighted variable is combined into a single heat map for each jurisdiction (Calistoga, St. Helena, Yountville, City of Napa, American Canyon and the Unincorporated Areas) to identify the highest and lowest areas of pedestrian demand[11] within each area based on the composite score.

Results

The results of the Pedestrian Demand model are illustrated in the Pedestrian Index maps, *Exhibit 8* of each Jurisdiction Plan (Chapters 2-7)**,** where the range of pedestrian demand across each jurisdiction is shown with a color gradient from dark purple to light green. Locations with a relatively high population or employment density and proximity to significant destinations immediately rise to the top and are given the highest scores, as shown in the darkest colors – black and purple. The lowest scores are found in the areas with low to no housing or employment and are represented in a pale green color. Since the majority of the data used in the PedINDEX comes from the Census (Census 2010 and the Smart Database), the data is applied at the Census block-level rather than an individual block-level, which can cause the resulting "heat" or colors of some of the maps to appear in large sections rather than on a finer-grained scale. Census blocks are polygons created around a cluster of blocks for which the results are reported for the entire group to address privacy concerns. The following findings stand out on the Demand exhibits for the jurisdictions.

Highest Pedestrian Demand Areas

High pedestrian demand areas are found in and around the downtown cores, close to important economic activity generators, and where schools and parks are located in areas with relatively dense population. The downtown cores have the highest concentration of destinations in the cities and town, including retail corridors and employment density. Most of the variables listed in Table 1 are found in the Downtown Core.

In American Canyon, the absence of a downtown core pulls the emphasis around other variables such as population density, schools and parks. For example, the area south of American Canyon Road to the east of SR 29

[11] This relative demand measure reflects latent demand, and does not account for the barriers that may prevent demand from being realized. Identifying and reducing these barriers is a key opportunity for this Plan to maximize demand.

includes American Canyon Apartments, a high-density housing complex, making it one of the higher concentrations of population in a city where the majority of housing is low-density single family homes. This relatively high population density, a variable ranked with high significance in the model, and the presence of multiple parks and schools nearby, both variables ranked with medium significance, make this an area of high pedestrian demand. Portions of The Preserve, Rancho Del Mar, and Napa Glen neighborhoods that are within walking distance of Donaldson Way Elementary School, American Canyon Middle School and multiple parks also receive a high pedestrian demand score.

Other high pedestrian demand areas are located in unincorporated areas in the center of the City of Napa or along the border of the city, and are shown in greater detail on *Exhibit UNC-8*, the Unincorporated Area Pedestrian Index. These areas are near multiple schools and parks as well as a mix of residential and commercial land uses. Parks and schools are both highly weighted in the model, so the proximity to both of these destinations increases pedestrian demand. The shorter blocks and more grid-like patterns of the road network in these unincorporated areas also result in a higher intersection density, which contributes to the high demand level.

Medium Pedestrian Demand Areas

Medium pedestrian demand areas are found farther from the core of the incorporated jurisdictions. Neighborhoods in these areas usually have a low mix of land uses but may have reasonably high population density, which is weighted with one of the highest significance factor among all 11 variables. They also are often relatively close to schools, parks, or the downtown area. For example, the residential area in the City of Napa east of Soscol Avenue and north of Lincoln Avenue, which includes Vineyard Terrace Apartments, Kentwood Apartments, and Glen View Garden Apartments, has a medium pedestrian demand score. This area has no employment centers and a low mix of land use; however, it does include medium-density housing, a park, and is within a half mile of a few other parks and schools. It is also adjacent to Soscol Avenue, a transit corridor for Vine Transit, with five bus stops bordering this area north of Lincoln Avenue.

The residential neighborhood in the City of Calistoga west of Lincoln Avenue between Grant Street and the northern city border is also a medium pedestrian demand area. This area borders Napa County Fairgrounds and includes several resorts and hotels. It is also adjacent to two schools - Calistoga Junior-Senior High School and Palisades Continuation High School – which are weighted with a high significance factor.

Low Pedestrian Demand Areas

Low pedestrian demand areas are found in portions of the jurisdictions with low population density, few destinations other than parks, and primarily residential land use (low land use mix). Areas near the outer edges of the cities and town and within the open space of the eastern unincorporated areas stand out for their low demand scores.

High Improvement Need

Barriers to Pedestrian Connectivity

Gaps in pedestrian infrastructure connectivity may result in barriers to pedestrian movement and discourage walking. Understanding where barriers exist within the countywide pedestrian network helps inform where improvements could be most beneficial. Examples of physical barriers include freeways or arterials with limited or difficult pedestrian crossings, such as SR 29.

The PedINDEX demand maps illustrate many high demand areas that exist near the key north-south physical barrier in the county, SR 29. New pedestrian connections can be prioritized in areas near barriers and a high pedestrian demand, such as potential enhanced crossings of SR 29 in St. Helena and Calistoga through the downtown areas. While the area between Eucalyptus Drive and American Canyon Road along SR 29 in American Canyon does not stand out in the PedINDEX demand maps with respect to existing development, areas of future development such as the Watson Ranch Town Center may be more telling of the need and location of potential pedestrian crossings.

Pedestrian Infrastructure Gaps

In addition to removing high priority barriers, the conditions of the physical infrastructure supporting walking, such as sidewalks, is an important consideration in identifying where improvements are needed. The Pedestrian Index maps include an overlay of gaps in the sidewalk network on top of the pedestrian demand results to visualize the interaction between these two variables. The flow chart below illustrates this concept by demonstrating how these two factors should work in conjunction to determine future needs for high demand areas. In general, places with high pedestrian demand and a high infrastructure need demonstrate target areas that could be prioritized for pedestrian improvements.



For example, the unincorporated County neighborhood located within the center of the City of Napa, called out on *Exhibit UNC-8*, has one of the highest demand scores in the unincorporated areas. A high concentration of the unincorporated population is in this area, which also has a high intersection density compared to the rest of the unincorporated areas. As seen on *Exhibit N-8a*, the neighborhood is also near multiple schools. Adding sidewalks or trails to this neighborhood, which currently lacks sidewalk coverage, could improve connectivity for school children and residents to ensure that any pedestrian demand is met with adequate facilities. The neighborhoods between Calistoga Junior-Senior High School and the Napa County Fairgrounds, two potential pedestrian destinations, present an additional opportunity for pedestrian infrastructure improvements. The grid pattern of the streets in this area contributes to a higher intersection density which drives the demand up in the model and provides good

pedestrian connectivity to the two adjacent destinations. However, the lack of sidewalks and trails in this neighborhood, particularly between Grant Street and Fair Way, are a potential barrier to pedestrians and could be a candidate for improvements where speeds and traffic volume levels warrant.

Collisions

Pedestrian collisions are an important consideration when determining where to invest in pedestrian improvements. Prioritizing locations with high latent demand that also have a high frequency of pedestrian-involved collisions can encourage more of the latent demand to be realized, rather than be inhibited due to potential safety issues. By focusing improvements on areas where these two variables overlap, cities can work towards removing collision hot spots as a barrier to walking and giving pedestrian demand the chance to fully realize. If effectively implemented and demand fully realized, improvements in these high-potential areas can result in a good return-on-investment scenario in terms of benefit/costs.

Areas with Lower Pedestrian Demand

The information gathered from the GIS model provides a technical methodology for making informed decisions about areas which would most benefit from improvements. However, focusing improvements only on areas with highest pedestrian demand will not address all of the needs within the County. There may be areas, such as rural areas or streets around schools and senior centers, which have a lower pedestrian demand but would still benefit from pedestrian improvements.

Some areas may fit the low demand criteria for the PedINDEX demand maps and still be appropriate locations for a trail network, especially near parks in the eastern region of Napa County. Existing trails collected as part of the inventory in the *Countywide Napa Pedestrian Plan,* along with those available in GIS from jurisdiction staff, were overlaid on the PedINDEX maps to identify important investment opportunities related to potential areas of connectivity that the PedINDEX variables do not highlight.

Next Steps

The pedestrian demand analysis was used to:

- Provide a point of comparison to the public comment maps to understand the interaction between latent pedestrian demand and public concerns
- Inform the selection of walk audit locations along with several other inputs

In addition, the pedestrian demand analysis may be used in the following ways:

- To guide the development of policies and programs relating to specific geographic areas, destinations, built environment factors and demographics
- To inform recommendations for pedestrian infrastructure and design guidelines, which can be tailored and context specific based on the built environment and areas of varying demand
- As a guide for prioritizing future Capital Improvement Program lists and other investments, in particular as it relates to removing barriers or deficiencies in high potential areas

Appendix C – Grant Funding Sources

Federal Programs

The majority of public funds for bicycle, pedestrian, and trails projects are derived through a core group of federal and state programs. Federal funding is authorized through the Surface Transportation Program (STP). STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway. In the past this funding was authorized by the Moving Ahead for Progress in the 21st Century (MAP-21). Funding for STP is now authorized through FAST Act, with the same structure and goals of STP funding.

The Transportation Alternatives Program (TAP), included in MAP-21 and maintained in the FAST Act, provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, transit access, mobility, and recreation trails program. TAP broadens eligibility and flexibility for state allocation of TAP funds. Safe Routes to School programs, including infrastructure, encouragement, campaigns, education, outreach and a Safe Routes coordinator, are eligible under TAP, though no funds are dedicated for this.

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) also authorizes federal funds, including education programs. FAST Act maintains the existing CMAQ program and broadens eligibility for transit operations.

Federal funds from STP, TAP and CMAQ programs are allocated to MTC and distributed in Napa County. Distribution is allocated either competitively or proportionally according to jurisdiction population.

State Programs

Several state-wide funding sources and regionally administered funding sources are available for pedestrian projects and efforts.

Active Transportation Program

The Active Transportation Program (ATP) was created by SB 99/ Assembly Bill 101 in 2013 to encourage increased use of active modes of transportation such as biking and walking. The program consolidates five existing state funded programs: Transportation Alternatives Program, Recreational Trails program, Safe Routes to Schools, Environmental Enhancement and Mitigation Program and the Bicycle Transportation Account. It provides a comprehensive program that improves planning and flexibility and is more efficient than multiple programs. Another benefit is that funds can be directed to multi-year projects to make greater long-term improvements to active transportation.

The ATP mixes state and federal funds and provides approximately $130 million annually, with a focus on implementing active transportation improvements to support the goals of local SB 375 sustainable community strategies. This program is funded from a combination of federal and state funds from appropriations in the annual

state budget act. Forty percent of the funding will go toward metropolitan planning organizations in urban areas. Ten percent of the funds go to small urban and rural regions. The remaining fifty percent of the funds go to the California Transportation Commission for statewide projects. The ATP ensures that disadvantaged communities fully share in the benefits of the program by requiring that a minimum of 25% of fund be distributed to disadvantaged communities.

To maximize the effectiveness of program funds and to encourage the aggregation of small projects into a comprehensive bundle of projects, the minimum request for Active Transportation Program funds that will be considered is $250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, and Recreational Trails projects.

Project types allowed under the ATP include: new bikeways serving major transportation corridors, new bikeways to improve bicycle commuting options, bicycle parking at transit and employment centers, traffic control devices to improve pedestrian and bicycle safety, improving and maintaining safety on existing bikeways, recreational facilities, Safe Routes to School projects, Safe Routes To Transit projects, education programs, and other improvements to bicycle-transit connections and urban environments.

For a project to contribute toward the Safe Routes to School funding requirement, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction. More information on the Active Transportation Program can be found at http://www.dot.ca.gov/hq/LocalPrograms/atp/.

Highway Safety Improvement Program

Caltrans administers two funding programs for roadway safety improvements: the Highway Safety Improvement Program (HSIP) and the Highway Rural Roads Program (HR3). These programs use cost-benefit ratios as a primary factor in the awarding of applications. Because both of these programs focus on roadway safety, projects with documented collision history – through frequency of collision but particularly collision severity – are typically ranked higher. Roadways with documented bicycle and pedestrian collision history, as discussed in Chapter 3 of this plan, may be well-qualified for HSIP and HR3 applications, particularly since many of the proposed projects would improve bicyclist and pedestrian safety at a lower cost than many of the highway projects also eligible under this funding source.

In its most recent grant cycle (November 2015), Caltrans awarded over $160 million to 182 projects. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects.

Successful projects have included:

- Median refuges and curb extensions

- Curb, gutter, and sidewalk
- Paved shoulders
- Upgraded traffic signals with pedestrian countdown signals and pedestrian-scale lighting
- Bicycle lane striping
- Crosswalk striping
- Roundabouts
- Rectangular rapid flashing beacon (RRFB) at crossings

Many of these projects were applied for as standalone bicycle and pedestrian improvement projects; some bicycle and pedestrian improvements were included with a broader package of roadway improvement projects. The average programmed federal funding amount was about $880,000. The next call for projects, Cycle 8, is expected to be announced in April, 2016.

More information is available online:
http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm

Other Statewide Funding Programs

Caltrans Sustainable Transportation Planning Grants are available to jurisdictions and can be used for planning or feasibility studies. The Division will award approximately $9.8 million in funding for Fiscal Year 2016-17. The maximum funding available per project is $300,000.

Limited amounts from the Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities.

The California State Parks administers the state's Recreational Trails Program (RTP). RTP provides funds annually for recreational trails and trails-related projects. Cities are eligible applicants for the approximately $5.3 million available annually. The program requires an applicant match of 12 percent of the total project cost.

The National Park Service and California State Parks administer the Land and Water Conservation Fund (LWCP). The LWCF Program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities cities are eligible applicants. Approximately $1.74 million is available annually; grants require a 50 percent local match.

Some of these programs will no longer be funded under proposed and current federal and state funding plans, and may only be short-term funding resources for the current schedule of projects. See below for proposed funding structures related to some of these programs.

One Bay Area Grant

One Bay Area Grant Program (OBAG) is now an umbrella for the previous MTC grant programs. Administered by NVTA, it combines funding for Transportation for Livable Communities, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. NVTA anticipates that Cycle 2 will cover FY 2017-18 through FY 2021-22. This program is administered by MTC and awards funding to counties based on progress toward achieving local land-use and housing policies. Cities and counties can still use OBAG funds for projects described under these programs.

MTC OBAG program information:
http://www.mtc.ca.gov/funding/onebayarea/

http://www.nvta.ca.gov/one-bay-area-grant-obag

Surface Transportation Program

The Surface Transportation Program (STP) block grant provides FAST Act funding for transportation projects, including pedestrian and bicycle projects (see above discussion about Federal programs for details). This program is administered by MTC, which can prioritize projects for RSTP funding.

MTC STP program information:
http://www.mtc.ca.gov/funding/STPCMAQ/

Transportation Development Act, Article 3

Transportation Development Act (TDA), Article 3 funds statewide funds for planning and construction of pedestrian and bicycle facilities administered locally through MTC. TDA, Article 3 funds are allocated based on population and may be used for engineering, right of way, construction, retrofitting, route improvements, and an assortment of bicycle facilities.

BAAQMD Transportation Fund for Clean Air (TFCA)

Transportation Fund for Clean Air (TCFA) is a grant program administered by the Bay Area Air Quality Management District (BAAQMD). The purpose of the program, which is funded through a $4 surcharge on motor vehicles registered in the Bay Area, is to fund projects and programs that will reduce air pollution from motor vehicles. Grant awards are generally made on a first-come, first-served basis to qualified projects. A portion of TFCA revenues collected in each Bay Area county is returned to that county's congestion management agency (CMA) for allocation (Napa Valley Transportation Authority in Napa County). Applications are made from local agencies directly to the CMAs, but must also be approved by the BAAQMD.

TFCA County Program Manager Fund: http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA/County-Program-Manager-Fund.aspx

Appendix D – Best Practices Toolkit

This document outlines guidelines for the design of walking facilities in Napa County. Safe, walkable streets are a vital aspect of the pedestrian environment, and they enhance the health of communities. Well-designed walking spaces should be comfortable for all residents – of all ages and abilities – to enjoy.

Creating a Walkable Network

A well-connected pedestrian network is a vital component of livable communities, which thrive on multimodal travel for all roadway users, regardless of age or ability. Multimodal travel incorporates the needs of not just motor vehicles in roadway design, but the needs of pedestrians, bicyclists, and transit users as well. The primary goal of the Best Practices Toolkit is to assist in creating streets Countywide that accommodate pedestrians through a set of recommended practices that enhance walkability. These practices are rooted in the larger concepts of Complete Streets and Traffic Calming, explained below.

Complete Streets

Complete streets accommodate safe access for all users, including pedestrians, bicyclists, transit riders, and motorists. A complete street is designed to make it easy for users of all ages and abilities to travel across and along the street. Complete street practices improve the pedestrian realm when properly integrated with the adjacent land use context, because they encourage the design of streets with well-connected and comfortable sidewalks, traffic calming measures to manage vehicle speeds and enhanced pedestrian crossings. Though the level of accommodation of all modes will vary in different land use contexts, incomplete streets—those designed primarily for automobile access—can be a barrier in any neighborhood, particularly for people with disabilities, older adults, and children.

Traffic Calming Best Practices

Traffic calming includes a suite of treatments designed to encourage safe, pedestrian-oriented speeds. Universal considerations for traffic calming along a pedestrian network can reduce the need for substantial and costly safety improvements in the future, such as large road diets or roundabouts. Considering the relationship between the design speed of a roadway and the desired speed, especially in the context of downtown locations and school zones, is an important first step to designing for a pedestrian-friendly environment. Examples of proactive traffic calming treatments include reduced lane widths, chicanes, and reduced curb radii. Reduced speeds from traffic calming can increase a driver's field of focus and attention to pedestrians that may be walking along or across the street. Additional design guidance is available on NACTO's website at: http://nacto.org/publication/urban-street-design-guide/intersection-design-elements/visibility-sight-distance/ and in the *Treatment Guidelines* section. .

The Pedestrian Realm

The pedestrian realm consists of walkways, pedestrian crossings, and open public spaces. The quality of the pedestrian realm has two components: accessibility and comfort.

These design guidelines will help each jurisdiction make decisions about the preferred application of pedestrian treatments in the following areas:

- Streets and Sidewalks
- Pathways/Trails
- Accessibility
- Crosswalk Guidelines for Uncontrolled and Controlled Crossings

The pedestrian enhancements described throughout these guidelines provide street design best practice guidance, which can enhance the safety, convenience, and mobility for pedestrians.

Streets and Sidewalks

Streets and sidewalks should support the activities and pedestrian levels along the street. Streets should be well-connected to ensure that destinations are within walking distance and wide enough to support the expected pedestrian volumes.

Sidewalk Zones

The application of sidewalks varies throughout Napa County. In some jurisdictions and within the unincorporated County where sidewalks may be cost-prohibitive and/or conflict with the desired rural character of the area, lower-cost alternatives should be considered as discussed below. Other more urban areas of the County include sidewalks that are built to specified minimum widths found in the standard street cross-sections for the jurisdiction where they are located and may vary depending on land use. **Table D-4** of the *Treatment Guidelines* section below provides guidelines on the design of organized sidewalk zones that meet walking demand and provide comfort to users.

Alternatives to Sidewalks

While many of the guidelines outlined here are appropriate in downtown or more urbanized locations, many of the roadways throughout the County are rural, especially in unincorporated areas, and some of the sidewalk guidelines are either not feasible or not a contextual fit. In these instances, pedestrian facilities (where warranted) can be provided through the use of paved multi-use shoulders, unpaved shoulders or pathways. The feasibility of most of these treatments will depend on available right-of-way and should be evaluated when certain general criteria are met, discussed below under *Considerations for Sidewalk and Shoulder Installation*. For additional design guidance on paved multi-use shoulders, see **Table D-10** of the *Treatment Guidelines* section. For design

guidance on pathways and trails, including materials that have been tested in rural settings for ADA applications, refer to the Pathways/Trails section below.

Considerations for Sidewalk and Shoulder Installation

Many rural roadways present engineering and cost challenges for pedestrian facilities due to steep terrain or narrow right-of-way. As such, a three step process for determining applicable facility types and locations is recommended: (1) collect contextual data, (2) evaluate data versus thresholds, and (3) select facility type.

Context

The appropriate location for pedestrian facilities, especially in rural contexts such as the unincorporated areas of Napa County, depends on several factors related to the potential for pedestrian demand including presence of pedestrian-oriented land uses (such as retail, schools or parks), presence of transit, and/or observed pedestrian volumes. More importantly, sidewalks are a documented safety countermeasure[12], and therefore should first be prioritized in locations where pedestrian-vehicle collisions have been recorded with a "walking along the roadway" crash type or there are reported safety concerns, independent of land use or other factors. In cases with no pedestrian demand and no documented safety concerns (reported or anecdotal), designated pedestrian facilities may not be required in a rural context.

Thresholds and Facility Selection

If pedestrian facilities are merited based on the contextual factors, the type of facility is determined based on the land use, vehicle volumes, and density of development. **Table D-1** below, developed for the FHWA, Office of Safety as part of the Pedestrian Safety Guide and Countermeasure Selection System, should be used as a resource to determine the appropriate type of pedestrian facility for the corridor.

While the table is intended to assist in the evaluation of existing conditions, future volumes and housing densities should also be considered to determine whether right-of-way should be preserved or secured in anticipation of sidewalks being warranted under a future condition.

TABLE D-1:
RECOMMENDED GUIDELINES FOR NEW SIDEWALK/WALKWAY INSTALLATION

Volume and Housing Density Thresholds by Land Use	Minimum and Preferred Sidewalk/Walkway Treatment
Rural	
Roadways with < 400 ADT	Shoulders preferred, with minimum of 3 ft.

[12] Zegeer, Charles V., Dan Nabors, Peter Lagerwey, "Pedestrian Safety Guide and Countermeasure Selection System", http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=1

TABLE D-1: RECOMMENDED GUIDELINES FOR NEW SIDEWALK/WALKWAY INSTALLATION	
Volume and Housing Density Thresholds by Land Use	**Minimum and Preferred Sidewalk/Walkway Treatment**
Roadways with 400 to 2,000 ADT	5-ft shoulders preferred, minimum of 4 ft required.
Rural / Suburban	
Roadways with ADT > 2,000 and less than 1 dwelling unit (d.u.) / acre	Off-street facility preferred (sidewalks or side paths[1]). Minimum of 6-ft shoulders required. Paved shoulders are preferred to unpaved shoulders to provide an all-weather surface.
Note: In rural settings, greater width shoulders (up to 8 to 10 feet) are desired along high-speed roadways, particularly with a large number of trucks.	
Roadways with 1 to 4 d.u. / acre	Sidewalks on both sides required unless side path provided.
Suburban / Urban Residential	
Non-Local Streets (i.e. major arterials, collectors, and minor arterials)	Sidewalks on both sides required.
Local streets with less than 1 d.u. / acre	Sidewalks on both sides preferred. Minimum of 5-ft shoulders required.
Local streets with 1 to 4 d.u. / acre	Both sides preferred. Second side recommended if density becomes greater than 4 d.u. / acre or if schools, bus stops, etc. are added.
Local streets with more than 4 d.u. / acre	Sidewalks on both sides required.
Urban Commercial	
All Commercial Urban Streets	Sidewalks on both sides required.
Industrial	
All Streets in Industrial Areas	Sidewalks on both sides preferred. Minimum of 5-ft shoulders required.

[1] Side path is a pathway separated from the travel way; an off-street pathway. It may be paved or unpaved, and is separated from the roadway by a grass or landscape strip without curbing.

Source: Zegeer, Charles V., Dan Nabors, Peter Lagerwey. "*Recommended Guidelines/Priorities for Sidewalks and Walkways*," Pedestrian Safety Guide and Countermeasure Selection System, August 2013.

Pathways/Trails

Pedestrian pathways, which include paved multi-use trails as well as informal, unpaved trails, are an asset to Napa County. They increase pedestrian connectivity and satisfy pedestrian desire lines that are otherwise not accommodated by pedestrian facilities. The design of a trail segment should accommodate users walking in both directions when possible. A pathway can be direct, especially when providing a useful connection between two pedestrian generators, or if the primary purpose is recreational they can meander and take advantage of natural landscape features such as creeks and open space. Perhaps the most important consideration for pedestrian safety in the design of trails is crossing locations. Refer to the Crosswalk Guidelines of this Appendix for applicable treatments based on locational context.

Unpaved Pathway/Trail Accessibility

Trails and unpaved pathways/shoulders should provide access to pedestrians of all abilities. According to the *Best Practices Design Guide for Designing Sidewalks and Trails for Access*, a guidebook published by the FHWA, the surface material for a trail should be firm and stable to satisfy accessibility requirements. Many natural materials can provide a firm and stable surface, as shown in **Table D-2** below. Slip resistance is also desirable although not always achievable. More information on accessible trail design is available in Chapter 15 of the FHWA guidebook, Recreational Trail Design, which can be viewed at the following link: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/pdf/16chapter15.pdf.

TABLE D-2: FIRMNESS, STABILITY, AND SLIP RESISTANCE FOR A VARIETY OF COMMON TRAIL SURFACING MATERIALS

Surface Material	Firmness	Stability	Slip Resistance (dry conditions)
Asphalt	**Firm**	**Stable**	**Slip resistant**
Concrete	**Firm**	**Stable**	**Slip resistant***
Soil with Stabilizer	**Firm**	**Stable**	**Slip resistant**
Packed Soil without Stabilizer	**Firm**	**Stable**	Not slip resistant
Soil with High Organic Content	Soft	Unstable	Not slip resistant
Crushed rock (3/4" minus) with Stabilizer	**Firm**	**Stable**	**Slip resistant**
Crushed rock without Stabilizer	**Firm**	**Stable**	Not slip resistant
Wood Planks	**Firm**	**Stable**	**Slip resistant**
Engineered Wood Fibers that comply with ASTM F1951	Moderately firm	Moderately stable	Not slip resistant
Grass or Vegetative Ground Cover	Moderately firm	Moderately stable	Not slip resistant
Engineered Wood Fibers that do not comply with ASTM F1951	Soft	Unstable	Not slip resistant
Wood Chips (bark, cedar, generic)	Moderately firm to soft	Moderately stable to unstable	Not slip resistant
Pea Gravel or 1-1/2" Minus Aggregate	Soft	Unstable	Not slip resistant
Sand	Soft	Unstable	Not slip resistant

* A broom finish significantly improves the slip resistance of concrete.

Source: Designing Sidewalks and Trails for Access, Part II of II: *Best Practices Design Guide*, FHWA, 2001 http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/pdf.cfm

Accessibility

The United States Access Board published proposed accessibility guidelines for pedestrian facilities in the public right-of-way in 2011 which have yet to be adopted formally into law. The most recent information can be found on the Board's website at www.access-board.gov/prowac/. These guidelines represent best practices and should be referenced when constructing new curb ramps and sidewalks to ensure accessibility for users of all abilities. FHWA

has also published *Designing Sidewalks and Trails for Access*, which includes guidance for designing accessible sidewalks and curb ramps. Relevant sections include Chapter 4 *Sidewalk Corridors*, Chapter 5 *Driveway Crossings* and Chapter 7 *Curb Ramps*. A summary of key specifications is included below in **Table D-3.** Additional guidance for surveying curb ramps can be found in the ADA Best Practices Toolkit for State and Local Governments, published by the United States Department of Justice, at https://www.ada.gov/pcatoolkit/app1curbramps.htm.

TABLE D-3: ACCESSIBILITY GUIDANCE FOR SIDEWALKS AND CURB RAMPS

Sidewalks	
Maximum running slope	5%[1]
Maximum cross-slope	2%
Minimum clear width at obstructions	3 feet
Minimum clear height at obstructions (includes signs placed on sidewalk)	7 feet
Surface	Firm, stable and slip resistant
Minimum vertical changes in elevation	0.25 inches
Note: Level landings should be provided at the back of sloped driveways to prevent abrupt changes in cross-slopes and accommodate wheelchairs	
Curb Ramps	
Maximum ramp slope	8.33%
Maximum gutter slope	5%
Minimum ramp width	36 inches; 48 inches desired
Minimum landing width	48 inches
Maximum flare slope	10%
Maximum cross slope	2%
Detectable warning width	24 inches
Note: Abrupt changes in elevation at the top or bottom of a curb ramp should be avoided. Two separate curb ramps should be provided at corners when possible, one for each crosswalk, to provide directional guidance to vision-impaired pedestrians.	

1: Except where the grade of the existing street exceeds 5%. Level landings should be provided at regular intervals in these cases.

Source: Designing Sidewalks and Trails for Access, Part II of II: *Best Practices Design Guide*, FHWA, 2001 http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/pdf.cfm

Accessible Elements of a Curb Ramp

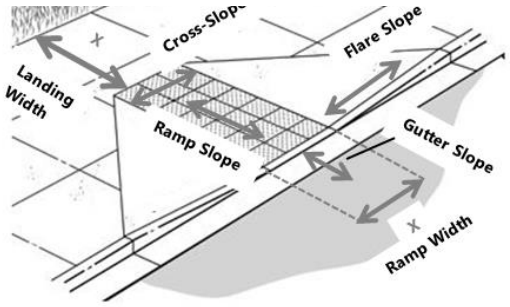


Image Source: https://www.ada.gov/pcatoolkit/app1curbramps.htm; Annotations: Fehr & Peers 2016

Accessible Elements of a Sidewalk

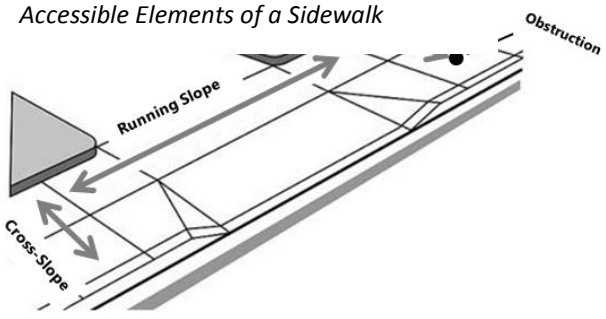
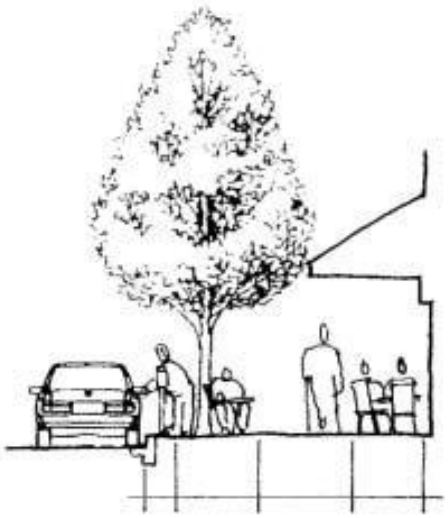


Image Source: http://www.ite.org/css/online/DWUT08.html; Annotations: Fehr & Peers 2016

Additional Treatment Guidelines

Table D-4: Sidewalk Zones and Corners

Description
The sidewalk zone is the portion of the street right-of-way between the curb and building front. Within this zone, four distinct areas serve different organizational purposes.
Design Example
 E Fu T Fr      E = Edge Fu = Furnishings T = Throughway Fr = Frontage
Design Summary
Where right-of-way allows, sidewalks should be separated from vehicle lanes by a landscaped buffer. In addition to separating pedestrians from vehicle traffic, landscape buffers provide space for driveway curb cuts and reduce cross-slopes on sidewalks. Wider sidewalks can accommodate more pedestrians and further buffer pedestrians from vehicles. In busy pedestrian areas such as downtowns and school areas, sidewalks wider than 6' should be considered. These sidewalks could include wider landscaped buffers, a pedestrian pathway, and/or vegetative strips along the building face. Elements such as street furniture, newspaper racks, bicycle parking racks, and trash bins should be kept in the furniture zone and should not impede a straight travel path along the sidewalk. Additionally, "meandering" sidewalks, as opposed to straight sidewalks, should be avoided since they are inconvenient for pedestrians and are challenging for disabled users.

- Edge/Curb Zone is the transition between the sidewalk and the road.
- Furnishing/Landscape Zone acts as a buffer between the curb and throughway zone. This is the areas where trees should be planted and benches should be located. Any sidewalk amenities should be located within this area and should not interfere with the throughway zone. Streets with higher speeds should have larger furnishing zones.
- Throughway Zone provides enough space for pedestrians to travel.
- Frontage Zone borders the building façade or fence. The primary purpose of this zone is to create a buffer between pedestrians walking in the throughway zone from people entering and exiting buildings. It provides opportunities for shops to place signs, planters, or chairs that do not encroach into the throughway zone.

Some zones are more important in specific settings; for example, most residential streets will not include a frontage zone and will only include a furnishing/landscape zone on streets with higher speeds.

These guidelines are nationally supported, and more information is available on the NACTO website: http://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/

Pedestrian Area at Corners

Corners must be functional and must accommodate those waiting to cross the street, those traveling along the sidewalk, and those who stop to congregate on the corner. The greater the number of expected pedestrians, the larger the pedestrian area should be. Other considerations sometimes erode the amount of usable space and hence the functionality of corners. Several strategies exist for expanding the pedestrian area at corners. Small corner radii generally provide the most usable space and the shortest crossing distances for pedestrians. Designers may also consider curb extensions, right-of-way acquisition, public easements across private property to expand the pedestrian area.

The pedestrian area should be clear of obstructions, especially in the triangle created by extending the property lines to the face of curb. Where existing obstructions such as utility poles or newspaper racks are removed, they should not be relocated such that they obstruct a pedestrian's line of travel.

The general rule for choosing a corner radius should be to choose the smallest possible, acknowledging that each location has a unique set of factors that determines the appropriate radius. Small corner radii improve comfort, and create a more enjoyable walking environment because they create more usable space for pedestrians at the corner. They improve safety because they slow vehicle speeds and shorten the crossing distance for pedestrians and improve sightlines. Smaller corner radii are also beneficial for street sweeping operations.

The County may choose to recommend specific corner radii based on roadway classification, presence of curbside parking and heavy truck or transit traffic.

Image Sources: Valley Transportation Authority Pedestrian Technical Guidelines; Chula Vista Pedestrian Master Plan; Fehr & Peers

Table D-5: Pedestrian Wayfinding

Description
A pedestrian wayfinding system provides consistent and user-friendly information about distances and routes to and from major transit centers and popular destinations, making these places easier to connect to, and encouraging people to make short trips on foot. Signs that explain pedestrian directions and summarize route distances make for a more enjoyable and comfortable walking experience. Wayfinding is an essential aspect of street infrastructure which makes pedestrians a priority within the streetscape and enhances the character of the street.
Design Example
Wayfinding (Napa and Yountville examples)    
Design Summary
Wayfinding signage should cater to both vehicles and pedestrians, particularly in districts with high levels of walking activity. Signs and routes that direct pedestrians to specific destinations are key to providing adequate wayfinding for pedestrians.

Image Source: lajollalight.com (left); Fehr & Peers (right)

Table D-6: Pedestrian-Scale Lighting

Description
Pedestrian-scale lighting improves pedestrian visibility and the perception of safety and comfort while walking. Well-lit pedestrian facilities are more inviting, and function well for pedestrians after sunset.
Design Example
Pedestrian-scale Lighting (South San Francisco and Calistoga) 
Design Example
Pedestrian-scale lighting provides a better-lit environment for pedestrians while improving visibility for motorists. Sidewalks with frequent nighttime pedestrian activity particularly in the downtown area should have pedestrian lighting. All crosswalks should have pedestrian-scale lighting. Pedestrians tend to observe more details of the street environment since they travel at a slower pace than vehicles, and thus pedestrian-scale lighting should have shorter light poles and shorter spacing between posts. A height of 12- 20 feet is common for pedestrian lighting. The level of lighting should reflect the location and level of pedestrian activity. Pedestrian visibility needs and a desire in rural areas for starlit sky views can require tradeoffs in lighting decisions. Lighting requirement decisions in these situations should be documented for consistent implementation.

Image Source: Fehr & Peers and Seattle.gov

Table D-7: High-Quality Street Furniture

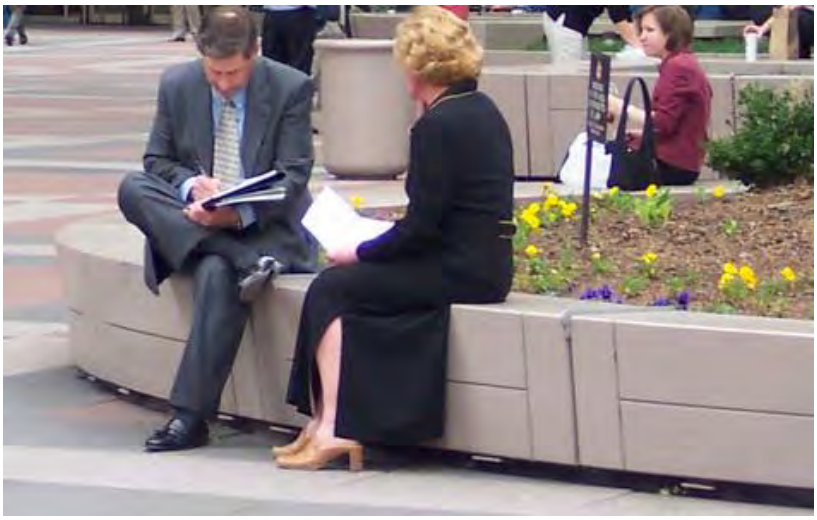
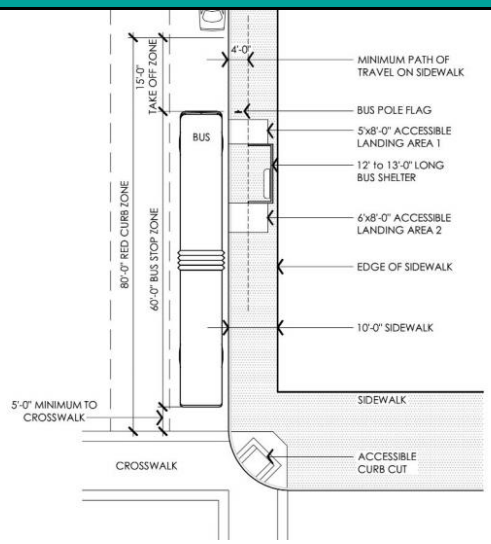
Description
High-quality street furniture provides pedestrians with inviting places to rest, and clearly defines the furnishings zone of a sidewalk. Street furniture enhances the streetscape with consistent design character, can protect landscape features, and formalizes waiting areas such as bus stops and street corners.
Design Example
 
Design Summary
Street furniture is normally placed on a sidewalk in the Frontage Zone to provide comfort for pedestrians and enhance place making within the pedestrian realm. Street furniture makes pedestrians feel welcome, but should not conflict with the pedestrian travel path. Street furniture can include benches, specially designed newspaper racks, fountains, special garbage/recycling containers, etc.

Table D-8: Bus Stop Accessibility

Description

The specific location and design of a bus stop within the right-of-way and pedestrian facilities are important for bus operations and accessibility. The best bus stops are operationally safe and efficient for both buses and passengers. The stop should be located to cause the minimum interference with pedestrian, bicycle and other vehicle movements. Bus stops should be located adjacent to the street curb in most cases, or at a bus bulb along busy transit routes or at transit centers and hubs. Minimum sidewalk and clearance is required for ADA accessibility. Ideally, bus stops also include a bus shelter for protection from sun or rain, and other amenities; at minimum they should include a bus stop pole and ADA compliant bench.

Design Example





Bus shelter with bench at back of sidewalk, leaving adequate ADA compliant clearance at curb.
Image Source: www.actransit.org, napavalleyregister.com

Design Summary

Bus stops must be long enough for the buses that use them so the buses do not hang into the travel lane when pulling in to the bus stop. Buses must stop flush with the curb to provide ADA compliant access to passengers with disabilities. Bus stop dimensions should be coordinated with the appropriate transit agencies.

ADA Accessibility Guidelines (ADAAG) specifies that the paved boarding/alighting area must be at least eight feet deep from the curb and five feet along the curb. ADAAG also requires a minimum path of travel (sidewalk) clear of obstructions to and from this boarding area at least three feet wide. Many cities use four feet or even six feet as their standard.

In most cases bus shelters should be placed at the back of the sidewalk in order to maintain pedestrian travel and meet ADA path of travel requirements. Exceptions are made and placement must consider security and line of sight at intersections and driveways.

Concrete bus pads can be used at bus stop locations to prevent and minimize pavement wear and maintain level grade at locations with heavy bus traffic.

These guidelines are nationally supported, and more information is available on the NACTO website: http://nacto.org/publication/urban-street-design-guide/street-design-elements/transit-streets/bus-stops/

Table D-9: Pedestrian Accommodations at Interchanges

Description
The Institute of Transportation Engineers (ITE) has drafted a new recommended practice: *Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges*. These guidelines provide best practices in accommodation of all modes through interchanges to enhance pedestrian and bicycle safety, connect pedestrian and bicycle facilities efficiently with surrounding land uses, and provide a consistent message. Napa County communities should follow guidance presented in this guide when designing or modifying interchanges. Guiding principles for pedestrians facilities include: • Provide pedestrian facilities to safely and efficiently accommodate pedestrians. • Design ramp geometries in ways that encourage slower vehicle speeds until past the pedestrian crosswalk (as illustrated in the design example below). • Locate the crosswalk at the location with the best visibility and before the point where vehicles begin to accelerate (as illustrated in the design example below). • Crosswalks should be designed to be as short as possible, but without deviating excessively from pedestrian desire lines. For long crosswalks, median pedestrian islands should be considered, as they can improve signal timing while making a long crossing less daunting for pedestrians. • Crosswalk Policies developed by each jurisdiction can be used to select appropriate crossing treatments. Treatments range from standard tools such as traffic signal and median pedestrian islands to advanced devices such as the High-Intensity Activated Crosswalk beacon (HAWK or Hybrid) and the rectangular rapid flashing beacon (RRFB).

Design Example

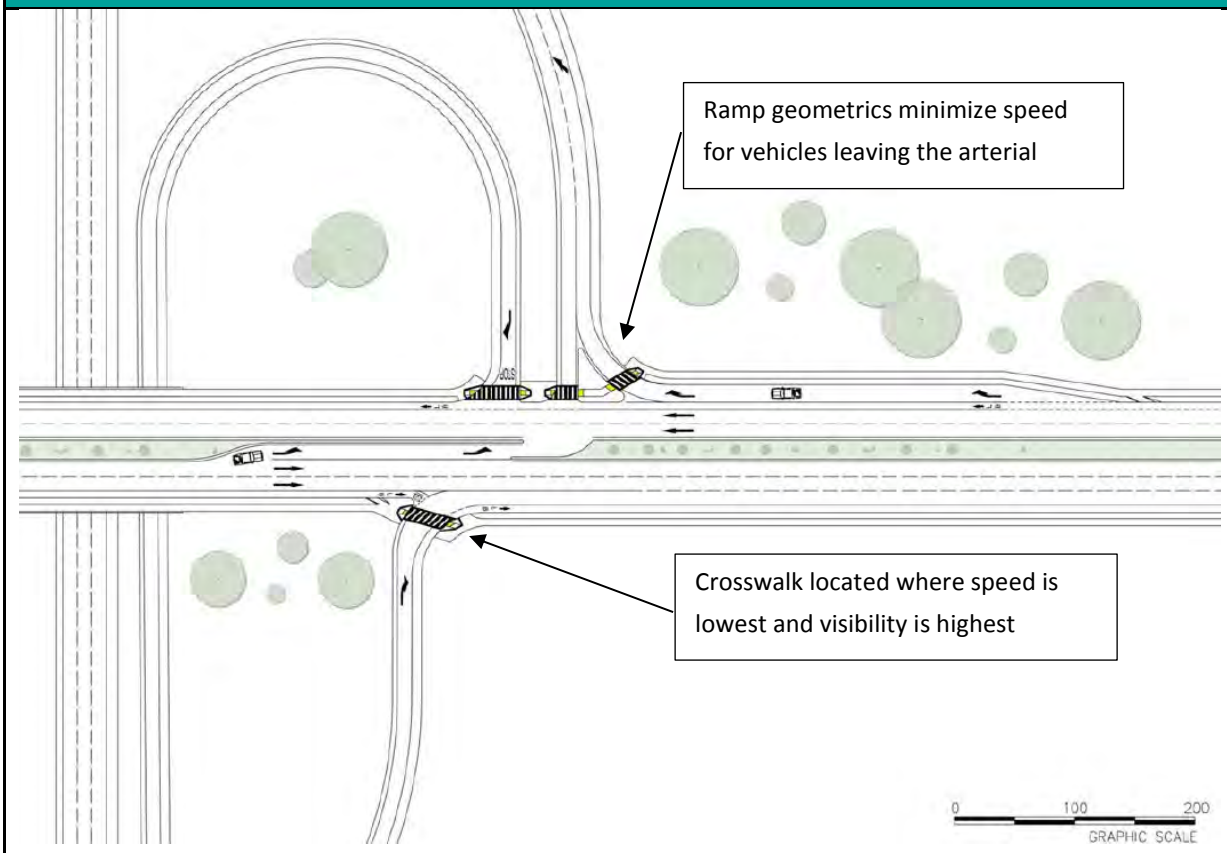


Image Source: ITE Recommended Practice: Design Guidelines to Accommodate Pedestrians and Bicyclists at Interchanges.

Table D-10: Multi-Use Shoulders (Paved or Unpaved)

Description
Where sidewalks are not feasible, a multi-use shoulder can improve the pedestrian experience, providing a space for bicyclists and pedestrians adjacent to the travel lane. Where feasible and especially when speeds or truck volumes are high, eight to ten-foot shoulders in each direction provides ample space for both bicyclists and pedestrians to get to their destinations and a higher level of pedestrian comfort. Guidance for minimum shoulder widths are provided in Table D-1.
Design Example
Wide shoulders *Eight to ten foot paved shoulders can provide space for both bicyclists and pedestrians outside of the travel way.*  

Enhanced Walkways

Enhanced multi-use shoulders are particularly appropriate where dedicated space is desired in rural contexts, such as in school-adjacent neighborhoods.



Existing - roadways with no sidewalks or designated walkways



Edgelines added



Edgelines and stamped, colorized asphalt added

Image Sources: FHWA (first), City of Walnut Creek Design Guidelines, Fehr & Peers (second)

Crosswalk Guidelines



Introduction

These Crosswalk Guidelines are aimed at improving pedestrian safety and enhancing pedestrian mobility. A comprehensive pedestrian safety strategy contains a three-pronged approach of engineering, enforcement, and education programs. This document focuses on engineering elements, such as pedestrian crossing treatments and intersection design.

This document describes the function of crosswalks and their legal context in the California Vehicle Code. It discusses the advantages and disadvantages of marked crosswalks and summarizes research in the United States focused on pedestrian safety and marked crosswalks. It provides a summary of best practices related to numerous pedestrian treatments, including geometric, signage and striping, and signal hardware or operational measures.

The purpose of these Guidelines is to enable the City to respond to crosswalk requests in a manner that improves pedestrian accessibility and maintains public safety. It provides information to be used when making decisions about where standard crosswalks (two, parallel white stripes) can be marked; where crosswalks with special treatments, such as high-visibility crosswalks, flashing beacons and other special features, should be employed; and where crosswalks will not be marked due to volume, speed, or sight distance considerations.

Crosswalk Fundamentals

Pedestrian crossing and right-of-way laws vary state to state, and are often a source of driver or pedestrian uncertainty and confusion for when crossing is legal. This section outlines the types of crosswalks, where crossing the street is legal in California, and guidance for identifying locations for marked crosswalks.

Types of Crosswalks

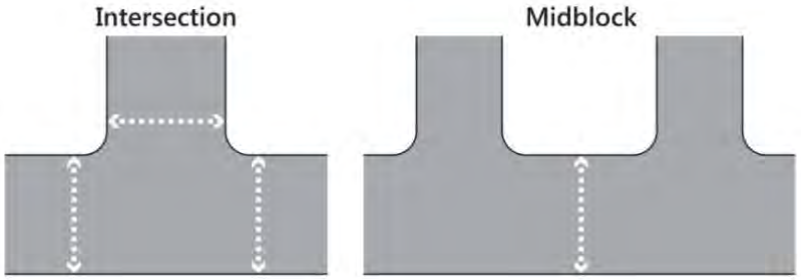
Crosswalks are primarily classified by three characteristics:

1. Whether they are marked (demarcated with striping on the street) or unmarked (no striping)
2. Whether they are controlled (by a traffic signal or stop-sign) or uncontrolled (with no intersection control)
3. Whether they are located at an intersection (where two streets meet) or mid-block (between intersections)

The following section outlines where crossing the street is legal in California. It also discusses key safety research regarding crosswalk markings and locational context..

Where Is Crossing the Street Legal?

In California, a legal crosswalk exists where a sidewalk meets a street, regardless of whether the crosswalk is marked (i.e., with or without striping to denote the crosswalk). Pedestrians may legally cross any street except at unmarked locations between immediately adjacent signalized



crossings, or where crossing is expressly prohibited. Marked crosswalks reinforce the location and legitimacy of a pedestrian crossing and clarify pedestrian right-of-way at midblock locations.

These legal statues are contained in the California Vehicle Code (CVC) as follows:

- Section 275 defines a legal crosswalk as:
  - That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.

- Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

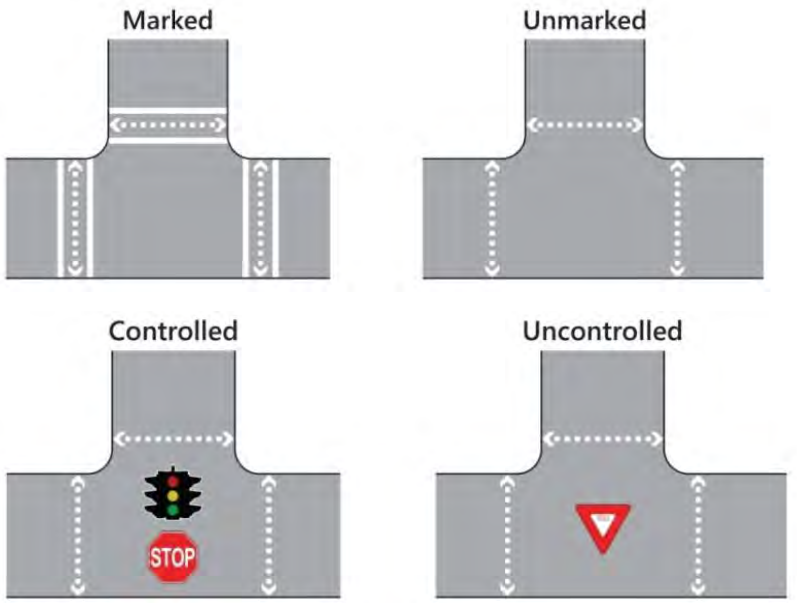
- Section 21950 describes right-of-way at a crosswalk:
  - The driver of a marked vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection.
- Section 21955 describes where pedestrians may *not* cross a street:
  - Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.

Why Mark Crosswalks?

Sidewalks and crosswalks are essential links within a pedestrian network. Whether commuting, running an errand, exercising, or wandering, pedestrians will need safe and convenient crossing opportunities to reach their destinations. A marked crosswalk has three (3) primary functions:

1) To create reasonable expectations where pedestrians may cross a roadway
2) To improve predictability of pedestrian actions and movement
3) To channel pedestrians to designated crossing locations (often selected for their optimal sight distance)

Advantages of Marked Crosswalks



Marked crosswalks offer the following advantages:

- They help pedestrians find their way across complex intersections
- They can designate the shortest path
- They can direct pedestrians to locations of best sight distance
- They assure pedestrians of their legal right to cross a roadway at an intersection or mid-block crossing

This last bullet point is important. The *California Vehicle Code* gives the right-of-way to pedestrians at any marked or unmarked crosswalk (as noted above), although the law is not always obeyed by road users,

including both drivers and pedestrians. Drivers often fail to yield the right-of-way without the visual cue of a marked crosswalk. Pedestrians also do not always know the right-of-way law, and will either wait for a gap in traffic, or assert their right-of-way by stepping into the roadway.

Steps to Identify Candidate Locations for Marked Crosswalks at Uncontrolled Locations

Identifying candidate locations for marked crosswalks involves two steps.

The first step is to locate the places people would like to cross the street. These locations are called *pedestrian desire lines*, which represent the most desirable, and typically most direct, places that people want to cross a street. Pedestrian desire lines are influenced by elements of the roadway network, such as transit stops, and nearby land uses (homes, hotels, schools, parks, trails, commercial centers, wineries, etc.). This information provides a basis for identifying pedestrian crossing improvement areas and prioritizing such improvements, thereby creating a convenient, connected, and continuous walking environment.

The second step is to identify where people can cross safely. The primary consideration in this step is adequate stopping sight distance.

Once candidate locations are identified, an engineering evaluation should be conducted to determine if a marked crosswalk should be installed at an uncontrolled or mid-block location, and if so, what visibility enhancements should be included in the design. Crossings should be marked where all of the following occur:

- Sufficient demand exists to justify the installation of a crosswalk
- Sufficient sight distance as measured by stopping sight distance calculations exists and/or sight distance will be improved prior to crosswalk marking
- Safety considerations do not preclude a crosswalk

Figures A-1 and **A-2** describe the overall procedures from the moment City staff receives a request for a new marked crosswalk (or considers removing an existing marked crosswalk) to the installation of the treatment. As described, the first steps to determine the appropriate location and treatment for the crosswalk include a staff field visit.

Figure A-1: Uncontrolled Marked Crosswalk Placement

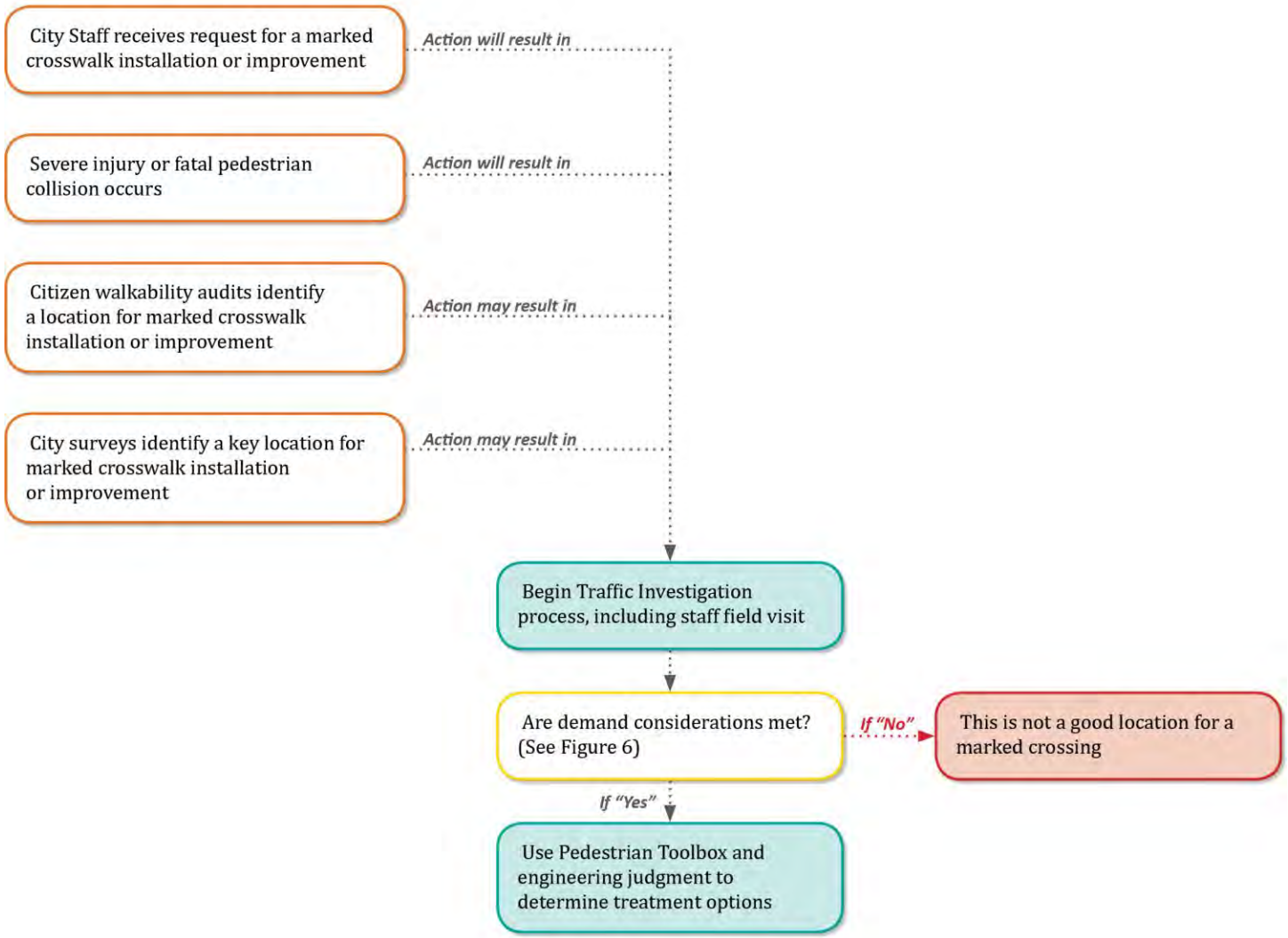
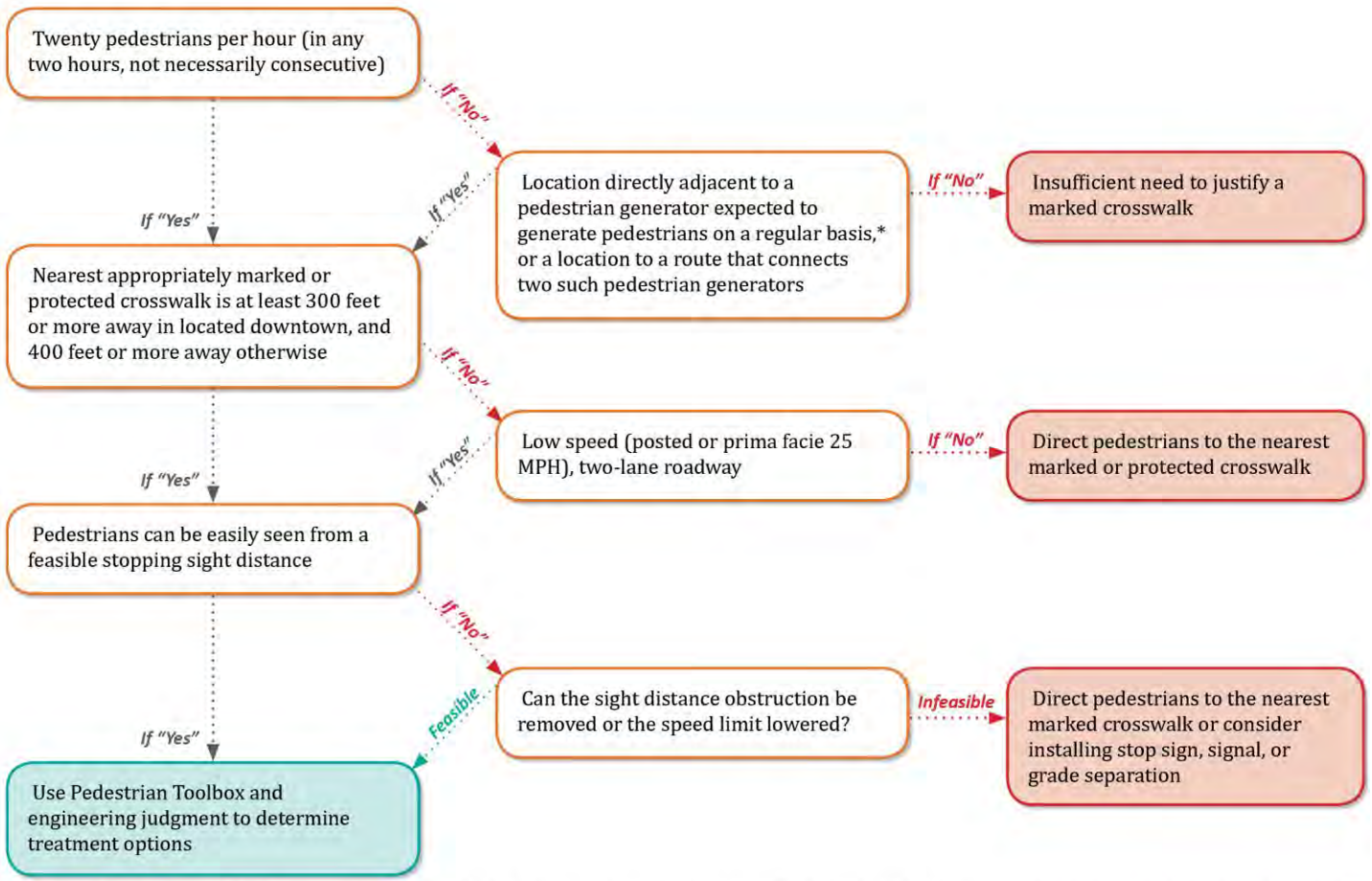


Figure A-2: Feasibility Analysis for Treatments at Uncontrolled Locations



* ***Note:*** *Where a marked crosswalk is not necessary based on Figure A-2, other treatment options are available. These include traffic calming measures, such as speeds tables and speed humps; curb extensions and refuges to narrow the roadway, speed feedback signs, and similar treatments to help reducing crossing distances and slow speeds. These engineering treatments are described in the following pages. In addition to engineering treatments, education and enforcement programs should be considered.*

Example pedestrian generators: *School, Hotel, restaurant, winery, park, bus stop, or hospital. For locations without pedestrian counts, consider whether location is directly adjacent to one of these generators a pedestrian generator such as a school, hotel, restaurant, winery, park, bus stop, or hospital and is expected to generate pedestrians on a regular basis, or is located on a route that connects two such pedestrian generators.*

Uncontrolled Crossing Enhancement Toolbox

This section presents best practices for the installation of marked crosswalks at uncontrolled intersections and mid-block locations. Uncontrolled crossings require additional consideration during planning and design as drivers must recognize the pedestrian and yield accordingly. Thus, providing appropriate enhancements to improve the visibility and safety of pedestrians crossing the street at an uncontrolled location is critical.

Crosswalk Safety Research

Several studies of pedestrian safety at uncontrolled crossings have been completed, from which conflicting research has at times emerged. Studies conducted in San Diego in the 1970s showed that pedestrian collision risk at marked, uncontrolled crosswalks was greater than at unmarked crossings. This led many cities to remove marked crosswalks, as they were suspected of providing a false sense of security that drivers would yield to pedestrians in the crosswalk. However, a more recent study[13] by the Federal Highway Administration (FHWA) comprehensively reviewed crossing safety at 1,000 marked and 1,000 matched unmarked crosswalks in 30 U.S. cities, controlling for site context factors. The study concluded that site factors related to pedestrian-involved collisions included pedestrian average daily traffic (ADT), vehicle ADT, number of lanes, median type, and the region of the U.S. At uncontrolled locations on two-lane roads and multi-lane roads with ADT below 12,000 vehicles, FHWA found that the presence of a marked crosswalk alone, compared with an unmarked crosswalk, made no statistically significant difference in the pedestrian crash rate. However, on multi-lane roads with an ADT of greater than 12,000 vehicles (without a raised median) and 15,000 vehicles (with a raised median) the presence of a marked crosswalk without other improvements was associated with a statistically significant higher rate of pedestrian collisions compared to sites with an unmarked crosswalk. These findings are summarized in Table X.

FHWA stressed that the results of the study should not encourage decision makers to simply remove (or fail to install) marked crosswalks. Rather, the

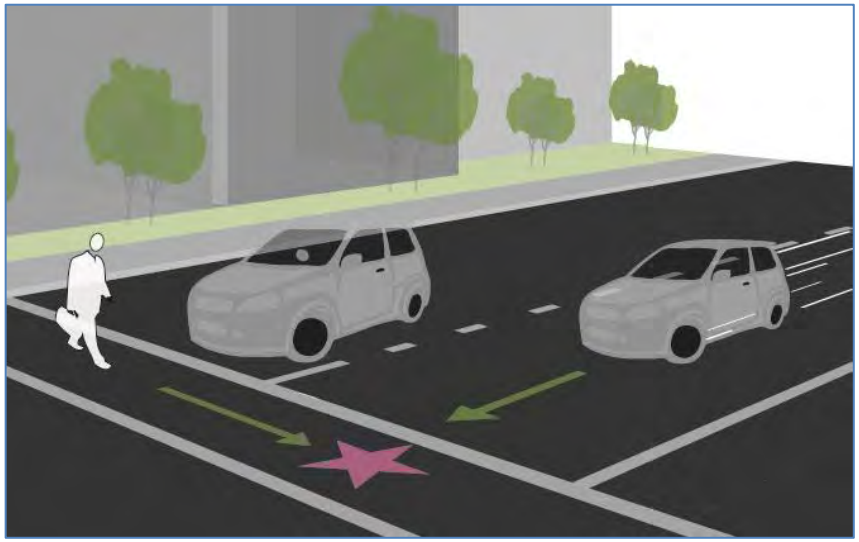
Mid-Block Crossings

Crosswalks can be marked at intersections and mid-block points. Mid-block crossings play an important role for pedestrian access; without mid-block crossing locations, pedestrians may face the undesirable choice to detour to a controlled crossing location, detour to an intersection where crossing is legal even if not controlled, or cross illegally (if the midblock crossing is between two signalized intersections). Where signals are spaced far apart (generally more than 600-800 feet), pedestrians may have to detour several minutes to a controlled crossing location. Pedestrians are more likely to wait for a gap in traffic and cross at an unmarked location, rather than travel a distance out of their way to find a marked crosswalk. Mid-block crossings also offer an important safety consideration: fewer potential conflict points between pedestrians and motorists.

[13] Zeeger, C., J. Stewart, and H. Huang. *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations*. Publication FHWA-RD-01-142, FHWA, U.S. Department of Transportation, 2001.

study suggested adding crosswalk enhancements to the marked crosswalks to balance mobility needs with safety needs. These improvements include providing raised medians on multi-lane roads, installing traffic and pedestrian signals where warranted, adding curb extensions, providing adequate lighting, and designing intersections with tighter turn radii.

In the FHWA study, about 70 percent of the pedestrian crashes occurred at marked crosswalks on multi-lane roads. Of the pedestrian crashes at marked crosswalks, 17.6 percent were classified as multiple-threat collisions. Multiple-threat collisions occur as one car slows down to allow pedestrians to cross, but a second car approaching from behind in the adjacent lane may not see the pedestrian, as illustrated in the image to the right. The slowing vehicle blocks the sight line of both the pedestrian and the second motorist, leading to the pedestrian-vehicle collision. Multi-lane roadways are therefore not well-served by unmarked or marked crosswalks alone. At these sites, the study concluded, engineers should consider countermeasures that provide additional safety to pedestrians and alert motorists to upcoming crosswalks. These countermeasures include advanced yield lines with corresponding signs informing motorists where to yield. Other more substantial measures may also be considered, such as signalization, warning beacons, illumination, or raised medians.



Multiple threat conflicts on multi-lane roadways occur where a vehicle yielding to a pedestrian inhibits sight lines to another oncoming vehicle.

Table 1. Recommendations for installing marked crosswalks and other needed pedestrian improvements at uncontrolled locations.*

Roadway Type (Number of Travel Lanes and Median Type)	Vehicle ADT ≤ 9,000			Vehicle ADT >9000 to 12,000			Vehicle ADT >12,000 - 15,000			Vehicle ADT > 15,000		
	Speed Limit**											
	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h
2 Lanes	C	C	P	C	C	P	C	C	N	C	P	N
3 Lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multi-Lane (4 or More Lanes) With Raised Median***	C	C	P	C	P	N	P	P	N	N	N	N
Multi-Lane (4 or More Lanes) Without Raised Median	C	P	N	P	P	N	N	N	N	N	N	N

* These guidelines include intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median. Crosswalks should not be installed at locations that could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone **will not** make crossings safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether or not marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic-calming measures, curb extensions), as needed, to improve the safety of the crossing. **These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.**

** Where the speed limit exceeds 40 mi/h (64.4 km/h) marked crosswalks alone should not be used at unsignalized locations.

C = **Candidate sites for marked crosswalks**. Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, etc. may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk alone.

P = **Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements.** These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

N = **Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased due to providing marked crosswalks alone. Consider using other treatments, such as traffic-calming treatments, traffic signals with pedestrian signals where warranted, or other substantial crossing improvement to improve crossing safety for pedestrians.**

*** The raised median or crossing island must be at least 4 ft (1.2 m) wide and 6 ft (1.8 m) long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and American Association of State Highway and Transportation Officials (AASHTO) guidelines.

With these studies as a backdrop, these Guidelines outline a decision making process to identify appropriate treatments for uncontrolled locations and presents a variety of treatment options to mitigate safety, visibility, or operational concerns at specific locations.

Treatment Selection

At uncontrolled locations, a marked crosswalk with striping alone may not provide adequate visibility to the pedestrian crossing, especially at high volume, high speed, or multi-lane crossings. Enhancements should be considered for installation to supplement crosswalk striping. Appropriate treatments should be identified based on:

- Site characteristics: presence of pedestrian desire lines, available sight distance and visibility, lighting
- Geometric configuration of the roadway: number of vehicle travel lanes and presence of curb extensions or median refuge islands
- Travel data: 85th percentile speeds, posted speed limits, and average daily traffic (ADT) volumes.

Marked crosswalks alone should not be installed on multi-lane streets (two or more lanes per direction; three or more lanes total) under the following conditions[14]:

- Speeds of greater than 40 miles per hour
- Average daily traffic volumes (ADT) greater than 12,000 without a raised median or pedestrian refuge island
- Average daily traffic volumes (ADT) greater than 15,000 with a raised median or pedestrian refuge island

Locations with speeds and ADT volumes below these thresholds may also warrant enhancements. The Uncontrolled Treatment Toolbox outlines considerations for the use of enhancements in various contexts as summarized in **Table D-11**. This Toolbox may be used to identify potential treatments at a candidate uncontrolled crosswalk location based on the results of **Figures A-1** and **A-2**.

A calculation of Pedestrian Level of Service forms the basis for the treatment identification. Pedestrian Level of Service is the average delay experienced by pedestrians as they are waiting to cross the street. Expected motorist compliance is another other key variable for treatment identification. Compliance is based on field observations and engineering judgment. It is meant to reflect typical motorist responses to pedestrians attempting to cross the street. If drivers are likely to stop for a pedestrian, the compliance is rated "high." If drivers rarely stop for pedestrians, compliance is "low." The compliance rate should be assumed to be low for all locations where the speed limit is greater than 30 MPH. **Table 5** summarizes the appropriate treatments based on level of enhancement needed (with the most significant enhancement required with the worst LOS and compliance rates).

[14] California MUTCD, Section 3B. 18.

TABLE D-11:
APPLICATION OF ENHANCED TREATMENTS FOR UNCONTROLLED LOCATIONS

Pedestrian Level of Service	Expected Motorist Compliance		
	Low (or Speed >30 mph)	**Moderate**	**High**
LOS A-D (average delay up to 30 seconds)	***LEVEL 3*** 2 lane road: In-pavement flashers, overhead flashing beacons Multi-lane road: RRFB *Plus LEVELS 1 and 2*	***LEVEL 2*** Curb Extensions, Bus Bulb, Reduced Curb Radii, Staggered Pedestrian Refuge *Plus LEVEL 1*	***LEVEL 1*** High Visibility Crosswalk Markings, Advanced Yield Lines, Advance Signage
LOS E-F (average delay greater than 30 seconds)	***LEVEL 4*** Pedestrian Hybrid Beacon, RRFB, or Direct Pedestrians to Nearest Safe Crossing *Plus LEVELS 1 and 2*	***LEVEL 3*** 2 lane road: In-pavement flashers, overhead flashing beacons Multi-lane road: RRFB *Plus LEVELS 1 and 2*	***LEVEL 2*** Curb Extensions, Reduced Curb Radii, Staggered Pedestrian Refuge *Plus LEVEL 1*

Notes: A pedestrian refuge island (median) is recommended for consideration in all scenarios with more than 2 lanes of traffic.

Level 1 represents a minor intervention, appropriate for situations with lower speeds and traffic volumes and high driver yielding rates. Higher levels represent more significant interventions. Treatments should be combined with higher level treatments added to lower level treatments (i.e., flashing beacons with curb extensions). Additional funding sources should be identified as needed for these enhancements. Failing to provide an enhanced crosswalk when needed and/or removing a marked crosswalk should be an option of last resort.

Treatment Options

The following tables described preferred pedestrian safety treatments for uncontrolled locations with different roadway characteristics:

- **Table D-12: Geometric Treatments**
- **Table D-13: Striping and Signage**
- **Table D-14: Signal Hardware and Operational Measures**

Within each table, devices are categorized in three levels based on the level of safety concern they are meant to address: Level 1 (all cases), Level 2 (enhancements), and Level 3 (advanced enhancements). Categories of improvements are cumulative; for example, a Level 2 device should also include appropriate Level 1 devices.

TABLE D-12: UNCONTROLLED CROSSINGS: GEOMETRIC TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
2-1. Fewer Travel Lanes ("Road Diet")  *Image Source: Fehr & Peers*	Fewer travel lanes decrease roadway width and crosswalk length, reduce speeds, reduce left-turn and rear-end collisions, and often eliminate the multiple-threat collision. It takes an average pedestrian almost four seconds to cross each additional travel lane. Therefore, reducing the number of travel lanes minimizes the amount of time that pedestrians are in the crosswalk. More travel lanes than necessary can also increase vehicle travel speeds; research has shown that the severity of pedestrian collisions increases with vehicle travel speed. Where fewer travel lanes are not possible, travel lanes can be narrowed to as little as nine feet, especially left- and right-turn pockets.	**Level 1**	$20/LF (Includes removal of existing pavement markings and repainting. Assumes existing curbs remain as is)

TABLE D-12: UNCONTROLLED CROSSINGS: GEOMETRIC TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
2-2. Removal of Sight-Distance Obstructions  *Image Source: Fehr & Peers*	If objects impede sight-distance, this may result in an unsafe condition where motorists and pedestrians are unable to see each other. Items such as parked cars, signage, landscaping, fencing, and street furniture should be placed in a location that will not obstruct sight distance.	**Level 1**	$150/EA (Item removed is anticipated to be no larger than a sign and post)

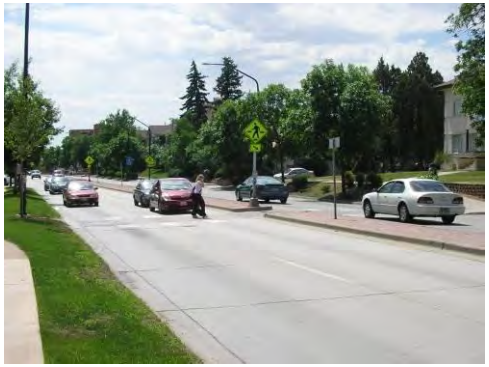
TABLE D-12: UNCONTROLLED CROSSINGS: GEOMETRIC TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
2-3. Pedestrian Refuge Island  *Image Source: Fehr & Peers*	Raised islands are placed in the center of the roadway separating opposing lanes of traffic with cutouts or ramps for accessibility along the pedestrian path. Median refuge islands are recommended where right-of-way allows and conditions warrant. Studies show medians are one of the most important safety enhancements available for crosswalks. They simplify complicated multi-lane crossings by breaking the crossings/conflicts into two stages.	**Level 1**	$130/LF (New curb and new concrete barrier. Assumes 6 foot median)

TABLE D-12: UNCONTROLLED CROSSINGS: GEOMETRIC TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
2-4. Curb Extensions  *Image Source: Fehr & Peers*	Curb extensions extend the curb and sidewalks further into the roadway, shortening the length of the crosswalk. They act as a traffic calming device by narrowing the effective width of the roadway and slowing turning speeds. Because they extend into the roadway, often past parallel-parked vehicles, they improve visibility for pedestrians. The also provide space for street furniture, landscaping, bicycle parking, and signs and signal poles. Curb extensions can be constructed with reduced curb radii and to accommodate ADA improvements, such as directional curb ramps.	**Level 1**	$140/LF (Curb, sidewalk, removal of existing curb, new bollards, does not include curb ramps)

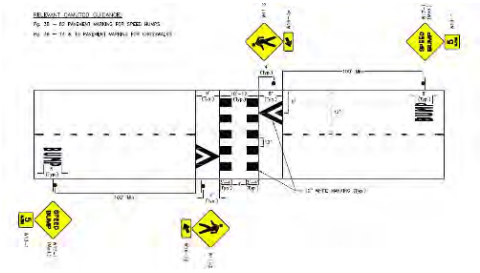
TABLE D-12: UNCONTROLLED CROSSINGS: GEOMETRIC TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
2-5. Split Pedestrian Crossover (SPXO)  *Image Source: Fehr & Peers*	This measure is similar to traditional median refuge islands; the difference is that the crosswalks in the roadway are staggered such that a pedestrian crosses half of the street and then walks toward traffic to reach the second half of the crosswalk. This measure must be designed for accessibility by including rails and truncated domes to direct sight-impaired pedestrians along the path of travel.	**Level 1** Note: see Table 11 for a Pedestrian Signal	$130/LF (Same materials as 6-3)
2-6. Raised Crosswalk  *Image Source: Fehr & Peers*	Raised crosswalks are speed tables (flat-topped speed humps) outfitted with crosswalk markings and signage, providing pedestrians with a level street crossing. By raising the level of the crossing, vehicles drive more slowly through the crosswalk and pedestrians are more visible to approaching motorists.	**Level 2**	$18,000/EA

TABLE D-12: UNCONTROLLED CROSSINGS: GEOMETRIC TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
2-7. Pedestrian Overpass/Underpass  *Image Source: Fehr & Peers*	This measure consists of a pedestrian or pedestrian/bicycle overpass or underpass of a roadway. It provides complete separation from motor vehicle traffic, normally where no other pedestrian facility is available, and connects off-road trails and paths across major barriers. Overpasses and underpasses should be used as a measure of last resort because of their cost and barriers to their effective/efficient use, with topographical and desire line considerations influencing their design. The cost of an undercrossing compared to an overcrossing can vary depending on multiple factors. On a busy roadway, an undercrossing will likely be more expensive than an overcrossing because of construction staging costs, and undercrossings can vary in cost depending on the presence of underground utilities and groundwater. The cost of either improvement will increase depending on desired aesthetics.	**Level 3**	$300/SF

Source: Fehr & Peers, 2014.

TABLE D-13: UNCONTROLLED CROSSINGS: STRIPING AND SIGNAGE			
Treatment	**Description**	**Level**	**Estimated Cost**
3-1. High Visibility Markings  *Image Source: Fehr & Peers*	All uncontrolled marked crosswalks should feature high-visibility markings. Various striping patterns are available. At trail crossings, such as at the Vine Trail, a triple-four crossing with bicycle stencils in the middle to denote a shared crosswalk for bicyclist s and pedestrians should be considered.	**Level 1**	$6/Foot

TABLE D-13: UNCONTROLLED CROSSINGS: STRIPING AND SIGNAGE			
Treatment	**Description**	**Level**	**Estimated Cost**
3-2. Advanced Yield Line  *Image Source: Fehr & Peers*	Advanced yield lines, often referred to as "sharks teeth", should be striped at all marked, uncontrolled crosswalks on multi-lane roadways. They should be placed 20-30 feet in front of the crosswalk. Their intention is to identify where vehicles should stop when yielding to a pedestrian to maintain adequate sight lines. These are typically use on multi-lane roadways but could be considered on two-lane roadways were driver encroachment and yielding are a concern. They should be used with the "Yield Here to Pedestrians" sign.	**Level 1**	$100/EA

TABLE D-13: UNCONTROLLED CROSSINGS: STRIPING AND SIGNAGE			
Treatment	**Description**	**Level**	**Estimated Cost**
3-3. Advanced Warning Signs  *Image Source: Fehr & Peers*	High-visibility yellow or fluorescent-yellow-green (FYG) signs are posted at crossings to increase the visibility of a pedestrian crossing.	**Level 1**	$1,000/EA

TABLE D-13: UNCONTROLLED CROSSINGS: STRIPING AND SIGNAGE			
Treatment	**Description**	**Level**	**Estimated Cost**
3-4. In-Street Pedestrian Crossing Sign  *Image Source: FHWA*	This measure involves posting regulatory pedestrian signage on lane edge lines and/or road centerlines. The in-street pedestrian crossing sign may be used to remind road users of laws regarding right-of-way at an uncontrolled pedestrian crossing. They can be installed on medians and may also be temporary signs, placed by school crossing guards during school hours.	**Level 1**	$400/EA

Source: Fehr & Peers, 2014.

TABLE D-14: UNCONTROLLED CROSSINGS: BEACON, LIGHTING, AND SIGNAL TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
4-1. Pedestrian-Scale Lighting  *Image source: www.ci.mil.wi.us*	Pedestrian-scale lighting improves visibility along a pedestrian's path and across driveways. It also improves visibility at pedestrian/vehicle conflict points in crosswalks.	**Level 1**	$10,000 per light assuming light every 100 feet

TABLE D-14: UNCONTROLLED CROSSINGS: BEACON, LIGHTING, AND SIGNAL TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
4-2. Flashing Beacon  *Image Source: Fehr & Peers*	Flashing amber lights are installed on overhead or post-mounted signs, in advance of the crosswalk or at the crosswalk's entrance. Full-time flashing beacons are not recommended; flashing beacons are most effective when they are activated by the crosswalk user (they should rest on dark). By resting on dark, they can also be solar powered.	**Level 2**	$20,000/EA

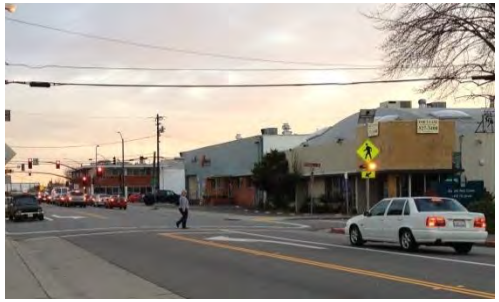
TABLE D-14: UNCONTROLLED CROSSINGS: BEACON, LIGHTING, AND SIGNAL TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
4-3. Rectangular Rapid Flashing Beacon (RRFB)  *Image Source: Fehr & Peers*	The RRFB is an enhancement of the flashing beacon that replaced the traditional slow flashing incandescent lamps with rapid flashing LED lamps. The RRFB may be push-button activated or activated with passive detection. This treatment was approved for use in California via Interim Approval IA-11-83 in 2011. Any installations should be reported to Caltrans for documentation, but do not require pre-approval for experimentation.	**Level 2**	$20,000/EA

TABLE D-14: UNCONTROLLED CROSSINGS: BEACON, LIGHTING, AND SIGNAL TREATMENTS			
Treatment	**Description**	**Level**	**Estimated Cost**
4-4. Pedestrian Hybrid Beacon (PHB)  *Image Source: FHWA*	The PHB is a pedestrian-activated beacon that is a combination of a beacon flasher and a traffic control signal. When actuated, the PHB displays a yellow (warning) indication followed by a solid red indication. During the pedestrian clearance interval, the driver sees a flashing red "wig-wag" pattern until the clearance interval has ended and the beacon goes dark. The device is included in the 2012 California MUTCD for use at midblock locations.	**Level 3**	$80,000/EA

TABLE D-14:
UNCONTROLLED CROSSINGS: BEACON, LIGHTING, AND SIGNAL TREATMENTS

Treatment	Description	Level	Estimated Cost
4-5. Pedestrian Signal  *Image Source: Fehr & Peers*	A pedestrian signal is a conventional traffic control device with warrants for use based on the MUTCD. The pedestrian warrants were revised with the 2009 Federal and 2012 California MUTCD.	**Level 4**	$250,000/EA

Source: Fehr & Peers, 2013.

Controlled Crosswalk Treatment Toolbox

Controlled crosswalks are located at stop-controlled or signalized intersections. Generally, these crossings do not need enhancements beyond standard crosswalk markings (two parallel lines), as the traffic signal or stop-sign controls allocation of right-of-way. However, in some cases, such as in the Downtown, at skewed intersections, or near schools, the City may consider providing enhanced crossings or signal adjustments to create a sense of place or improved aesthetics, or to improve visibility or safety. This chapter presents preferred and enhanced measures for pedestrian treatments at controlled locations to:

- Improve the visibility of pedestrians to motorists and vice-versa
- Communicate to motorists and pedestrians who has the right-of-way
- Accommodate vulnerable populations such as the disabled, children, and the elderly
- Reduce conflicts between pedestrians and vehicles
- Reduce vehicular speeds at locations with potential pedestrian conflicts

All treatments identified in this chapter are required or allowed by the standards and specifications in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD).

Universal Considerations

The following treatments are identified as the basic pedestrian crossing improvements to be provided at all stop-controlled and signalized intersections. New controlled intersections should be designed with these treatments included; existing controlled intersections that require retrofits may be prioritized and upgraded as funds become available. These treatments are based on recommended best practices in pedestrian safety:[15]

- Mark crosswalks on all legs of the intersection
- Provide advanced stop bars with each crosswalk
- Minimize the number of vehicle traffic lanes pedestrians must cross
- Provide median refuge islands and thumbnails, as width and path of turn maneuvers allow
- Remove sight-distance obstructions
- Provide directional curb ramps for each crosswalk (e.g., two per corner)
- Eliminate free right-turn slip lanes, where feasible, and mitigate for pedestrian safety (slowing speeds) where they remain
- Locate bus stops on the far-side of the intersection (or in front of mid-block crossings)
- Minimize cycle lengths

[15] See America Walks *Signalized Intersection Enhancements that Benefit Pedestrians* http://americawalks.org/wp-content/upload/America-Walks-Signalized-Intersection-Enhancement-Report-Updated-8.16.2012.pdf (2012).

- Reduce prevalence or eliminate permitted signal phasing where pedestrian crossings exist
- Provide pedestrian signal heads for all crossings at signalized intersections
- Provide adequate pedestrian clearance intervals (crossing time) at signalized intersections
- Consider benefits of a roundabout (stop controlled or signalized locations) or signalization (stop controlled locations) for all users

Signalized Crossing Enhancements

To create a transparent and consistent decision making framework, four issue-specific flow charts follow a multi-step process to determine an enhanced treatment "match" for the signalized intersection characteristics.

CHART A:

Actuated Signals Pedestrian Option Flow Chart

Use this flow chart whenever traffic signal actuation is used at the study intersection.

CHART B:

Left-Turns on Two-Way Streets Pedestrian Options Flow Chart

Use this flow chart for new and retrofit signal installations, and where a conflict between pedestrians and left turning vehicles is observed/ apparent from collision data.

CHART C:

Right Turns on Two-Way Streets or Left Turns on One-Way Streets Pedestrian Options Flow Chart

Use this flow chart for new and retrofit signal installations, and where a conflict between pedestrians and right turning vehicles (or left turning on one-way streets) is observed/ apparent from collision data.

CHART D:

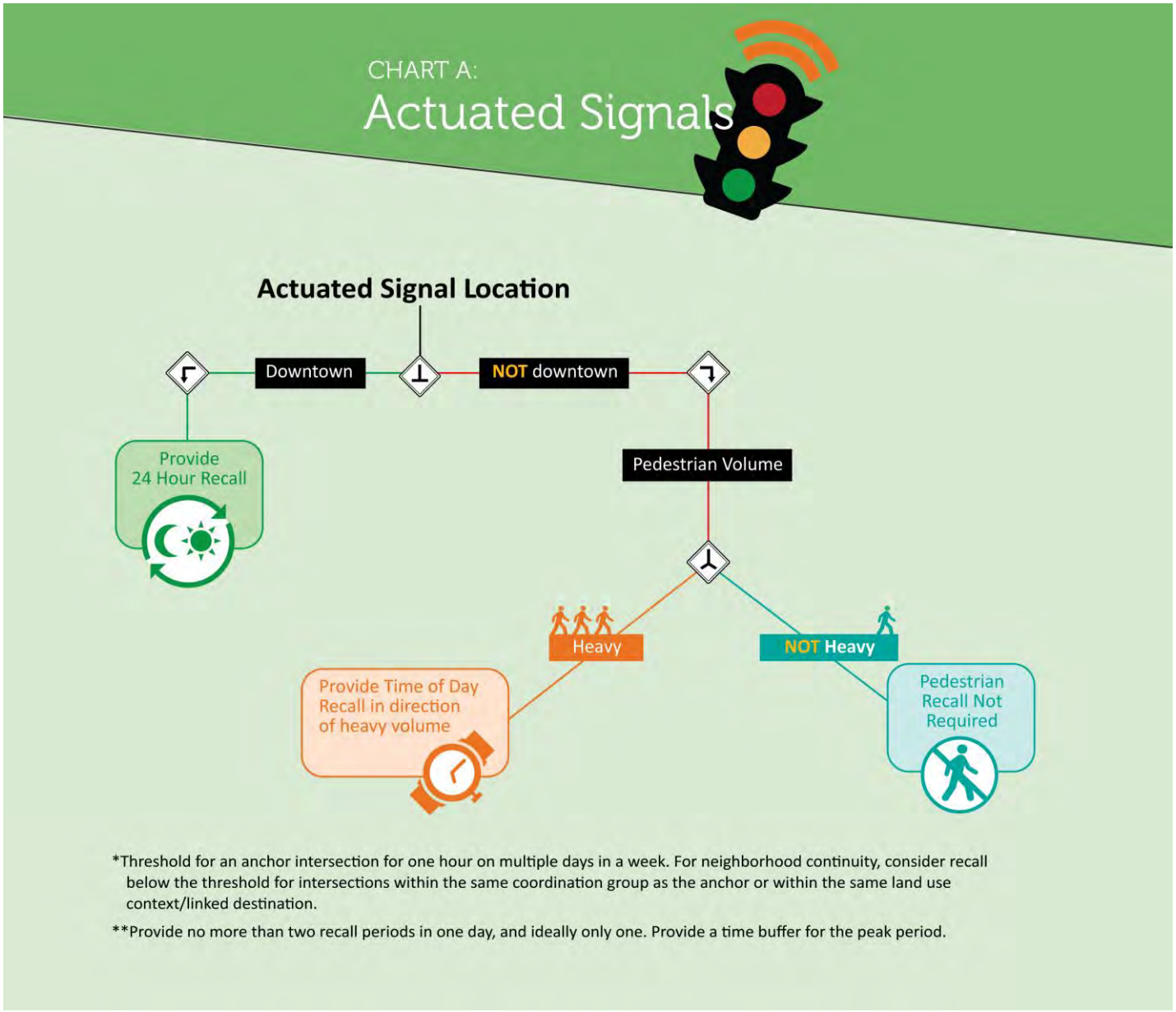
Pedestrian Scramble Flow Chart

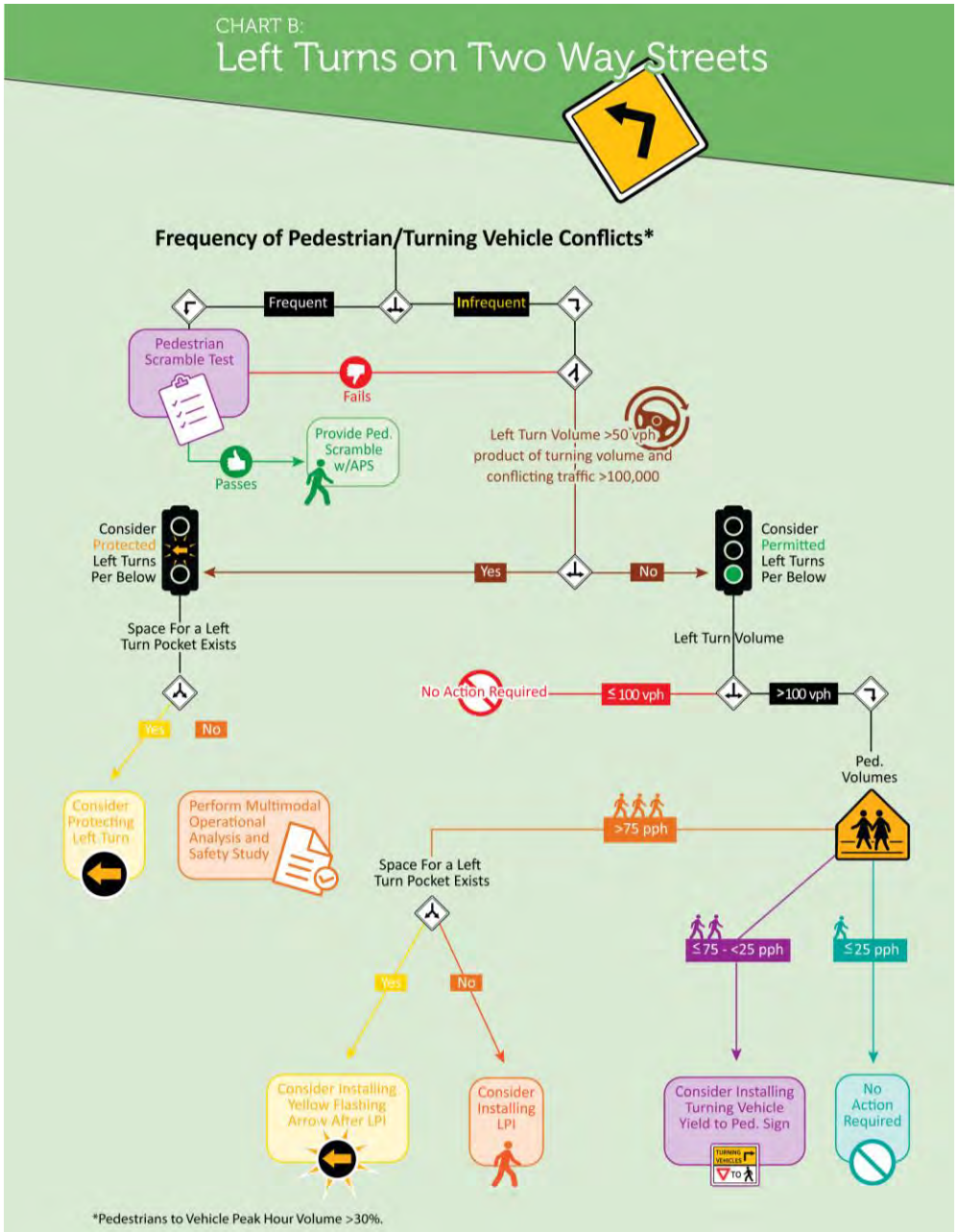
Use this flow chart to supplement Chart B and Chart C as directed.

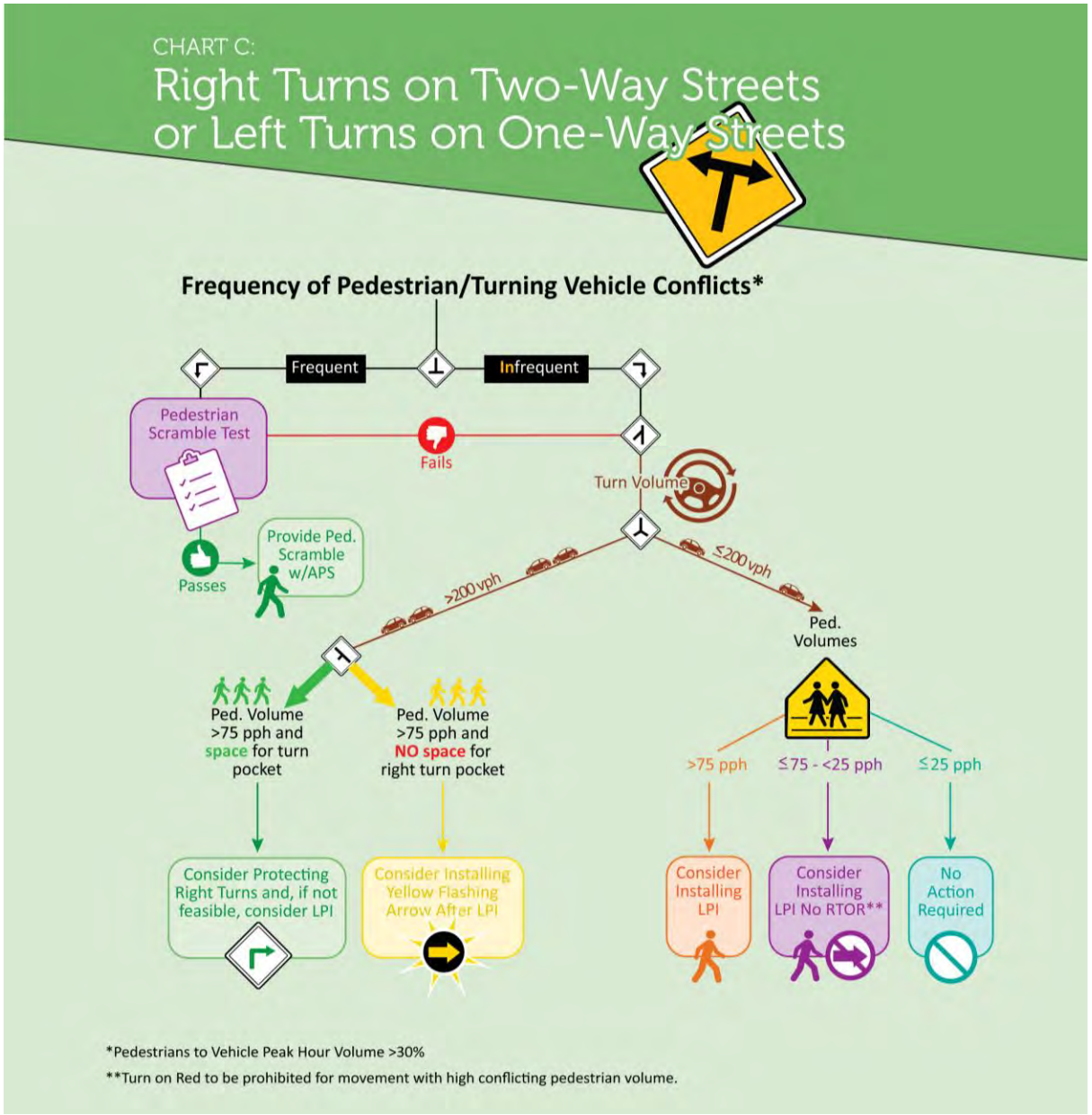
Intersection type and pedestrian conflict characteristics form the basis for completing Charts A, B, and C, and the applicable charts are then completed using existing and/or proposed intersection characteristics such as lane configurations, location along transit priority corridor, pedestrian and vehicle volumes, and signal phasing.

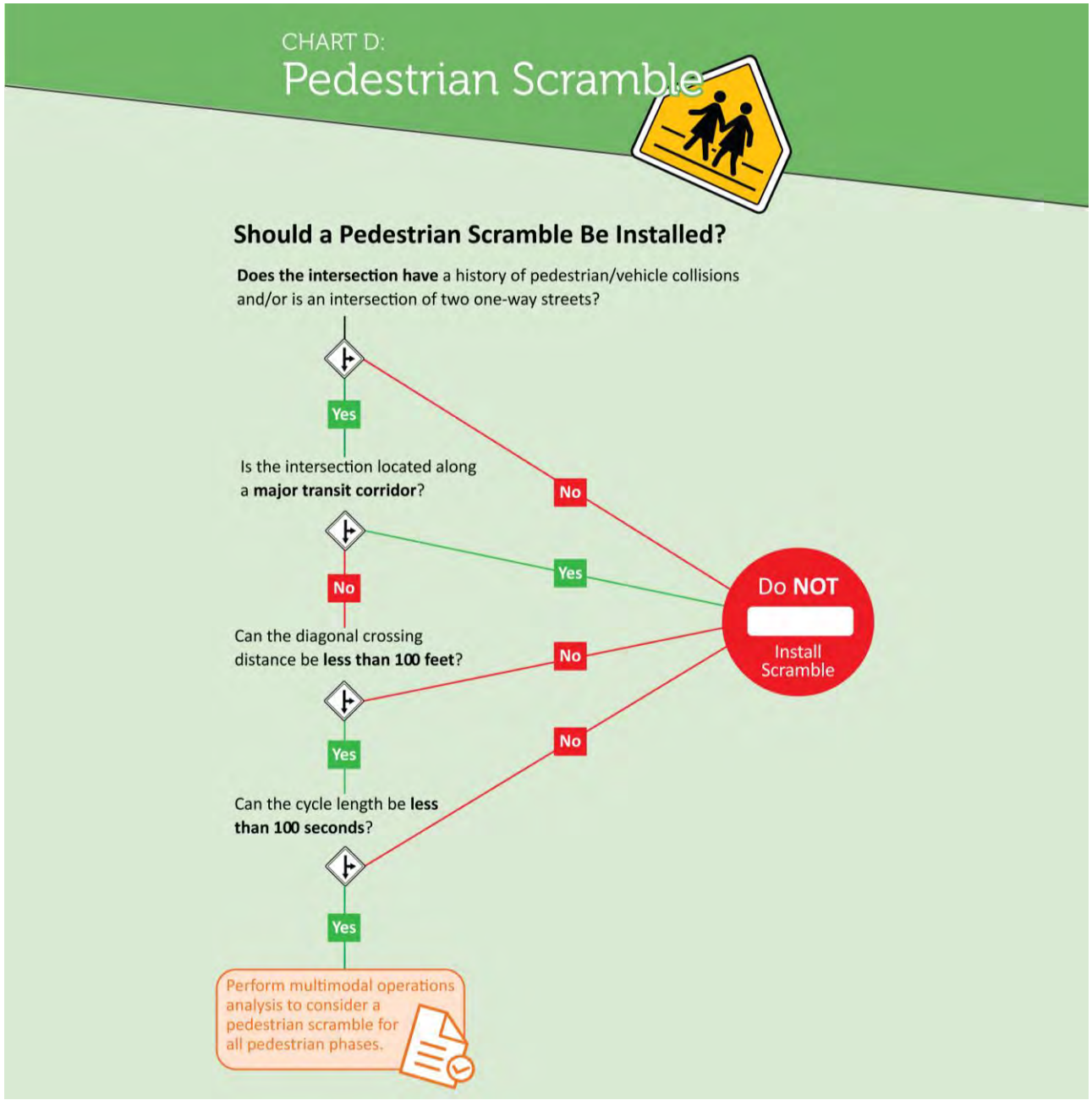
The first step of the left or right turn conflict flow charts is to determine if the pedestrian to vehicle conflict volume levels meet minimum pedestrian scramble considerations, which could lead to completion of the pedestrian scramble test (Chart D) or continuation on the original flow chart (Chart B or Chart C). If the scramble flow chart is completed and passed (*with operations analysis performed*), a pedestrian scramble phase is the recommended treatment. If the scramble flow chart is not completed, the inputs listed above will lead to identification of various pedestrian treatments as resolution to the specified conflicts.

Flow Chart A that is completed for all actuated signals recommends different signal timing pedestrian recall treatments based on the signal's location, such as a downtown location.


CHART A:
Actuated Signals
Actuated Signal Location
Downtown
NOT downtown
Provide
24 Hour Recall
Pedestrian Volume
Heavy
NOT Heavy
Provide Time of Day
Recall in direction
of heavy volume
Pedestrian
Recall Not
Required
*Threshold for an anchor intersection for one hour on multiple days in a week. For neighborhood continuity, consider recall below the threshold for intersections within the same coordination group as the anchor or within the same land use context/linked destination.
**Provide no more than two recall periods in one day, and ideally only one. Provide a time buffer for the peak period.


CHART B:
Left Turns on Two Way Streets
Frequency of Pedestrian/Turning Vehicle Conflicts*
Frequent
Infrequent
Pedestrian Scramble Test
Fails
Passes
Provide Ped. Scramble w/APS
Left Turn Volume >50 vph product of turning volume and conflicting traffic >100,000
Consider Protected Left Turns Per Below
Yes
No
Consider Permitted Left Turns Per Below
Space For a Left Turn Pocket Exists
Left Turn Volume
No Action Required
≤ 100 vph
>100 vph
Yes
No
Ped. Volumes
Consider Protecting Left Turn
Perform Multimodal Operational Analysis and Safety Study
>75 pph
Space For a Left Turn Pocket Exists
≤75 - <25 pph
≤25 pph
Yes
No
Consider Installing Yellow Flashing Arrow After LPI
Consider Installing LPI
Consider Installing Turning Vehicle Yield to Ped. Sign
No Action Required
*Pedestrians to Vehicle Peak Hour Volume >30%.


CHART C:
Right Turns on Two-Way Streets
or Left Turns on One-Way Streets
Frequency of Pedestrian/Turning Vehicle Conflicts*
Frequent
Infrequent
Pedestrian Scramble Test
Fails
Turn Volume
Passes
Provide Ped. Scramble w/APS
>200 vph
≤200 vph
Ped. Volumes
Ped. Volume >75 pph and space for turn pocket
Ped. Volume >75 pph and NO space for right turn pocket
>75 pph
≤75 - <25 pph
≤25 pph
Consider Protecting Right Turns and, if not feasible, consider LPI
Consider Installing Yellow Flashing Arrow After LPI
Consider Installing LPI
Consider Installing LPI No RTOR**
No Action Required
*Pedestrians to Vehicle Peak Hour Volume >30%
**Turn on Red to be prohibited for movement with high conflicting pedestrian volume.


CHART D:
Pedestrian Scramble
Should a Pedestrian Scramble Be Installed?
Does the intersection have a history of pedestrian/vehicle collisions and/or is an intersection of two one-way streets?
Yes
Is the intersection located along a major transit corridor?
No
Yes
No
Can the diagonal crossing distance be less than 100 feet?
No
Yes
No
Can the cycle length be less than 100 seconds?
Yes
Perform multimodal operations analysis to consider a pedestrian scramble for all pedestrian phases.
Do NOT
Install Scramble

Flow Chart Footnotes

1. Time of Day Recall
   - One surveyed city does only 24 hour recall
   - Two surveyed cities run pedestrian recall only during the day or p eak hours when pedestrian volumes are higher.

2. Pedestrian Scramble with Accessible Pedestrian Signals (APS)
   - In three cities surveyed, used at intersections with complex geom etry or two one-way street intersections with high pedestrian volumes.

3. Turn volume for protected left
   - CA MUTCD section 4D.19

4. Left Turn Volume
   - AASHTO section 12.1.1

5. Pedestrian Volume
   - MUTCD section 4C.05 (pedestrian signalize intersection warrant) a nd 4F.01 (pedestrian hybrid beacon warrant)

6. Right Turn Volume
   - CA MUTCD section 4D.07

7. Flashing Arrow Leading Pedestrian Interval (LPI) with APS
   - Used by one city surveyed to provide a balance between the delay of a protected left and the safety benefits of a protected left. Re quires a turn pocket.

8. LPI with APS
   - Six cities surveyed have implemented LPIs at specific intersections , usually dependent on complaints/requests, collision history, and /or high vehicle turning and pedestrian volumes.

The following tables describe the preferred and optional enhanced pedestrian safety treatments that may be used for controlled locations:

- **Table A-5: Geometric Treatments**
- **Table A-6: Striping and Signage**
- **Table A-7: Signal Hardware and Operational Measures**

TABLE D-15: CONTROLLED INTERSECTIONS: GEOMETRIC TREATMENTS	
Treatment	**Description**
5-1. Fewer Travel Lanes ("Road Diet")  *Image Source: Fehr & Peers*	Fewer travel lanes decrease roadway width and crosswalk length, reduce speeds, reduce left-turn and rear-end collisions, and often eliminate the multiple-threat collision. An average pedestrian takes almost four seconds to cross each additional travel lane. Therefore, reducing the number of travel lanes minimizes the amount of time that pedestrians are in the crosswalk. More travel lanes than necessary can also increase vehicle travel speeds; research has shown that the severity of pedestrian collisions increases with vehicle travel speed. Where fewer travel lanes are not possible, travel lanes can be narrowed to as little as nine feet, especially left- and right-turn pockets.

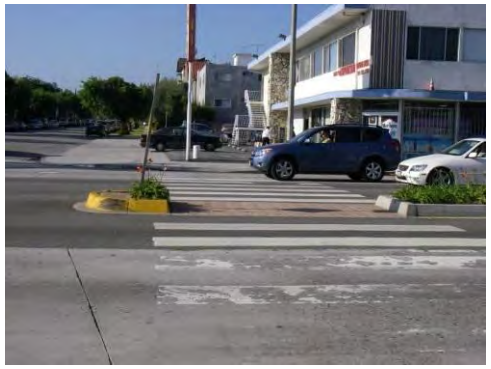
TABLE D-15: CONTROLLED INTERSECTIONS: GEOMETRIC TREATMENTS	
Treatment	**Description**
5-2. Pedestrian Refuge Island with "Thumbnail"  *Image Source: Fehr & Peers*	Median pedestrian islands provide a refuge for pedestrians to stand if they do not have sufficient time to cross a street. They can be enhanced with median pedestrian push buttons at signalized crossings. Median islands can be installed throughout a corridor or only at specific crosswalks.

TABLE D-15: CONTROLLED INTERSECTIONS: GEOMETRIC TREATMENTS	
Treatment	**Description**
5-3. Removal of Sight-Distance Obstructions  *Image Source: Fehr & Peers*	If objects impede sight-distance, an unsafe condition may arise where motorists and pedestrians are unable to see each other. Items such as parked cards, signage, landscaping, fencing, and street furniture should be placed in a location that will not obstruct sight-distance.

TABLE D-15: CONTROLLED INTERSECTIONS: GEOMETRIC TREATMENTS	
Treatment	**Description**
5-4. Directional Curb Ramps with Truncated Domes  *Image Source: Fehr & Peers*	Curb ramps offer wheelchair access to/from the sidewalk and crosswalk. Truncated domes, or tactile strips, warn blind pedestrians that they are about to enter a crosswalk. The best practice for curb ramps is to install two per corner so that each ramp points directly into the crosswalk and to the curb ramp at the other side of the street. Corner bulbouts can be used to increase the amount of space available for directional curb ramps.

TABLE D-15: CONTROLLED INTERSECTIONS: GEOMETRIC TREATMENTS	
Treatment	**Description**
5-5. Right-Turn Lane Design  *Image Source: Fehr & Peers*	Free right-turns allow vehicles to turn right at high speeds. Since the vehicles are not typically controlled by the traffic signal in this circumstance, crosswalks across the turn lanes are usually uncontrolled crosswalks. Controlled right-turn movements are preferable for pedestrians because they require a vehicle to stop on red before turning right. Where "pork-chop" islands that channelize right-turns are necessary to provide acceptable turning radii, raised crosswalks are a pedestrian enhancement. Other options include signalizing the crossing (especially if it is multi-lane) and designing the "pork-chop" for slower speeds and better visibility of pedestrians.

TABLE D-15: CONTROLLED INTERSECTIONS: GEOMETRIC TREATMENTS	
Treatment	**Description**
5-6. Far-Side Bus Stops  *Image Source: Fehr & Peers*	Far-side bus stops allow pedestrians to cross behind the bus, improving pedestrian visibility. Far side bus stops also enhance transit operations by providing a guaranteed merging opportunity for buses. Exceptions for far-side bus stops include considerations for bus routing, sufficient sidewalk area, and conflicts with parking, land uses, or driveways.

TABLE D-15: CONTROLLED INTERSECTIONS: GEOMETRIC TREATMENTS	
Treatment	**Description**
5-7. Curb Extensions  *Image Source: Fehr & Peers*	Curb extensions extend the curb and sidewalks farther into the roadway, shortening the length of the crosswalk. They act as a traffic calming device by narrowing the effective width of the roadway and slowing turning speeds. Because they extend into the roadway, often past parallel-parked vehicles, they improve visibility for pedestrians. The also provide space for street furniture, landscaping, bicycle parking, and signs and signal poles. Curb extensions can be constructed to accommodate ADA improvements, such as directional curb ramps.

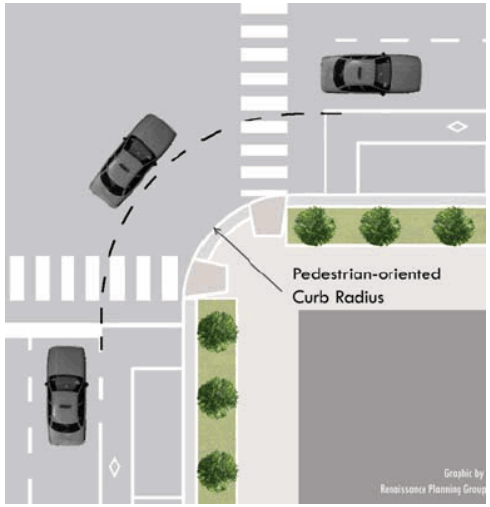
TABLE D-15: CONTROLLED INTERSECTIONS: GEOMETRIC TREATMENTS	
Treatment	**Description**
5-8. Reduced Turn Radius  *Image Source: AARP*	Vehicles travel faster through turns with a large radius. Reducing the radius of a corner is an effective way of reducing vehicle speeds. In suburban environments, turn radii generally do not need to exceed 30 feet. In urban environments turn radii can be 10 feet or less, especially where the meeting of one-way streets prohibits turning movements. Where on-street parking is permitted and/or bicycle lanes are present on one or both streets, consideration for further reductions of radii should occur acknowledging that the effective radius is increased with on-street parking. Corner curb radii on multi-lane streets should acknowledge that trucks turning right can turn into two lanes.

TABLE D-16: CONTROLLED INTERSECTIONS: STRIPING AND SIGNAGE	
Treatment	**Description**
6-1. Marked Crosswalks  *Image Source: Google Maps*	Marking a crosswalk across all approaches of an intersection improves pedestrian accessibility. At a four-way intersection, a closed crosswalk forces pedestrians to cross via three crosswalks instead of one. Crosswalks on all approaches can often be accommodated without a significant impact to traffic signal operations. At controlled trail crossings, high-visibility triple-four trail crossings with bicycle legends in the middle should be considered to indicate a shared crossing space for bicyclists and pedestrians.

TABLE D-16: CONTROLLED INTERSECTIONS: STRIPING AND SIGNAGE	
Treatment	**Description**
6-2. Advanced Stop Bar  *Image Source: Fehr & Peers*	Advanced stop bars are placed five to seven feet in front of crosswalks. They keep vehicles from encroaching into the crosswalk when stopped at a red signal or stop sign.

TABLE D-16: CONTROLLED INTERSECTIONS: STRIPING AND SIGNAGE	
Treatment	**Description**
6-3. High Visibility Markings  *Image Source: Fehr & Peers*	High-visibility crosswalks at controlled locations are appropriate in areas with high pedestrian volumes, at crosswalks with skewed geometries, or near sensitive land uses (such as schools).

TABLE D-16: CONTROLLED INTERSECTIONS: STRIPING AND SIGNAGE	
Treatment	**Description**
6-4. Textured Pavement or Colored Crosswalks  *Image Source: Fehr & Peers*	Textured pavement can be used in crosswalks or in intersections as an aesthetic enhancement. Because of its texture, it may also calm traffic by slowing vehicles before they cross an intersection. It can also make crosswalks more visible. Textured pavement can be made of brick or, alternatively, both concrete and asphalt can be stamped to look like brick or stone. At controlled locations, standard crosswalk striping should be provided in addition to the textured pavement. A smooth, non-slip surface is preferable.

TABLE D-17: CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES	
Treatment	**Description**
7-1. Adequate Crossing Times  *Image Source: Fehr & Peers*	The 2012 California MUTCD requires a walking speed of 3.5 feet per second be assumed to determine crossing times as a default minimum (4.0 feet per second was previously the guidance). A speed slower than 3.5 feet per second can be used where slower pedestrians routinely use the crosswalk, such as locations near schools, hospitals, or senior centers.

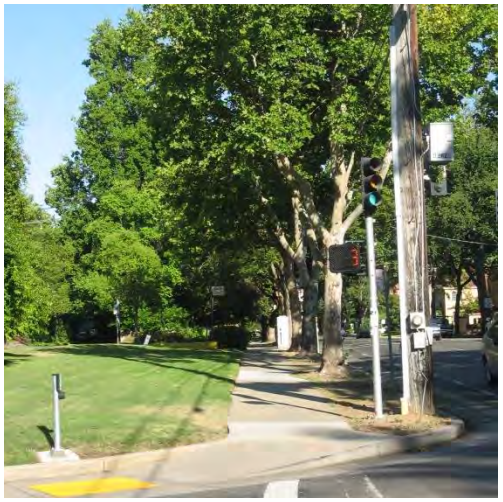
TABLE D-17: CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES	
Treatment	**Description**
7-2. Pedestrian Countdown Signal  *Image Source: Fehr & Peers*	Pedestrian countdown signals give pedestrians "Walk" and "Don't Walk" signals with a second-by-second countdown for each phase. Research suggests that pedestrians are more likely to obey the "Don't Walk" signal when delivered using a countdown signal. The device has been shown to enhance safety for all road users. The 2012 California MUTCD requires that all new pedestrian signals be countdown signals.

TABLE D-17: CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES	
Treatment	**Description**
7-3. Pedestrian Signals and Push Buttons  *Image Source: Fehr & Peers*	Mounting push buttons for different crosswalks on one pole can be confusing for blind pedestrians. Push buttons should be separated by ten feet and placed within five feet of each curb ramp, one per crosswalk. At long crosswalks (≥60 feet) with a median refuge island, push buttons can be placed in the median for pedestrians who may not be able to cross the entire crosswalk in one cycle length. In areas with high pedestrian volumes, eliminating pedestrian push buttons and providing a pedestrian phase in every cycle, can enhance walkability (and signal compliance).

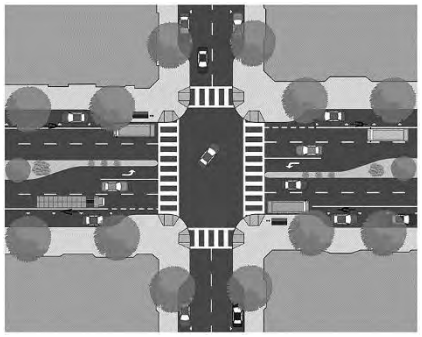
TABLE D-17: CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES	
Treatment	**Description**
7-4. Short Cycle Lengths  *Image Source: Institute of Transportation Engineers*	Long cycle lengths at signalized intersections result in long pedestrian wait times to cross a street. By shortening an intersection's cycle length, pedestrians do not have to wait as long to cross after pushing the button to request a "Walk" signal.

TABLE D-17:
CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES

Treatment	Description
7-5. Protected Left-Turns  *Image Source: Fehr & Peers*	Where permitted left-turns are allowed, denoted by a "Left Turn Yield on Green" sign, left-turning vehicles can conflict with pedestrians in the crosswalk. By making the left-turn protected, so that it is allowed only with a green arrow, the "Walk" signal at a crosswalk occurs at the same time that through- and right-turning vehicles in the same direction receive a green light. This reduces the risk of left-turning vehicle conflicts with the opposing crosswalk; since left-turns typically occur at a higher speed than right-turns, collisions of increased severity can be avoided by protecting left-turns.

TABLE D-17:
CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES

Treatment	Description
7-6. Accessible Pedestrian Signals  *Image Source: Fehr & Peers*	Accessible pedestrian signals (APS) and detectors provide information, such as "Walk" indications and direction of crossing, in non-visual formats to improve accessibility for blind pedestrians. Audible options for accessible pedestrian signals include audible tones and speech messages. Vibrotactile push-buttons are effective options that alleviate the impacts of noise created by audible pedestrian signals. They are also accessible to deaf pedestrians. APS should always be provided when two push buttons are located on one pole and where persons with disabilities are expected frequently at a crossing. At other locations, APS is currently a best practice, but is expected to become a requirement when the proposed rulemaking of the *Public Rights of Way Accessibility Guidelines* (PROWAG) is finalized.

TABLE D-17:
CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES

Treatment	Description
7-7. Pedestrian Recall  *Image Source: Fehr & Peers*	Pedestrian recall gives pedestrians a "Walk" signal at every cycle. No push-button or detection is necessary since a "Walk" signal will always be given. Pedestrian recalls are useful in areas with high levels of pedestrian activity. They demonstrate that an intersection is meant to serve both vehicles and pedestrians. In general, pedestrian recall should be used if pedestrians actuate a "Walk" signal 75 percent of the time during three or more hours per day. Recall can be used 24-hours a day or during peak hours for pedestrians (in which case push buttons should continue to be provided).
7-8. No Right Turn on Red  *Image Source: FHWA*	When attempting to turn right on red, motorists must look left to see if the road is clear; motorists often do not look right before turning and may not see pedestrians to their right. Restricting right turns on red can reduce conflicts between vehicles and pedestrians. "Blank out" turn restriction signs (see 11-9 below) are more effective than conventional "No Right Turn on Red" signs. "No Right Turn on Red" signs that specify time-of-day restrictions or "When Pedestrians are Present" are confusing to motorists and are often disregarded.

TABLE D-17: CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES	
Treatment	**Description**
7-9. Blank-Out Turn Restriction LED Sign  *Image Source: Fehr & Peers*	The ubiquity of conventional turn restriction signs, usually for no right turn on red, contributes to their disregard by motorists. Blank out turn restriction signs activate only when the specified movement is prohibited. The LED sign is also very visible.

TABLE D-17:
CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES

Treatment	Description
7-10. Animated Eyes  *Image Source: Fehr & Peers*	Animated eyes pedestrian signals feature eyes that move from side to side when a "Walk" signal is given. The signals remind pedestrians to look for turning vehicles before proceeding into the crosswalk. Research has indicated that animated eyes pedestrian signals reduce conflicts between vehicles and pedestrians.

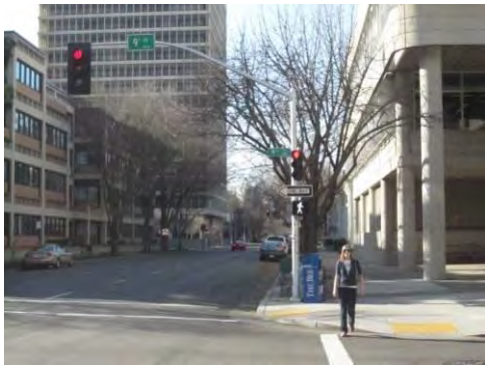
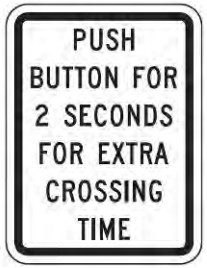
TABLE D-17: CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES	
Treatment	**Description**
7-11. Leading Pedestrian Interval (LPI)  *Image Source: Fehr & Peers*	A leading pedestrian interval (LPI) advances the "Walk" signal for a few seconds while through-vehicles continue to receive a red indication. By allowing pedestrians to get a head start into the crosswalk, it can reduce conflicts between pedestrians and turning vehicles. The 2012 California MUTCD recommends that LPIs be at least three seconds in duration. Right-turn on red restrictions may be needed with LPIs are installed in locations with lower pedestrian volumes.

TABLE D-17:
CONTROLLED INTERSECTIONS: SIGNAL HARDWARE AND OPERATIONAL MEASURES

Treatment	Description
7-12. Push Button for Extended Crossing Time  *Image Source: FHWA*	Some pedestrians may need extra time to safely cross a street. Traffic signals can be retrofitted to provide pedestrians with increased crossing time by extending the duration of a pushbutton press.

Source: Fehr & Peers, 2014.

General Plan
Appendix 9-1

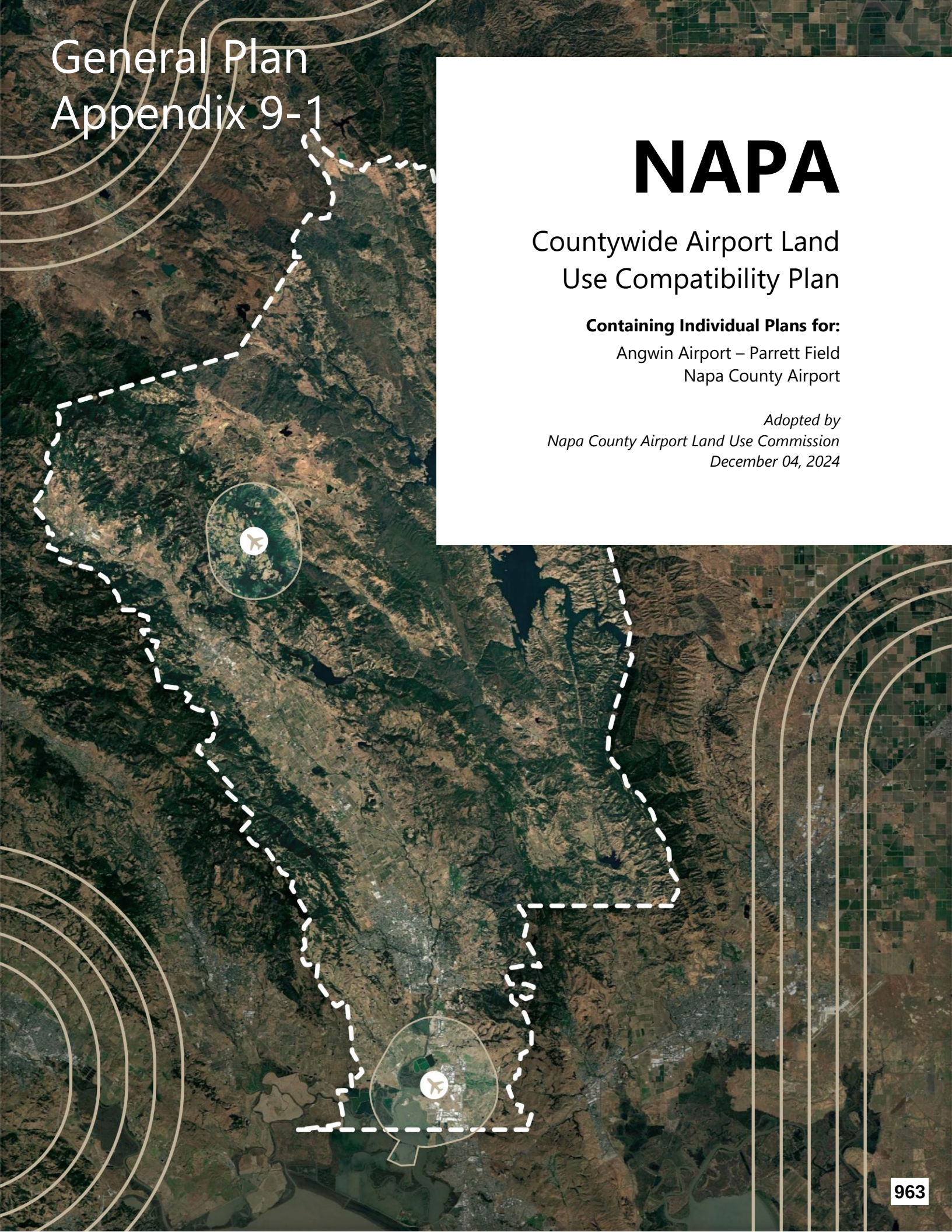
NAPA

Countywide Airport Land Use Compatibility Plan

Containing Individual Plans for:

Angwin Airport – Parrett Field
Napa County Airport

Adopted by
Napa County Airport Land Use Commission
December 04, 2024



Napa Countywide Airport Land Use Compatibility Plan

Containing Individual Compatibility Plans for:

Angwin Airport – Parrett Field

Napa County Airport

Prepared for

County of Napa

Designated as

Napa County Airport Land Use Commission

Prepared by

Mead&Hunt

Windsor, California | www.meadhunt.com

Adopted December 04, 2024

Napa Countywide
AIRPORT LAND USE COMPATIBILITY PLAN

The Napa County Airport Land Use Commission (ALUC) comprises the five Napa County Planning Commissioners and two at-large members with aviation expertise, appointed by the Board of Supervisors.

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Dave Whitmer, District 2
Heather Phillips, District 3
Andrew Mazotti, District 4
Megan Dameron, District 5
Charles Koch, Aviation Expertise
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2024 ALUCP Update
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1

Introduction

1.1 OVERVIEW

This 2024 *Napa Countywide Airport Land Use Compatibility Plan (ALUCP)* updates and entirely replaces the *ALUCP* adopted by the Napa County Airport Land Use Commission (*ALUC*) in April 1991 and amended in December 1999 (1999 *ALUCP*). The need for the comprehensive update arose primarily because of a desire to bring the plan up to current standards, reflect current airport layout plans (ALPs), and address stakeholder needs. This 2024 *ALUCP* applies to lands around the two public-use airports in the county:

- Angwin Airport – Parrett Field
- Napa County Airport

In addition to these two airports, the 1999 *ALUCP* also contained compatibility policies for areas around the Calistoga Gliderport. This facility has since ceased to exist, and thus, none of the policies contained in the 1999 *ALUCP* remain in effect for that facility, and this document also does not apply to it.

The *Compatibility Plan* for each of the above two airports is contained in this document. To maintain commonality of wording, policies that apply equally to both airports are contained in **Chapters 2** and **3**. **Chapter 2** focuses on *ALUC* procedural policies and **Chapter 3** on compatibility policies and criteria. Policies and maps that apply distinctly to only one airport are found in **Chapters 4** and **5** for Angwin Airport – Parrett Field and Napa County Airport, respectively.

As adopted by the *ALUC*, the basic function of this *ALUCP* is to promote compatibility between the two airports and future land use development in their surrounding areas. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around each airport. Additionally, the *ALUCP* serves as a tool for use by the *ALUC* in fulfilling its duty to review plans, regulations, and Major Land Use Actions of local agencies for consistency with the *ALUCP* criteria. Airport development plans, including plans for any new heliport anywhere in the county, are also subject to review by the *ALUC*. However, neither this *ALUCP* nor the *ALUC* have authority over existing land uses or over the operation of the airports.

Note: Terms shown in italics in this chapter and elsewhere in this document are defined in **Section 2.1** of **Chapter 2**

The Airport Influence Area for each of the airports, as defined herein, extends roughly 1.5 to 4 miles from the airport runways. These influence areas encompass lands within three local government jurisdictions in Napa County:

- Napa County
- City of Napa
- City of American Canyon

These three local government jurisdictions—together with, any city, special district, school district, or community college district in Napa County that exists or may be established or expanded into any of the two Airport Influence Areas defined by this *ALUCP*—are subject to the provisions of the plan. [1]

1.2 AIRPORT LAND USE COMMISSION REQUIREMENTS

The creation of *ALUC*s and the preparation of compatibility plans are requirements of the California State Aeronautics Act. [2] Provisions for creation of *ALUC*s were first established under state law in 1967 (see **Appendix A** for a copy of the current statutes). With limited exceptions, an *ALUC* is required in every county in the state. Furthermore, a compatibility plan is required for each public-use and military airport in the state, even in instances where an *ALUC* is not established.

Many of the procedures that govern how *ALUC*s operate are defined by state law. Statutory provisions in the Public Utilities Code establish the requirements for *ALUC* adoption of compatibility plans, which airports must have these plans, and some of the steps involved in plan adoption. The law also dictates the requirements for airport land use compatibility reviews by the *ALUC*. For example, the law specifies the types of land use and airport-related actions that local jurisdictions must refer for *ALUC* review.

1.2.1 *ALUC Powers and Duties:* Although the law has been amended numerous times since its original adoption, the fundamental purpose of *ALUC*s to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

> "...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." [3]

The compatibility plans that *ALUC*s adopt are the basic tools they use to achieve this purpose. The ultimate objective of *ALUC*s, though, is to ensure that land use actions taken by local agencies also adhere to this purpose.

[1] *Public Utilities Code Section 21670(f).*

[2] *Public Utilities Code Section 21670 et seq.*

[3] *Public Utilities Code Section 21670(a)(2).*

*ALUC*s pursue this objective by reviewing the general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies for consistency with the policies and criteria in the applicable compatibility plan.

*ALUC*s also review airport operators' proposed master plans and other airport development plans—such as proposed nonaviation development of airport property that does not directly serve the flying public—to determine if those plans are consistent with the compatibility plan or if modifications should be made to the compatibility plan to reflect current airport planning.

1.2.2 *ALUC Limitations:* Two specific limitations on the powers of *ALUC*s are set in the statutes. First, as indicated above, *ALUC*s have no authority over areas "already devoted to incompatible uses." [4] The common interpretation of this clause is that *ALUC*s have no jurisdiction over existing land uses even if those uses are incompatible with airport activities. An *ALUC* cannot, for example, require that an existing incompatible use be converted to something compatible.

The second explicit limitation is that *ALUC*s have no "jurisdiction over the operation of any airport." [5] This limitation includes anything concerning the configuration of runways and other airport facilities, the types of aircraft operating at the airport, or where they fly.

1.3 AIRPORT LAND USE COMPATIBILITY PLAN REQUIREMENTS

1.3.1 *ALUCP Guidelines:* With respect to airport land use compatibility criteria, the statutes say little. Instead, a section of the law enacted in 1994 refers to another document, the *California Airport Land Use Planning Handbook (Handbook)* published by the California Department of Transportation (Caltrans), Division of Aeronautics. Specifically, when preparing compatibility plans for individual airports, designated bodies functioning as *ALUC*s "shall be guided by information" [6] in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. Rather, its guidance is intended to serve as the starting point for compatibility planning around individual airports.

The policies and maps in this *ALUCP* rely upon the guidance provided by the current edition of the *Handbook* (October 2011). The October 2011 edition of the *Handbook* is available for downloading from the Caltrans web site (https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf).

[4] *Public Utilities Code Section 21674(a).*

[5] *Public Utilities Code Section 21674(e).*

[6] *Public Utilities Code Section 21674.7(a).*

An additional function of the *Handbook* is established elsewhere in California state law. The Public Resources Code creates a tie between the *Handbook* and the California Environmental Quality Act (CEQA). The Public Resources Code requires lead agencies to use the *Handbook* as "a technical resource" when preparing CEQA documents assessing airport-related noise and safety impacts of projects located in the vicinity of airports. [7]

1.3.2 *ALUCP Relationship to Airport Master Plans: ALUCP*s are distinct from airport master plans, airport layout plans, and other types of airport development plans, but they are closely connected to them. An airport layout plan is a drawing showing existing facilities and planned improvements. Airport master plans primarily address on-airport issues. The purpose of airport master plans is to assess the demand for airport facilities and guide the development necessary to meet those demands. A typical airport master plan includes an airport layout plan drawing, but also provides textual background data, a discussion of forecasts, and an examination of alternatives along with a detailed description of the proposed development. Airport layout plans and airport master plans are prepared for and adopted by the entity that owns and/or operates the airport. Most large, publicly owned airports have an airport master plan, but many smaller or private airports do not.

In contrast to airport layout plans and airport master plans, the focus of which is normally on on-airport concerns, airport land use compatibility plans mostly address off-airport issues. The major purpose of a compatibility plan is to ensure that incompatible development does not occur on lands surrounding the airport. Compatibility plans are required to reflect the planned airport development and anticipated activity at least 20 years into the future. The responsibility for preparation and adoption of compatibility plans lies with each county's *ALUC*.

The principal connection between the two types of plans stems from the California Public Utilities Code. [8] The statutes require that *ALUC* plans must be based upon a long-range airport master plan adopted by the airport owner/proprietor or, if such a plan does not exist or is outdated for a particular airport, an airport layout plan may be used with the acceptance of Caltrans.

The connection works in both directions. While a compatibility plan must be based upon an airport master plan, any proposed modification to an airport master plan must be submitted to the *ALUC* to determine whether the proposal is consistent with the compatibility plan. [9] Provided that the off-airport compatibility implications of the proposed modifications are adequately addressed in the master plan, the outcome of this process usually is that the *ALUCP* will need to be updated to mirror the new master plan.

[7] *Public Resources Code Section 21096.*

[8] *Public Utilities Code Section 21675(a).*

[9] *Public Utilities Code Section 21676(c).*

1.3.3 *ALUCP Airport Activity Forecasts:* In addition to the requirement that a compatibility plan be based upon the adopted airport master plan or state-approved airport layout plan, the Public Utilities Code says that a compatibility plan must reflect "the anticipated growth of the airport during at least the next 20 years." [10] Frequently, unless the master plan is very recent, its forecasts cannot be directly used because they do not cover the requisite 20-year time period. A final forecasting factor, therefore, is one pointed out in the *Handbook*:

> "For compatibility planning, however, 20 years may be shortsighted. For most airports, a lifespan of more than 20 years can reasonably be presumed. Moreover, the need to avoid incompatible land use development will exist for as long as an airport exists. Once development occurs near an airport, it is virtually impossible—or, at the very least, costly and time consuming—to modify the land uses to ones that are more compatible with airport activities." (*Handbook*, p. 3-5.)

Chapters 6 and **7** of this document describe the activity forecasts upon which the individual *ALUCPs* for Angwin Airport-Parrett Field and Napa County Airport are based, respectively.

1.4 *ALUCP* IMPLEMENTATION REQUIREMENTS

1.4.1 *Relationship of the ALUC to County and City Governments of Napa County:* The fundamental relationship between the *ALUC* and the governments of Napa County and the cities affected by this *ALUCP* is set by the Public Utilities Code. For the most part, *ALUC*s act independently from the local land use jurisdictions. The *ALUC* is not simply an advisory body for the Board of Supervisors or City Councils in the manner that their respective planning commissions are. Within the bounds defined by state law, the decisions of the *ALUC* are final and are independent of the Napa County Board of Supervisors or City Councils. The *ALUC* does not need county or city approval in order to adopt this *ALUCP* or to carry out *ALUC* land use project review responsibilities. However, the *ALUC* must consult with the involved agencies when establishing Airport Influence Area boundaries. [11]

The responsibility for implementation of the *ALUC*-adopted *ALUCP* rests with the affected local agencies. In accordance with the Government Code, [12] Napa County and cities affected by the *ALUCP* must each make its general plan and any applicable specific plans consistent with the *ALUCP* policies. Alternatively, local agencies in the county can undertake the series of steps listed in the Public Utilities Code and described later in this chapter to overrule the *ALUC* policies.

[10] *Public Utilities Code Section 21675(a).*

[11] *Public Utilities Code Section 21675(c).*

[12] *Government Code Section 65302.3.*

The other responsibility of local agencies is to refer their plans and certain other proposed land use actions to the *ALUC* for review so that the *ALUC* can determine whether those actions are consistent with the *ALUCP*. Proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations always must be referred to the *ALUC*. However, Major Land Use Actions, such as those associated with individual development proposals, are subject to *ALUC* review only until such time as the local agency's general plan and specific plans have been made consistent with the *ALUC*'s plan or the local agency has overruled the *ALUC*.

1.4.2 *General Plan Consistency:* As noted above, state law requires each local agency having jurisdiction over land uses within an *ALUC*'s planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan.

The local agency must take this action within 180 days of when the *ALUC* adopts or amends its plan. [13] The only other course of action available to local agencies is to overrule the *ALUC* using the process outlined in the next section.

A general plan does not need to be identical with the *ALUC* plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- It must avoid direct conflicts with compatibility planning criteria.

To achieve consistency with this *ALUCP*, a *Local Agency* can address compatibility planning issues in one, or more of the following ways:

- **Incorporate Policies into Existing General Plan Elements**—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria, associated maps, and procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures to ensure compliance with compatibility criteria could be fully incorporated into a local jurisdiction's general plan.
- **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross referencing and eliminate conflicts would still be necessary.

[13] *Government Code Section 65302.3(b).*

- **Adopt the *ALUCP* as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt the relevant portions of the *ALUCP* as a local policy document. Changes to the community's existing general plan would be minimal. Policy references to the separate *ALUCP* document would need to be added, and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.
- **Adopt an Airport Combining District or Overlay Zoning Ordinance**—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt an *ALUCP* as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone—flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place.

  The airport-related height-limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance. Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone. An outline of topics that could be addressed in an airport combining zone is included in **Appendix E**.

1.4.3 *Overruling ALUC Decisions:* If an *ALUC* has determined that a local agency's general plan is inconsistent with the *ALUCP* and the local agency wishes to adopt the general plan anyway, then it must overrule the *ALUC*. The statutes are explicit in defining the steps involved in the overrule process. This same process also applies if the local agency intends to overrule the *ALUC* with regard to a finding of inconsistency on proposed adoption or approval of a specific plan, zoning ordinance, or building regulation; an individual development proposal for which *ALUC* review is mandatory; or an airport master plan. [14]

The steps that a local agency in Napa County must take to overrule the *ALUC* are set by state law and court decisions and are summarized below. Further discussion is contained in the *Handbook*.

[14] *Public Utilities Code Sections 21676(a), (b), and (c).*

(a) **Specific Findings by Local Agency**—When overruling the *ALUC*, the local agency must make specific findings that the proposed action is consistent with the purposes of the *ALUC* statutes as set forth in the Public Utilities Code. [15] Such findings may not be adopted as a matter of opinion, but must be supported by substantial evidence. Specifically, the governing body of the local agency must make specific findings that the proposed project will not:

- Impair the orderly, planned expansion of the airport;
- Adversely affect the utility or capacity of the airport (such as by reducing instrument approach procedure minimums); or
- Expose the public to excessive noise and safety hazards.

(b) **Notification and Voting Requirements**—In accordance with the *ALUC* statutes, the local agency must do all of the following:

- Provide to the *ALUC* and Caltrans a copy of the proposed decision and findings to overrule the *ALUC* at least 45 days prior to the hearing date.
- Hold a public hearing on the matter. The public hearing shall be publicly noticed consistent with the agency's established procedures.
- Include any comments received from the *ALUC*, Caltrans, the Federal Aviation Administration (FAA), Airport owner, or the public in the public record of any final decision to overrule the *ALUC*.
- Make a decision to overrule the *ALUC* by a two-thirds vote of its governing body.

(c) **Liability**—The *ALUC* statutes indicate that if a local agency other than the airport owner overrules the *ALUC*, then the agency owning and operating the airport "shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the local agency's decision to overrule the *ALUC*'s compatibility determination or recommendation." [16]

1.4.4 *Project Referrals:* In addition to the types of land use actions for which referral to the *ALUC* is mandatory in accordance with state law—adoption or amendment of general plans, specific plans, zoning ordinances, or building codes affecting land within an Airport Influence Area—the Napa County *ALUCP* specifies other Major Land Use Actions that either must or should be submitted for review. These "major land use actions" are defined in **Chapter 2**. Beginning when the *ALUCP* is adopted by the *ALUC* and continuing until such time as local agencies have made the necessary modifications to their general plans, all of these major land use actions must be referred to the *ALUC* for review. After local agencies have made their general plans consistent with the *ALUCP*, the *ALUC* requests that these major land use actions continue to be submitted on a voluntary basis. The project referral procedures must be indicated in the local agency's general plan or other implementing policy document in order for the general plan to be considered fully consistent with the *ALUCP*.

[15] *Public Utilities Code Section 21670.*

[16] *See Public Utilities Code Sections 21678 and 21675.1(f).*

1.5 COMPATIBILITY PLANNING IN NAPA COUNTY

1.5.1 *Napa County Airport Land Use Commission (ALUC):* The Napa County ALUC was established in 1970 by Board of Supervisors Resolution No. 70-159 and pursuant to Public Utilities Code Section 21670.1. Under this resolution, the Napa County Planning Commission and the Napa County Airport Committee jointly served as the Napa County ALUC.

The 1970 resolution was rescinded in 1975 by Resolution No. 75-51 and the Napa County Planning Commission, previously renamed as the Conservation, Development, and Planning Commission, was designated to act by itself as the *ALUC*. The Select Committee of Mayors for the County of Napa determined by majority vote that this designation was appropriate.

A subsequent 1987 change in the state statute dictated that when a designated body serves as the ALUC in a county, as was the case under the 1975 resolution, that body must be augmented by at least two members having "expertise in aviation" as defined in the statute. To fulfill this requirement, the Board of Supervisors adopted Resolution 90-22 in 1990. This resolution states that "anytime there is a change in membership of either the Napa County Conservation, Development, and Planning Commission or the Airport Land Use Commission, this Board shall determine how many members of the Conservation, Development, and Planning Commission have an 'expertise in aviation.'" Further, "the Board shall augment, to the extent necessary, the Napa County Conservation, Development, and Planning Commission, whenever said Commission functions as the Airport Land Use Commission, by adding up to two persons to ensure that the Airport Land Use Commission is comprised of at least two members having an expertise in aviation as defined in California Public Utilities Code Section 21670(e)." The 1990 resolution remains in effect as of the time of adoption of the ALUCP contained in this document, and the ALUC is formatted accordingly as a "Designated Body." [17] Copies of the resolutions are included in Attachment A.

1.5.2 *Airport Plans for Napa County Airports:* Napa County Airport is a public-use reliever airport, whereas Angwin Airport – Parrett Field is a public-use, privately-owned airport. In accordance with state law, the current and planned physical features and operational characteristics of each airport having implications for land use compatibility have been taken into account in the preparation of this *ALUCP*. The airport plan status differs for each airport in Napa County.

[17] *See Public Utilities Code Sections 21670.1(a).*

(a) **Angwin Airport – Parrett Field:** Angwin Airport – Parrett Field is a privately owned, public-use general aviation facility owned and operated by Pacific Union College (PUC or College). Angwin Airport – Parrett Field does not have a formal master plan. However, Napa County completed a *Master Plan Feasibility and Alternate Site Selection Study—Angwin Airport/Parrett Field* in 2010 that addressed whether the existing airport would meet long-term general aviation needs in the upper Napa Valley and included the development of an Airport Layout Plan (ALP) in late 2009. The college acknowledged in an April 21, 2023, letter that the 2009 ALP is an accurate representation of the airport's existing conditions. Furthermore, although the college has no existing plans for future development, they concurred that the ultimate conditions shown on the ALP can serve as the basis for the Napa County *ALUCP* future conditions. This ALP was accepted by the Caltrans for compatibility planning purposes in November 2023. The information contained in the 2009 ALP and supplemental data provided by airport personnel serve as the foundation for this *ALUCP*. Detailed background data pertaining to Angwin Airport – Parrett Field is presented in **Chapter 6**.

(b) **Napa County Airport:** Napa County Airport is a general aviation facility owned and operated by Napa County. The County adopted a master plan for Napa County Airport in March 2007. Since publication of the master plan, updates have been made to the ALP drawing to reflect recent and newly proposed construction projects. The current ALP was approved by the Federal Aviation Administration (FAA) in May 2016. The information contained on the 2016 ALP, together with supplemental information provided in the 2007 Master Plan and by airport personnel, form the foundation for this Airport Land Use Compatibility Plan (*ALUCP*) for Napa County Airport. The 2016 ALP was approved by the Caltrans for compatibility planning purposes in November 2023. Detailed background data pertaining to Napa County Airport is presented in **Chapter 7**.

1.5.3 *ALUCP Development Process:* Major factors in the decision to prepare an updated *ALUCP* were the desire to clarify and enhance the *ALUCP* policies to improve local implementation of the plan by local jurisdictions and to reflect changes in airport operations and fleets and revised guidance from the State. Additionally, the *ALUCP* update needed to reflect the fact that Calistoga Gliderport was no longer in operation by removing all references from the Plan.

As required by California state law, the *Handbook* provides guidance for the compatibility policies set forth in this *ALUCP*. The *Handbook* was used both to structure and define compatibility criteria and to establish the procedures to be followed by the *ALUC* and local agencies in implementation of the criteria.

As noted above, the aeronautical data serving as the foundation of each *ALUCP* in this document are based upon an approved airport master plan or airport layout plan showing existing and proposed airport improvements over the requisite 20-year planning timeframe. With respect to aircraft activity projections, the *ALUCP* again relies upon data obtained from each airport regarding historic, current, and projected operations. The activity forecasts are based on data obtained from current airport master plans and/or airport managers.

Similar to what was done for the 1999 *ALUCP*, a technical advisory committee—this time called a Project Development Team (PDT)—was established specifically for the 2024 *ALUCP* update project. The PDT membership consisted of *ALUC* staff, airport representatives from both Napa County Airport and Angwin Airport – Parrett Field, and planning staffs from Napa County and the cities of Napa and American Canyon. The PDT assisted with providing airport and land use data, reviewing discussion papers and draft materials, and providing technical input for consideration in the administrative draft plan. Additionally, the PDT was charged with keeping their respective local jurisdictions informed of the *ALUCP* update progress.

1.5.4 *ALUCP Contents:* This *ALUCP* is organized into seven chapters and a set of appendices. The intent of this introductory chapter is to set the overall context of airport land use compatibility planning in general and for Napa County in particular. The most important components of the plan are found in **Chapters 2** through **5**. **Chapters 2** and **3** present *ALUC* procedural policies and compatibility policies applicable uniformly to each of the addressed airports. **Chapters 4** and **5** contain the airport-specific compatibility maps and criteria for each airport together with individual policies for that airport. **Chapters 6** and **7** present airport and land use background information regarding each of the airports.

Also included in this document are a set of appendices containing a copy of state statutes concerning airport land use commissions and other general information pertaining to airport land use compatibility planning. This material is mostly taken from other sources and does not represent *ALUC* policy except where cited as such in **Chapters 2** through **5**—specifically the state *ALUC* statutes and certain other laws (**Appendix A**) and Code of Federal Regulations Part 77 (**Appendix B**).

1.5.5 *ALUCP Adoption and Amendment Process:* As noted earlier, although contained within this single volume, this *ALUCP* consists of two separate *ALUCP*s, one for each airport addressed. With the adoption of the *ALUCP*s for Napa County Airport and Angwin Airport – Parrett Field, an Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA). The purpose of each Initial Study was to identify the potential environmental impacts associated with the implementation of the *ALUCP* following adoption. The issues addressed by each Initial Study included those identified in the 2007 California Supreme Court decision in Muzzy Ranch Company v. Solano County Airport Land Use Commission, such as an assessment of the potential displacement of future residential and nonresidential land use development.

The Initial Studies, associated Negative Declarations, and Notice of Exemption associated with each *ALUCP* were circulated for a 30-day public review period that extended from June 17, 2024, through July 17, 2024. Written comments provided on the *ALUCP* and associated CEQA document during this timeframe up through the *ALUC* public hearing of December 4, 2024, were used to guide a final set of revisions to this *ALUCP*.

Additionally, two hybrid public workshops on the draft 2024 *ALUCP* were held on November 16, 2023, and December 7, 2023; the first focused on the *ALUCP* for Napa County Airport and the second was more general, providing information on the *ALUCP* for both Napa County Airport and Angwin Airport – Parrett Field. The first workshop was noticed through direct mailings to property owners within areas with more restrictive criteria based on the draft zones. The second workshop was publicized by means of a block advertisement in local papers.

The *ALUC* held a formal public hearing on the draft *ALUCP* on July 17, 2024, which was continued until November 6, 2024, and again to December 4, 2024. The *ALUC* considered comments offered in writing during the document review phase and at the hearings, then formally adopted the *ALUCP* for each airport. See Attachments B and C at the back of this document for copies of the adoption resolutions. The 2024 *ALUCP* replaces the Napa County Airport Land Use Compatibility Plan originally adopted in April 1991 and amended in December 1999.

A copy the Napa County Airport Land Use Compatibility Plan (Adopted December 4, 2024) and associated CEQA documents are available for review and comment on the Napa County *ALUC* website (https://www.countyofnapa.org/1603/Airport-Land-Use-Commission).

2

Procedural Policies

2.1 DEFINITIONS

The following definitions apply for purposes of the policies set forth in this *Napa Countywide Airport Land Use Compatibility Plan* (*ALUCP*). Where these terms apply to the policies appearing in **Chapters 2** through **5**, they are shown in *italics*. General terms pertaining to airport and land use planning are defined in the *Glossary* (**Appendix G**).

2.1.1 *Actions/Projects/Proposals:* These terms are similar in meaning and all refer to the types of *Airport* and land use planning and development activities (permanent or temporary), either publicly or privately sponsored, that are subject to the provisions of this *ALUCP*. Other terms with similar meaning include *Land Use Actions, Airport Actions, Major Land Use Actions,* and *Development Actions.*

2.1.2 *Aeronautics Act:* Except as indicated otherwise, the article of the California Public Utilities Code (Section 21670 *et seq.*) pertaining to airport land use commissions and airport land use compatibility plans (also known as the *California State Aeronautics Act*).

2.1.3 *Airport:* Angwin Airport – Parrett Field, Napa County Airport, or any new public-use or military airport that may be created within Napa County.

2.1.4 *Airport Influence Area/Referral Area:* An area, as delineated herein for each *Airport*, in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The *Airport Influence Area* constitutes the *Referral Area* within which certain *Airport Actions* and *Land Use Actions* are subject to *ALUC* review to determine consistency with the policies herein.

2.1.5 *Airport Land Use Commission (ALUC):* The Napa County Airport Land Use Commission or a legally established successor. The *ALUC* membership consists of the five Napa County Planning Commissioners together with two at-large members with aviation expertise, both appointed by the Board of Supervisors.

2.1.6 *Airport Land Use Commission (ALUC) Executive Officer:* The *ALUC Executive Officer* of the *ALUC* or a person designated by the *ALUC Executive Officer* with the concurrence of the *ALUC* Chair.

2.1.7 *Airport Proximity Disclosure:* A form of buyer awareness documentation required by California state law and applicable to many transactions involving residential real estate, including previously occupied dwellings. The disclosure notifies a prospective purchaser that the property is located in proximity to an *Airport* and may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around the *Airport*. See Policy 3.6.2 for applicability. Also see Policy 2.1.35 for a related buyer awareness tool, *Recorded Overflight Notification*.

2.1.8 *Airspace Critical Protection Zone:* The Code of Federal Regulations Title 14 Part 77 (*CFR Part 77*) primary surface and the area beneath portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface together with the *Airspace High Terrain Zone*. See details in Policy 3.5.1(b).

2.1.9 *Airspace High Terrain Zone:* Areas of land in the vicinity of an *Airport* where the ground lies above a *CFR Part 77* surface or within 35 feet beneath such surface. See details in Policy 3.5.1(c).

2.1.10 *Airspace Protection Surfaces/Maps/Plans/Zones:* Imaginary surfaces in the airspace surrounding an *Airport* defined in accordance with criteria set forth in *CFR Part 77*. [18] These surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of the associated *Airpor*t. The *Airspace Protection Surfaces* are depicted in the *Airspace Protection Maps* for each *Airport* addressed by this *ALUCP* and are presented in **Chapters 4** and **5**.

2.1.11 *ALUCP/Compatibility Plan:* This document, the *Napa Countywide Airport Land Use Compatibility Plan,* which includes the individual *ALUCPs* for Angwin Airport – Parrett Field and Napa County Airport.

2.1.12 *Aviation-Related Use:* Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an *Airport,* heliport, or vertiport. Such uses specifically include, but are not limited to, runways, taxiways, and their associated protection areas defined by the Federal Aviation Administration (FAA), together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc. Hotels or other commercial/industrial facilities on *Airport* property do not qualify as an *Aviation-Related Use*.

2.1.13 *Avigation Easement:* An easement that conveys rights associated with aircraft overflight of a property including, but not limited to, creation of noise and limits on the height of structures and trees, etc. (see Policy 3.7.1).

2.1.14 *Building Regulations:* Terminology used in state *ALUC* statutes. Also known as "building codes," a set of rules that specify the standards for constructed objects such as buildings and nonbuilding structures.

2.1.15 *Code of Federal Regulations Part 77 (CFR Part 77):* The part of Federal Aviation Regulations as set forth in Title 14, Code of Federal Regulations, Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace (CFR Part 77)*, that deals with objects affecting navigable airspace in the vicinity of airports. Objects that exceed the *CFR Part 77* height limits constitute airspace obstructions (see Section 3.5).

[18] *See Policy 2.1.15.*

CFR Part 77 establishes standards for identifying obstructions to navigable airspace, sets forth requirements for notice to the FAA of certain proposed construction or alteration, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace. (See **Appendix B** of this *ALUCP* for the text of *CFR Part 77*; also see **Appendix G**, *Glossary*).

2.1.16 *Community Noise Equivalent Level (CNEL):* The noise metric adopted by the State of California for land use planning purposes, including describing *Airport* noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same *CNEL* value (see Section 3.3 for policies regarding maximum acceptable *CNELs* for new development near *Airports*).

2.1.17 *Compatibility Zone:* Any of the zones depicted in the *Compatibility Policy Map* for each *Airport* in **Chapters 4** and **5** for the purposes of assessing land use compatibility within an *Airport Influence Area* defined herein (see Policy 3.2.3).

2.1.18 *Density:* The number of dwelling units per acre. *Density* is used in this *ALUCP* as the measure by which proposed residential development is evaluated for compliance with noise and safety compatibility criteria (compare *Intensity*). *Density* is calculated on the basis of the overall site size (i.e., total acreage of the site).

2.1.19 *Existing Land Use:* A land use that, as of the effective date of this *ALUCP* (see Policy 2.2.4), either physically exists or for which *Local Agency* commitments to the proposal have been obtained, entitling the *Project* to move forward (see Policy 2.7.3).

2.1.20 *Existing Nonconforming Use:* An *Existing Land Use* that does not comply with the compatibility criteria set forth in this *ALUCP*. See Policies 2.7.3(c) and 3.7.3 for criteria applicable to *Land Use Actions* involving *Nonconforming Uses*.

2.1.21 *Floor Area Ratio (FAR):* The total floor area of a *Project* in square feet divided by the square footage of the site. For multi-floor buildings, the square footage of all floors is counted. The floor area ratio methodology is intended as an aid in calculating the usage *Intensity* of nonresidential uses, as indicated in Policy 3.4.3(a).

2.1.22 *Handbook:* The *California Airport Land Use Planning Handbook (Handbook)* published by California Department of Transportation (Caltrans), Division of Aeronautics [19]. The *Handbook* provides guidance to *ALUCs* for the preparation, adoption, and amendment of *ALUCPs*.

2.1.23 *Infill:* Development of vacant or underutilized land (e.g., redevelopment or expansion of existing facilities) within areas that are already largely developed or used more intensively. See Policy 3.7.2 for criteria used to identify *Infill* areas for the purposes of this *ALUCP*.

2.1.24 *Intensity:* The number of people per acre. *Intensity* is used in this *ALUCP* as the measure by which most proposed nonresidential development is evaluated for compliance with safety compatibility criteria (compare *Density*). Sitewide average *Intensity* is calculated on the basis of the overall site size (i.e., total acreage of the site).

[19] *As of the adoption date of this ALUCP, the latest edition of the Handbook is the October 2011 edition.*

2.1.25 *Local Agency:* Any county, city, or other local governmental entity, such as a special district, school district, or community college district—including any future city or district—having any jurisdictional territory lying within an *Airport Influence Area* as defined herein for the *Airports* covered by this *ALUCP*. These entities are subject to the provisions of this *ALUCP* (see Policy 2.2.6).

2.1.26 *Major Land Use Action: Actions* related to proposed land uses for which compatibility with *Airport* activity is a particular concern, but for which *ALUC* review is not always mandatory under state law. These types of *Actions* are listed in Policy 2.5.2.

2.1.27 *Mandatory Land Use Action: Actions* that require mandatory review by the *ALUC*. Pursuant to State law, these types of *Actions* include General Plan Amendments, Zoning Amendments, Specific Plans, Special District Facility Master Plans, Building Code changes, and airport planning projects (i.e., Airport Master Plans). A complete list of these types of *Actions* is located in Policy 2.4.1.

2.1.28 *Minor Land Use Actions: Actions* that involve a discretionary entitlement but are not defined as a *Mandatory* or *Major Land Use Action*. These types of *Actions* do not require *ALUC* review unless submitted to the *ALUC* on a voluntary basis as indicated in Policy 2.6.1(b).

2.1.29 *Noise Impact Area:* The area within which the noise impacts (measured in terms of *CNEL*) generated by an *Airport* may represent a land use compatibility concern. The noise impact areas for Angwin Airport – Parrett Field and Napa County Airport are presented in **Chapters 4** and **5**, respectively.

2.1.30 *Noise-Sensitive Land Uses:* Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise sensitive land uses include, but are not limited to: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.

2.1.31 *Object Free Area (OFA):* An area on the ground surrounding an airport runway within which the FAA prohibits all objects except certain ones necessary for aircraft navigation or maneuvering. The *OFA* dimensions to be applied for the purposes of this *ALUCP* are as established by the FAA.

2.1.32 *Occupancy Load Factor:* The average number of square feet of building floor area occupied per person under typical peak-period usage. These numbers are used in **Exhibit 4-1** and **Exhibit 5-1** to aid in determining the *Intensity* of various land uses.

2.1.33 *Overrule:* An *Action* that a *Local Agency* can take in accordance with provisions of state law if the *Local Agency* wishes to proceed with an *Action* [20] in spite of an *ALUC* finding that the *Action* is inconsistent with this *ALUCP*. See Section 2.12 for the process required to *Overrule* the *ALUC*.

2.1.34 *Reconstruction*: The rebuilding of an *Existing Nonconforming* structure that has been fully or partially destroyed as a result of a calamity (not planned *Redevelopment*). See Policy 3.7.4.

[20] *Public Utilities Code Sections 21676(a), (b), and (c); and 21676.5(a).*

2.1.35 *Recorded Overflight Notification:* A form of buyer awareness documentation recorded in the chain of title of a property stating that the property may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around a nearby airport. Unlike an *Avigation Easement* (see Policy 2.1.13), a *Recorded Overflight Notification* does not convey property rights from the property owner to the *Airport* and does not restrict the height of objects. See Policy 3.6.1 for applicability. Also see Policy 3.6.2 for a related buyer awareness tool, *Airport Proximity Disclosure*.

2.1.36 *Redevelopment:* Any new construction that replaces the existing structures or use of a site, particularly at a *Density* or *Intensity* greater than that of the *Existing Land Use*. *Redevelopment Projects* are subject to the provisions of this *ALUCP* to the same extent as other forms of proposed development. *Redevelopment* differs from *Reconstruction* that is not subject to this *ALUCP* (see Policy 2.1.34).

2.1.37 *Risk-Sensitive Land Uses:* Land uses that represent special safety concerns irrespective of the number of people associated with the use (see Policy 3.4.9), specifically uses with vulnerable occupants, hazardous materials storage, or critical community infrastructure.

2.1.38 *Vertiport/Vertistop:* A facility intended to accommodate one or more landing pads and parking stalls for vertical take-off and land (VTOL) aircraft.

2.1.39 *Wildlife Attractant:* Any human-made structure, land-use practice, or human-made or natural geographic feature that can attract or sustain potentially hazardous wildlife within the approach or departure airspace or an *Airport's* air operations area.

2.1.40 *Wildlife Hazard:* A land use feature and location that creates the potential to attract wildlife that may collide with aircraft or cause aircraft damage, injuries to passersby, or loss of human life.

2.1.41 *Wildlife Hazard Critical Zone:* The recommended separation area between air operations areas and potential wildlife hazard attractants as defined in the *ALUCP* based on airport-specific conditions and FAA guidance (see Policy 3.5.3).

2.2 GENERAL APPLICABILITY

2.2.1 *Napa County ALUC*: The five Napa County Planning Commissioners together with two at-large members with aviation expertise, both appointed by the Board of Supervisors, serve as the Napa County Airport Land Use Commission.

2.2.2 *ALUCPs for Individual Airports in Napa County:* With limited exceptions, California law requires an *ALUCP* for each public-use and military airport in the state. This document, the *Napa Countywide Airport Land Use Compatibility Plan (ALUCP)*, contains the individual *ALUCPs* for the two existing public-use *Airports* located in Napa County.

(a) The two public-use general aviation airports covered by this *ALUCP* are:

(1) Angwin Airport – Parrett Field, privately owned and operated by Pacific Union College.

(2) Napa County Airport, owned by Napa County and operated by the County's Department of Public Works.

(b) The policies in this document are divided into four chapters. The policies in **Chapters 2** and **3** together with the respective airport-specific policies in **Chapters 4** and **5** comprise the *ALUCP* for each *Airport*.

(1) **Chapter 2** prescribes the procedures that the *ALUC* and *Local Agencies* within Napa County will follow in addressing airport land use compatibility matters.

(2) **Chapter 3** contains compatibility criteria and policies applicable uniformly to both *Airports*.

(3) **Chapter 4** provides airport-specific land use compatibility policies for Angwin Airport – Parrett Field. The policies in this chapter consist of two maps plus compatibility criteria unique to the airport.

(4) **Chapter 5** provides airport-specific land use compatibility policies for Napa County Airport. The policies in this chapter consist of two maps plus compatibility criteria unique to the airport.

(c) This *ALUCP* also provides procedures by which the *ALUC* shall review proposals for new airports, heliports, or vertiports (see Sections 2.11 and 3.9).

(d) There are no military airports in Napa County.

2.2.3 *Basic Purpose:* The basic purpose of this *ALUCP* is to establish procedures and criteria applicable to airport land use planning in the vicinity of the airports under jurisdiction of the *ALUC*. The *ALUCP* is prepared in accordance with the requirements of the *Aeronautics Act* and guidance provided in the *Handbook* published by the California Department of Transportation (Caltrans) Division of Aeronautics in October 2011. [21]

2.2.4 *Effective Date:* The policies herein are effective as of the date that the *ALUC* adopts the *ALUCP* for each *Airport*.

(a) The effective date of the respective *ALUCP* for each *Airport* is:

(1) **Chapters 2**, **3**, and **4** for Angwin Airport – Parrett Field: December 4, 2024.

(2) **Chapters 2**, **3**, and **5** for Napa County Airport: December 4, 2024.

(b) The previous *ALUCPs* for the two *Airports* addressed by this *ALUCP* were contained in the document entitled *Napa County Airport Land Use Commission Airport Land Use Compatibility Plan*, which was adopted by the *ALUC* on April 22, 1991, and revised on December 15, 1999 (1999 *ALUCP*).

(1) The 1999 *ALUCP* for each *Airport* shall remain in effect until the *ALUC* adopts the respective *ALUCP* for each *Airport* contained in this document.

(2) If the *ALUCP* for one or more individual *Airports* should be invalidated by court action, the preceding plan for the affected *Airport(s)* shall again become effective. The *ALUCP* for each unaffected *Airport*, as contained within this document, shall remain in effect.

(3) The Calistoga Gliderport, policies for which are also contained in the 1999 *ALUCP*, is no longer in operation and thus neither the former *ALUCP* nor the policies in this document are applicable.

[21] *Public Utilities Code Section 21670 et seq.*

(c) Any *Project* or phase of a *Project* that has received *Local Agency* approvals sufficient to qualify it as an *Existing Land Use* (see Policies 2.1.19 and 2.7.3) prior to the date of the *ALUC's* adoption of the respective *ALUCP* shall not be required to comply with the policies herein. Rather, the policies of the 1999 *ALUCP* shall apply.

2.2.5 *Use by ALUC:* The *ALUC* shall:

(a) Formally adopt this *ALUCP* [22] and amend it as necessary to reflect current *Airport* plans. [23]

(b) When a *Land Use Action* or *Airport Action* is referred for review as provided by Sections 2.4 and 2.5, make a determination as to whether such *Action* is consistent with the criteria set forth in this *ALUCP*.

2.2.6 *Use by Affected Local Agencies:*

(a) The policies of this *ALUCP* shall apply to each of the following affected *Local Agencies* (see Policy 2.1.25) in Napa County having jurisdiction over lands within all or parts of an *Airport Influence Area* defined by this *ALUCP,* specifically:

(1) The County of Napa.

(2) The City of Napa.

(3) The City of American Canyon.

(4) Any future city within Napa County that may be incorporated and have territory within an *Airport Influence Area*.

(5) Any existing or future special districts, school districts, or community college districts within Napa County to the extent that the district boundaries extend into an *Airport Influence Area*.

(b) The County of Napa, each of the affected cities, and any future city shall:

(1) Modify its respective general plan, applicable specific plan(s), zoning ordinance and building regulations to be consistent with the policies in the *ALUCP*. [24]

(2) Utilize the *ALUCP*, either directly or as reflected in the appropriately modified general plan, specific plan, and zoning ordinance, when making planning decisions regarding proposed development of lands with an *Airport Influence Area*.

(3) Refer proposed *Land Use Actions* for review by the *ALUC* as specified by Policies 2.4.1 and 2.5.1 herein.

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[22] *In accordance with Public Utilities Code Section 21674(c).*

[23] *In accordance with Public Utilities Code Section 21675(a).*

[24] *Public Utilities Code Section 21676(a) specifically requires general plan consistency. Because specific plans and zoning ordinances are also subject to ALUC review, the consistency requirement also extends to them. Also, Government Code Section 65302.3(a) requires that "The general plan, and any applicable specific plan, shall be amended, as necessary, within 180 days of any amendment to the plan required under Section 21675 of the Public Utilities Code." Discussion regarding practical aspects of this time limit can be found in the 2011 Caltrans Handbook on page 6-2.*

(c) As owners of a public-use *Airport*, Pacific Union College and the County of Napa shall refer proposed airport master plans, airport layout plans, and other airport improvement plans for their respective airports to the *ALUC* for review (see Policy 2.4.1(b)).

(d) Special districts, school districts, and community college districts shall:

(1) Apply the policies of this *ALUCP* when creating facility master plans and making other planning decisions regarding the proposed development of lands under their control within an *Airport Influence Area*.

(2) Refer proposed *Land Use Actions* for review by the *ALUC* as specified by Policies 2.4.1 and 2.5.1 herein.

(e) Entities proposing construction of a new public or private airport, heliport, or vertiport for which a State Airport Permit is required must submit the proposed plans to the *ALUC* for land use compatibility review (see Policy 2.4.1(b)(3)). [25]

(f) All affected *Local Agencies* preparing an environmental document for any project within an *Airport Influence Area* shall address the compatibility criteria contained in this *ALUCP* in addition to referencing guidance from the *Handbook*. [26]

2.2.7 *Fees:* Fees shall be established by the *ALUC* for the purpose of defraying costs of providing *ALUC* services. Any fees established by the *ALUC* may be reviewed annually by the *ALUC* or upon recommendation of the *ALUC Executive Officer* and adjusted as necessary. Projects subject to *ALUC* review shall be assessed per the current *ALUC* fee schedule. [27]

2.2.8 *Examples:* Where an example is used in this *ALUCP*, such example or examples are provided for purposes of illustration only and any such example or set of examples are not intended nor shall such be construed as an exhaustive list of the subject matter to which it corresponds.

2.2.9 *Inter-Agency Coordination in Napa County*: The *ALUC* encourages the *Local Agencies* in Napa County to coordinate with each other on airport land use compatibility matters. Specifically:

(a) Each entity owning an *Airport* in Napa County is advised to notify the *ALUC* and affected *Local Agencies* in Napa County when preparing or amending *Airport* plans and development activities.

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[25] *Required by Public Utilities Code Sections 21661.5, 21664.5, and 21676(c) and California Code of Regulations Title 21 Sections 3525 et seq. This requirement applies to special-use airports and heliports such as hospital heliports. Agricultural airports, most personal-use airports in unincorporated areas, and certain other airports are exempt as specified in Code of Regulations Section 3533. The code defines a special-use airport or heliport as one that is "not open to the general public, access to which is controlled by the owner in support of commercial activities, public service operations and/or personal use." A personal-use airport or heliport is one that is "limited to the noncommercial activities of an individual owner or family and occasional invited guests."*

[26] *The California Environmental Quality Act (CEQA) requires environmental documents for projects situated within an Airport Influence Area to evaluate whether the project would expose people residing or working in the project area to excessive levels of airport-related noise or to airport-related safety hazards (Public Resources Code Section 21096). In the preparation of such environmental documents, the law specifically requires that the California Airport Land Use Planning Handbook published by the California Division of Aeronautic be utilized as a technical resource.*

[27] *Public Utilities Code Section 21671.5(f) allows for ALUCs to charge fees for project reviews. Resolution No. 21-45, which was passed on December 1, 2021, updates the fee schedule for the Napa County Airport Land Use Commission originally approved by Resolution No. 2019-70.*

(b) The *Local Agencies* in Napa County are advised to notify the *ALUC* and the entity owning an affected *Airport* regarding *Land Use Actions* that may impact *Airport* operations.

(c) The *ALUC* shall notify the affected *Local Agencies* in Napa County when updating the *ALUCP*.

2.3 GEOGRAPHIC SCOPE

2.3.1 *Airport Influence Area*: The influence area of each *Airport* established by this *ALUCP* encompasses all lands on which the uses could be negatively affected by current or future aircraft operations at the *Airport* as well as lands on which the uses could negatively affect *Airport* usage and thus necessitate restriction on those uses. [28]

(a) In delineating the *Airport Influence Area* for each *Airport*, the geographic extents of four types of compatibility concerns are considered. The *Compatibility Zones* depicted in the *Compatibility Policy Maps* presented in **Chapters 4** and **5** for Angwin Airport – Parrett Field and Napa County Airport, respectively, consider all four compatibility factors in a composite manner.

(1) Noise: Locations exposed to potentially disruptive levels of aircraft noise.

(2) Safety: Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground.

(3) Airspace Protection: Places where height and various other land use characteristics need to be restricted in order to prevent creation of physical, visual, or electronic hazards to flight within the airspace required for operation of aircraft to and from the *Airport*.

(4) Overflight: Locations where aircraft overflying can be intrusive and annoying to many people.

(b) Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed herein and are not factors that the *ALUC* shall consider in reviewing land use projects.

2.3.2 *Airport Growth Assumptions:* The *Airport Influence Area* for each *Airport* covered by this *ALUCP* reflects the existing configuration of the *Airport*, planned airfield improvements, and projected aircraft activity covering the requisite 20-year planning horizon. [29] **Chapters 6** and **7** document the aeronautical assumptions for each *Airport* upon which this *ALUCP* is based.

2.3.3 *Referral Areas:* The *Airport Influence Area* for each *Airport* covered by this *ALUCP* constitutes the *Referral Area* within which certain *Land Use Actions* and *Airport Actions* are subject to *ALUC* review to determine consistency with the *ALUCP*. See Sections 2.4 and 2.5 for the types of *Actions* subject to *ALUC* review.

[28] *The basis for delineating the Airport Influence Area is set by state law in Business and Professions Code Section 11010.*

[29] *Public Utilities Code Section 21675(a).*

2.4 ACTIONS ALWAYS SUBJECT TO *ALUC* REVIEW

2.4.1 *Mandatory Referral of Local Agency Actions:* Prior to approving the types of *Actions* indicated in Paragraphs (a) and (b), the *Local Agency* always must refer the *Action* to the *ALUC* for determination of consistency with this *ALUCP*. [30]

(a) *Land Use Actions* always requiring *ALUC* review include:

(1) *Local Agency* adoption or approval of any new general plan, specific plan, or facility master plan, or any amendment thereto, that affects lands within an *Airport Influence Area*. This includes actions that are applicable throughout a land use jurisdiction as well as for development proposals for an individual site.

(2) *Local Agency* adoption or approval of a zoning ordinance or building regulation, including any proposed change or variance to any such ordinance or regulation, that (1) affects land within an *Airport Influence Area* and (2) involves the types of airport impact concerns listed in Policy 2.3.1(a).

(3) *Land Use Actions* for which a Special Conditions Exception is being sought under Policy 3.2.4.

(b) *Airport Actions* always requiring *ALUC* review:

(1) Adoption or modification of a master plan (see Sections 2.11 and 3.8). [31]

(2) Any proposal for "expansion" of an *Airport* covered by this *ALUCP* if such expansion will require an amended Airport Permit from the State of California (see Sections 2.11 and 3.8). As used in the statutes, "expansion" primarily includes construction of a new runway, extension or realignment of an existing runway, or related acquisition of land. [32]

(3) Any proposal for a new airport, heliport, or vertiport, whether for public use, special use, or personal use, must be submitted for *ALUC* review if the facility requires a State Airport Permit (see Sections 2.11 and 3.9). [33]

2.5 ACTIONS SUBJECT TO *ALUC* REVIEW BEFORE LOCAL AGENCY ATTAINS GENERAL PLAN CONSISTENCY

2.5.1 *Interim Mandatory Referral of Major Land Use Actions:* Before a *Local Agency* either makes its general plan, specific plans, zoning ordinance, or district facilities master plan consistent with the *ALUCP* or *Overrules* the *ALUC's* adoption of the *ALUCP* or consistency determination on a *Land Use Action* for which referral to the *ALUC* is required as enabled by law, the *Local Agency* must refer all *Major Land Use Actions* (see list in Policy 2.5.2) to the *ALUC* for review.

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[30] *Public Utilities Code Section 21676(b).*

[31] *Public Utilities Code Section 21676(c).*

[32] *Public Utilities Code Section 21664.5 defines "airport expansion" as being "construction of a new runway," "extension or realignment of an existing runway," "acquisition of clear zones [runway protection zones] or of any interest in land for the purpose of [either of the above]," or "any other expansion of the airport's physical facilities for the purpose of accomplishing or which are related to the purpose of [any of the above]."*

[33] *See Footnote 25.*

2.5.2 *Major Land Use Actions:* Under the conditions indicated in Policy 2.5.1, state law allows *ALUC*s to require *Local Agencies* to refer all actions, regulations, and permits involving land within an *Airport Influence Area* to the *ALUC* for review. [34] Rather than reviewing "all actions, regulations, and permits," the *ALUC* has opted only to review a select list of *Major Land Use Actions*:

(a) Any of the following types of *Land Use Actions* proposed for land within *Compatibility Zones A, B, C, D1* and *D2* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3, C, D1* and *D2* for Napa County Airport:

(1) Any action by a *Local Agency* seeking to expand its sphere of influence within an *Airport Influence Area* if the expansion includes or supports future land use development and does not merely extend service to existing land uses. [35]

(2) Pre-zoning associated with future annexation of land to a city.

(3) Infrastructure or other capital improvements (e.g., water, sewer, or roads) that would promote urban uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan.

(4) Land acquisition by a *Local Agency* for any building intended to accommodate the public (e.g., a school or hospital).

(5) Development agreements or amendments to such agreements if they involve 1) lands within said *Compatibility Zones* and 2) the types of airport impact concerns listed in Policy 2.3.1(a).

(6) Nonaviation use of land within *Compatibility Zone A* (see Policy 2.1.12 for definition of an *Aviation-Related Use).*

(7) Residential development, including land divisions, consisting of 5 or more dwelling units or parcels.

(8) Nonresidential development having a building floor area of 10,000 square feet or greater.

(9) Development of a *Project* (permanent or temporary) expected to attract a congregation of people (including employees, customers/visitors) to outdoor activities at the project site.

For the purposes of this policy, a congregation of people is deemed to occur if, during a typical busy period, there would be more people present on the site than the number of people indicated as the maximum sitewide average intensity (people/acre) established for each *Compatibility Zone* at each *Airport* (see Basic Compatibility Criteria **Exhibit 4-1** and **Exhibit 5-1**). *Redevelopment* (see Policy 2.1.36) if the *Project* is of a type listed in Paragraphs (1) through (9) of this policy.

(10) *Infill* development proposed for an individual site not previously approved by the *ALUC* (see Policy 3.7.2(d).

(b) Any of the following types of *Land Use Actions* proposed for land anywhere within an *Airport Influence Area*:

[34] *Public Utilities Code Section 21676.5(a).*

[35] *A Local Agency Formation Commission (LAFCO) is not subject to ALUC compatibility review.*

(1) Objects (including buildings, antennas, and other structures) that receive a determination of anything other than "not a hazard to air navigation" by the Federal Aviation Administration in accordance with *CFR Part 77* of the Federal Aviation Regulations (see **Appendix B**).

(2) Objects having the potential to create a physical airspace hazard (heights listed below are not absolute limitations, they are only thresholds for review) including:

- Any object within *Compatibility Zone A* or the *Airspace Critical Protection Zone* for either Airport;
- An object having a height of more than 35 feet within the *Airspace High Terrain Zone* for either *Airport;* or
- An object having a height of more than 150 feet within the *CFR Part 77* airspace protection surfaces lying outside of the *Airspace Critical Protection Zone* for either *Airport*.

(3) *Projects* having the potential to create electrical or visual hazards to aircraft in flight, including:

- Electrical interference with radio communications or navigational signals;
- Lighting that could be mistaken for *Airport* lighting;
- Glare in the eyes of pilots of aircraft using an *Airport*; and
- Impaired visibility (such as from sources of dust, steam, or smoke) near an *Airport*.

(4) *Projects* having the potential to create a thermal plume extending to an altitude where aircraft fly.

(5) *Projects* having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of an *Airport* or protected airspace in the *Airport* vicinity and plans having the potential to foster such conditions. Examples of proposed land use *Projects* or *Project* features that are attractive to potentially hazardous wildlife are identified in Policy 3.5.3.

(c) Any proposed nonaviation development of *Airport* property if such development has not previously been included in an airport master plan or community general plan reviewed by the *ALUC* (see Policy 2.1.12 for definition of *Aviation-Related Use*).

(d) Any proposed construction or alteration of an object resulting in a height of greater than 200 feet above ground level regardless of location within Napa County. [36]

(e) Any other proposed *Land Use Action* or *Airport Action* not listed above as a *Major Land Use Action* which, as determined by the *Local Agency*, involves a question of compatibility with *Airport* activities (e.g., a design review).

[36] *Project proponents are responsible for also notifying the FAA regarding these proposals. See Policy 3.5.5(b).*

2.6 REFERRAL PROCESS AFTER LOCAL AGENCY ATTAINS GENERAL PLAN CONSISTENCY

2.6.1 *Voluntary Referral of Major Land Use Actions:* After a *Local Agency* has revised its general plan, specific plans, zoning ordinance, or facilities master plan to be consistent with this *ALUCP* or has *Overruled* the *ALUC*, referral of *Major Land Use Actions* for *ALUC* review is voluntary. [37]

(a) The scope or character of certain *Major Land Use Actions,* as listed above in Policy 2.5.2, is such that their compatibility with *Airport* activity is a potential concern. Even though these *Major Land Use Actions* may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, the *ALUC* requests *Local Agencies* to continue to voluntarily refer *Major Land Use Actions* as listed in Policy 2.5.2 for informal review and comment. *ALUC* review of these types of *Projects* can serve to enhance their compatibility with *Airport* activity.

(b) *Minor Land Use Actions* that are discretionary but not included on the *Major Land Use Actions* list may also be referred on a voluntary basis.

(c) The *ALUC Executive Officer* is authorized on behalf of the *ALUC* to provide comments on all *Actions* referred to the *ALUC* on a voluntary basis. The *ALUC Executive Officer* has the right to refer voluntary submittals to the *ALUC* for comment.

(d) Because *ALUC* reviews of *Actions* referred on a voluntary basis do not represent formal consistency determinations, as is the case with *Actions* referred under Policies 2.4.1 and 2.5.1, *Local Agencies* are not required to adhere to the overruling process if they elect to approve a *Project* without incorporating design changes or conditions recommended by the *ALUC* or *ALUC Executive Officer*.

2.6.2 *Submittal of Environmental Documents:* The *ALUC* does not have a formal responsibility to review the environmental document associated with *Land Use Actions* or *Airport Actions* referred to it for review.

(a) Nevertheless, the *ALUC* authorizes the *ALUC Executive Officer* to provide comments on environmental documents submitted to the *ALUC* for comment.

(b) If an environmental document has been prepared at the time that a *Land Use Actio*n or *Airport Action* is referred for review and the document contains information pertinent to the review, then a copy should be included with the referral (see Policy 2.9.1).

[37] *Once a Local Agency either makes its general plan, specific plans, zoning ordinance or facilities master plan consistent with the ALUCP or Overrules the ALUC as enabled by law, the ALUC no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the ALUC and the Local Agency can agree that the ALUC should continue to receive, review, and comment upon individual Projects.*

2.7 LIMITATIONS OF THIS *ALUCP*

2.7.1 *Airport Operations:* In general, neither the *ALUC* nor this *ALUCP* have authority over the planning and design of on-airport facilities or over *Airport* operations, including where and when aircraft fly, the types of aircraft flown, and other aspects of aviation. [38] Exceptions to this limitation are as follows:

(a) In accordance with state law, *ALUC* review is required for airport master plans and certain development plans to the extent that future *Aviation-Related Uses* (see Policy 2.1.12), facilities, or activities could have off-airport land use compatibility implications (see Policy 2.4.1(b)). [39]

(b) Nonaviation development of *Airport* property is subject to *ALUC* review in the same manner that *ALUC* review is required for *Land Use Development Actions* off *Airport* property (see Policy 2.5.2(c)). The review may take place as part of an airport master plan or on an individual development project basis (see Policy 2.4.1(b)).

2.7.2 *Federal, State, and Tribal Entities:* Lands controlled (i.e., owned, leased, or in trust) by federal or state agencies or by Native American tribes are not subject to the provisions of the state *ALUC* statutes or this *ALUCP*. However, the compatibility criteria included herein are intended as recommendations to these agencies.

2.7.3 *Existing Land Uses:* The policies of this *ALUCP* do not apply to *Existing Land Uses*. [40] A land use is considered to be "existing" if it physically exists or when one or more of the below conditions has been met prior to the effective date (see Policy 2.2.4) of this *ALUCP*.

(a) Qualifying Criteria: An *Existing Land Use* is one that either physically exists or for which *Local Agency* commitments to the proposal have been obtained in one or more of the following manners and is considered by the *ALUC* to have a vested right: [41]

(1) A valid building permit has been issued and not yet expired or a Use Determination has been made by the County or City, as applicable; [42]

(2) A use permit (e.g., conditional use permit) has been approved and not yet expired;

(3) Other discretionary entitlement has been approved and not yet expired, including the following: [43]

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[38] *This is an explicit limitation of state law under Public Utilities Code Section 21674(e).*

[39] *Public Utilities Code Sections 21676(c) and 21664.5.*

[40] *This is an explicit limitation of Public Utilities Code Sections 21670(a) and 21674(a).*

[41] *Vested means "the irrevocable right to complete construction notwithstanding an intervening change in the law that would otherwise preclude it." ([McCarthy v. California Tahoe Regional Planning Agency, (1982) 129 Cal.App.3d 222, 230 (1982).)].*

[42] *A Use Determination recognizes existing entitlements, including the type of permit obtained. It does not confer any property rights.*

[43] *According to the California Supreme Court, the right to develop becomes vested when all discretionary approvals for a project have been obtained and only ministerial (administrative) approvals remain [AVCO Community Developers, Inc. v. South Coast Commission, 17 Cal.3d 785, 791 (1976)]. Determination of what is a ministerial action varies by Local Agency.*

- A tentative parcel, large lot, or subdivision map;
- A vesting tentative parcel or subdivision map;
- A development agreement; or
- A recorded final subdivision map.

(b) Expiration of *Local Agency* Commitment: If a *Local Agency*'s commitment to a development proposal, as set forth in Paragraph (a) of this policy, expires, the proposal will no longer qualify as an *Existing Land Use*. As such, the proposal shall be subject to the policies of this *ALUCP*.

(1) Filing of a new or revised version of any of the approval documents listed in Paragraph (a) of this policy means that the use no longer qualifies as an *Existing Land Use* and, therefore, is subject to *ALUC* review in accordance with the policies of Sections 2.4 and 2.5.

(2) However, if the *Local Agency* extends the commitment prior to its expiration and without making substantive changes to the commitment, then the status of the proposal as an *Existing Land Use* shall remain in effect. Refer to Policy 2.10.6 for a list of *Actions* that qualify as substantive changes.

(c) *Existing Nonconforming Uses*: Pre-existing lots or structures that were legally created or built but would now be prohibited or restricted under this *ALUCP* are called "legal nonconforming uses." The *ALUC* has no ability to reduce or remove *Nonconforming* or otherwise incompatible *Existing Land Uses* from the *Airport* environs. Further, this *ALUCP* is not intended to compel *Local Agency* action to reduce or remove nonconforming or otherwise incompatible *Existing Land Uses* from the *Airport* environs.

(1) Proposed changes to uses within existing structures are not subject to *ALUC* review unless the changes would require a use permit or other form of approval from the *Local Agency* and result in an increased nonconformity with the compatibility criteria (see Policy 3.7.3). Refer to Policy 2.10.6 for a list of *Actions* that qualify as substantive changes.

(2) Proposed *Redevelopment* (see definition in Policy 2.1.36) is, however, subject to *ALUC* review and conformance with the same compatibility criteria as new development.

(d) Determination: The *ALUC* shall make the determination as to whether a specific *Project* meets the qualifying criteria set forth in Paragraph (a) of this policy. Once the *ALUC* finds that a *Local Agency's* general plan is consistent with the *ALUCP*, this determination shall be made by the *Local Agency*.

2.7.4 *Development by Right*: This *ALUCP* acknowledges that certain types of development are allowed by right under state law and, therefore, are not subject to this *ALUCP* under the following conditions:

(a) Except within *Compatibility Zone A*, the following uses are permitted by right:

(1) Construction of a single-family home on a legal lot of record as of the effective date of this *ALUCP* if the use is permitted by local land use regulations.

(2) Construction of no more than two residential units on a parcel within a single-family residential zone as defined by state law and local regulations. [44]

(3) Construction of a single accessory dwelling unit on a legal lot of record in an area zoned for single-family residential, multifamily, or mixed-use as defined by state law and local regulations. [45]

(4) Construction of a single junior accessory dwelling unit on a legal lot of record in an area zoned for single-family residential as defined by state law and local regulations. [46]

(5) Construction or establishment of a family day care home serving 14 or fewer children either in an existing dwelling or in a new dwelling permitted by the policies of this *ALUCP*. [47]

(6) One caretaker unit is allowed on a property where the principal use is nonresidential (e.g., a mini-storage facility).

(b) Except in *Compatibility Zones A* through *C,* construction or establishment of an ancillary day care center serving no more than 14 children and associated with a business wherein a parent and/or legal guardian of every child present at the daycare is an employee of the primary use or the ancillary daycare center. The total number of people on site must comply with the associated intensity criteria. [48]

(c) Except within *Compatibility Zones A* and *B* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2,* and *B3* for Napa County Airport, farmworker housing is permitted where allowed by state law and local regulations. [49]

(d) Except within *Compatibility Zones A, B, C,* and *D1* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3,* and *C,* for Napa County Airport, affordable housing developments, including workforce housing as indicated in

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[44] *Government Code, Section 65852.21. This law implements Senate Bill (SB9) and allows for the creation of up to two residential units on a parcel within a single-family residential zone as a ministerial action, if the proposed housing development meets certain qualifications (e.g., located within a city or urban area). A Local Agency may not preclude the development of up to two units on a residentially zoned parcel or physically limit either of the two units to a size of less than 800 square feet.*

[45] *Government Code, Section 66333. The law allows for the creation of accessory dwelling units (ADUs) in areas zoned for single-family residential, multifamily residential, or mixed-use. The law allows a Local Agency to impose conditions, such as a maximum square footage, on attached or detached ADUs. In accordance with the provisions of Section 65852.21, a Local Agency is not obligated to allow an accessory dwelling unit or a junior accessory dwelling unit on parcels where the property owner is using the provisions of that Section.*

[46] *Government Code, Section 66314. The law defines a junior accessory dwelling unit as a unit that is no more than 500 square feet in size and contained entirely within a single-family residence, including an attached garage. In accordance with the provisions of Section 65852.21, a Local Agency is not obligated to allow an accessory dwelling unit or a junior accessory dwelling unit on parcels where the property owner is using the provisions of that Section.*

[47] *Health and Safety Code, Sections 1597.42, 1597.43,* and *1597.465 (definitions). The law states that family day care homes operated under the standards of state law constitute accessory uses of residentially zoned and occupied properties and do not fundamentally alter the nature of the underlying residential uses.*

[48] *Napa County Code of Ordinances, Section 18.08.040, "Airport Compatibility Combination District. Ancillary day care centers associated with a business wherein a parent and/or legal guardian of every child present at the daycare is an employee of the primary use or the ancillary daycare center and the daycare does not exceed fifteen children."*

[49] *Government Code, Section 65589.5.*

Paragraph (e) below, in commercial zones or mixed-income housing developments along commercial corridors as defined by state law and local regulations. [50]

(e) Except in *Compatibility Zones A* through *C*, construction or establishment of ancillary workforce housing associated with a primary nonresidential use (e.g., Industrial) wherein at least one adult in each residence is an employee of an onsite business associated with the primary use. The total number of occupants in residential uses at who are not working at a given time must be considered in the intensity calculations for the site.

(f) Lot line adjustments, provided that new developable parcels would not be created and the resulting *Density* or *Intensity* of the affected property would not exceed the applicable *Density* or *Intensity* limits indicated in the *Basic Compatibility Criteria* tables for each *Airport*. [51]

2.8 GENERAL *ALUC* REVIEW PROCESS

2.8.1 *Timing of Referral:* The precise timing of the *ALUC*'s or *ALUC Executive Officer's* review of a proposed *Land Use Planning Action, Major Land Use Action,* or *Airport Action* may vary depending upon the nature of the specific *Project*.

(a) Referrals to the *ALUC* should be made at the earliest reasonable point in time so that the *ALUC*'s review can be duly considered by the *Local Agency* prior to when the agency formalizes its *Actions*. Depending upon the type of *Action* and the normal scheduling of meetings, *ALUC* review can be completed before, after, or concurrently with review by the local planning commission and other advisory bodies but *must* be accomplished before final action by the *Local Agency*.

(b) Completion of a formal application with the *Local Agency* is not required prior to a *Local Agency*'s referral of a proposed *Land Use Action* or *Airport Action* to the *ALUC*. Rather, a *Project* applicant may request, and the *Local Agency* may refer, a proposed *Action* to the *ALUC* for early consistency determination, so long as the *Local Agency* or *Project* applicant is able to provide the *ALUC* with the required submittal information for the proposed *Action*, as specified and required in Policies 2.9.1, 2.10.1, and 2.11.1. *ALUC* reviews are subject to applicable fees as indicated in Policy 2.8.4.

2.8.2 *Responsibilities for Consistency Analysis:* The *ALUC* and *Local Agencies* each have responsibilities for analyzing a proposed *Land Use Action* or *Airport Action* for compliance with the compatibility criteria set forth in this *ALUCP*.

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[50] *Government Code, Sections 65852.24, 65589, 65912.110 – 65912.114, and 65912.120 – 65912.123. Affordable housing/mixed-income housing developments must satisfy specific eligibility criteria such as siting criteria (e.g., located within urban areas with zoning where office, retail or parking are a principally permitted use); affordability criteria (e.g., where percentage of units are provided for lower income households); and development standards (e.g., multifamily housing developments at specified densities ranging from 20-80 dwelling units per acre). In accordance with the provisions of Section 65912.120 – 65912.1233, a Local Agency can preclude sites within a high fire hazard severity zone, a coastal zone, or area exposed to significant hazards.*

[51] *Government Code, Section 66412.*

(a) *Local Agency* staff may choose to initially evaluate proposed *Actions* and work with the *Local Agency/Project* applicant to bring the proposal into compliance with *ALUCP* criteria. The *ALUC Executive Officer* will provide informal input at this stage if requested.

(b) When a proposed *Action* is formally referred to the *ALUC*, the *ALUC Executive Officer* shall review the proposal to determine if it is consistent with the *ALUCP* policies. *Actions* of a type that require a formal consistency determination by the *ALUC* (those listed in Policy 2.4.1) will be placed on the *ALUC* agenda for action.

(c) Subsequent to when a *Local Agency*'s general plan and applicable specific plans have been determined by the *ALUC* to be consistent with the *ALUCP*, the *Local Agency* and its staff are responsible for the consistency analysis of *Major Land Use Actions*. The *ALUC Executive Officer* will provide informal input if requested or if the *Local Agency* voluntarily refers the *Major Land Use Action* to the *ALUC* for a consistency determination.

(d) *Land Use* and *Airport Actions* for which referral to the *ALUC* is mandatory, regardless of the general plan and specific plan consistency status (*Actions* listed in Policy 2.4.1), must continue to always be referred for a formal consistency determination by the *ALUC*.

(e) The *Local Agency* and its staff are responsible for ensuring that a development continues to comply with *ALUCP* criteria on an on-going basis following completion of the *Project* (e.g., usage *Intensity* and height limitations in particular). This requirement also applies with regard to any conditions attached to the *Project* by the *ALUC* in accordance with Policies 2.9.5(b), 2.10.4(b), or 2.11.2(b).

2.8.3 *Public Input:* Where applicable, the *ALUC* shall provide public notice and obtain public input before acting on any plan, regulation, or other land use proposal under consideration. [52]

2.8.4 *Fees:* Any applicable review fees as established by the *ALUC* shall accompany the submittal of *Actions* for *ALUC* or *ALUC Executive Officer* review (see Policy 2.2.7). [53]

2.9 REVIEW PROCESS FOR GENERAL PLANS, SPECIFIC PLANS, ZONING ORDINANCES, AND BUILDING REGULATIONS

2.9.1 *Required Submittal Information:* Copies of the complete text and maps of the plan, ordinance, or regulation proposed for adoption or amendment shall be submitted to the *ALUC*. Any supporting material, such as environmental documents, assessing the proposal's consistency with the *ALUCP* should be included. If the amendment is required as part of a proposed *Major Land Use Action*, then the information listed in Policy 2.10.1 shall also be included to the extent applicable.

[52] *Public Utilities Code Section 21675.2(d).*

[53] *Public Utilities Code Section21671.5(f) allows for ALUCs to charge fees for project reviews.*

2.9.2 *Initial ALUC Review of General Plan Consistency:* In conjunction with adoption or amendment of this *ALUCP*, the *ALUC* shall review the general plans and specific plans of affected *Local Agencies* to determine their consistency with the *ALUC*'s policies. Inconsistencies, if any, shall be identified.

(a) State law [54] requires that, within 180 days of the *ALUC*'s adoption or amendment of this *ALUCP*, each *Local Agency* affected by the plan must amend its general plan and any applicable specific plan(s) to be consistent with the *ALUC*'s *ALUCP* or, alternatively, provide required notice, adopt findings, and *Overrule* the *ALUC* in accordance with statutory requirements. [55]

(b) Prior to taking final action on a proposed amendment of a general plan or specific plan as necessitated by Paragraph (a) of this policy, the *Local Agency* must submit a draft of the proposal to the *ALUC* for review and approval.

2.9.3 *Subsequent Reviews of Related Major Land Use Actions:* Once a *Local Agency*'s general plan and applicable specific plans have been made consistent with this *ALUCP*, or the *Local Agency* has *Overruled* an *ALUC* finding of inconsistency regarding those plans, subsequent *Land Use Development Actions* that are consistent both with those local plans and with any related ordinances and regulations also previously reviewed by the *ALUC* are subject to *ALUC* review only under the conditions indicated in Policies 2.4.1 and 2.5.1.

2.9.4 *Identification of Infill Areas:* If a *Local Agency* wishes to have its general plan show locations for *Infill* development as indicated in Policy 3.7.2, the *Local Agency* must provide the *ALUC* a map along with supporting documentation identifying the areas it requests the *ALUC* to consider as *Infill*. This may be done in conjunction with referral of a general plan or specific plan amendment to the *ALUC* in response to the requirements of Policy 2.9.2, as part of a later update in accordance with Policy 2.9.3, or on an individual *Project* basis in accordance with Policy 3.7.2. The *ALUC* shall include a determination on the *Infill* locations as part of its consistency determination regarding the general plan and/or applicable specific plan(s).

2.9.5 *ALUC Action Choices:* When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *ALUCP*, the *ALUC* has three choices of action (see **Appendix F** flowcharts):

(a) Determine the plan, ordinance, or regulation consistent with the *ALUCP*. To make such a finding with regard to a general plan, the conditions identified in Section 3.1 must be met.

(b) Determine the plan, ordinance, or regulation consistent with the *ALUCP*, subject to conditions and/or modifications that the *ALUC* may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.

(c) Determine the plan, ordinance, or regulation inconsistent with the *ALUCP*. In making a determination of inconsistency, the *ALUC* shall note the specific conflicts or shortcomings upon which its determination is based.

[54] *Government Code Section 65302.3.*

[55] *Public Utilities Code Section 21676(b).*

2.9.6 *Response Time:* The *ALUC* must respond to a *Local Agency*'s request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral. [56]

(a) The date of referral is deemed to be the date on which all applicable *Project* information, as specified in Policy 2.9.1, is received by the *ALUC Executive Officer* and the *ALUC Executive Officer* determines that the application for a consistency determination is complete (see **Appendix F** for a copy of the *ALUC* Referral Form).

(b) If the *ALUC* fails to make a determination within the 60-day period, the proposed *Land Use Planning Action* shall be deemed consistent with the *ALUCP*.

(c) The 60-day review period may be extended if the referring *Local Agency* or *Project* applicant agrees in writing or so states at a *ALUC* public hearing on the *Land Use Action*.

(d) Regardless of *ALUC* action or failure to act, the proposed *Land Use Action* must comply with other applicable local, state, and federal regulations and laws.

(e) The referring *Local Agency* shall be notified of the *ALUC*'s action in writing.

2.10 REVIEW PROCESS FOR MAJOR LAND USE ACTIONS

2.10.1 *Required Submittal Information:* A proposed *Major Land Use Action* referred for *ALUC* (or *ALUC Executive Officer*) review shall include the following information to the extent applicable:

(a) A completed *ALUC* Referral Form, as provided in **Appendix F** of this *ALUCP*.

(b) Property location data (assessor's parcel number, street address, and subdivision lot number).

(c) An accurately scaled map depicting the *Project* site location in relationship to the *Airport* boundary and runway.

(d) A description of the proposed use(s), current general plan and zoning designations, and the type of *Major Land Use Action* being sought from the *Local Agency* (e.g., zoning variance, special use permit, building permit).

(e) A detailed site plan and supporting data showing site boundaries and size; existing uses that will remain; location of existing and proposed structures, rooftop structures, landscaped areas, open spaces, and water bodies; ground elevations (above mean sea level); and elevations of tops of structures and trees. Additionally:

(1) For residential uses, an indication of the proposed number of dwelling units per acre (separately indicating any accessory dwelling units as defined by state law and local regulations).

[56] *Public Utilities Code Section 21676(d).*

(2) For nonresidential uses, the total floor area for each type of proposed use, the number of auto parking spaces, and the maximum number of people (employees, visitors/customers) potentially occupying the total site or portions thereof at any one time.

(f) Identification of any features, during or following construction, that would increase the attraction of birds or cause other wildlife hazards to aircraft operations at an *Airport* or in its environs (see Policy 3.5.3). Such features include, but are not limited to the following:

(1) Open water areas.

(2) Sediment ponds, retention basins.

(3) Detention basins that hold water for more than 48 hours.

(4) Artificial wetlands.

(5) Landscaping that provides wildlife shelter and food sources.

(g) Identification of any characteristics that could create electrical interference, confusing or bright lights, glare, smoke, or other electrical or visual hazards to aircraft flight.

(h) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the *Project*.

(i) Staff reports regarding the *Project*.

(j) Other relevant information that the *ALUC* or *ALUC Executive Officer* determines to be necessary to enable a comprehensive review of the proposed *Major Land Use Action*.

2.10.2 *Review by ALUC Executive Officer:* The *ALUC* delegates to the *ALUC Executive Officer* the review and decision regarding *Major Land Use Actions* referred on a voluntary basis under Policy 2.6.1. All land use or airport actions for which referral to the *ALUC* is mandatory will be given to the *ALUC* for decision.

(a) The *ALUC Executive Officer* shall consult with the manager of the involved *Airport* regarding these *Actions*.

(b) In reviewing these *Actions*, the *ALUC Executive Officer* has three choices of action:

(1) Find that the proposed *Project* does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this *ALUCP*.

(2) Find that, subject to compliance with such conditions as the *ALUC Executive Officer* may specify, the *Project* would not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this *ALUCP*. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).

(3) Find that the proposed *Project* contains characteristics that are or may be in conflict with *ALUCP* criteria. The *ALUC Executive Officer* may reject any such *Project* or may forward it to the *ALUC* for a formal consistency determination.

(c) The *ALUC Executive Officer* is authorized to make written findings of *ALUCP* compliance on *Projects* under Paragraphs (b)(1) and (b)(2) above on behalf of the *ALUC*. The *ALUC Executive Officer* shall provide to the *ALUC* at its next scheduled meeting a list of all such *Actions* reviewed.

2.10.3 *Appeal of ALUC Executive Officer's Action:* The affected *Local Agency*, *Project* applicant, *Airport* owner, or other interested party may appeal to the *ALUC* a finding made by the *ALUC Executive Officer* on a *Major Land Use Action* reviewed in accordance with Policy 2.10.2. The *ALUC* shall then review the proposed *Major Land Use Action*, the *ALUC Executive Officer's* finding, and information supporting the appeal and make a final determination regarding the proposed *Major Land Use Action*'s consistency with the *ALUCP*. Any appeal of the *ALUC Executive Officer*'s finding must be submitted, together with applicable fees, within 10 days of the date when the finding was issued.

2.10.4 *ALUC Action Choices:* The *ALUC* has three choices of action when making consistency determinations on *Major Land Use Actions* reviewed in accordance with Policies 2.5.1 or 2.10.3:

(a) Determine the *Project* consistent with the *ALUCP*.

(b) Determine the *Project* consistent with the *ALUCP*, subject to compliance with such conditions as the *ALUC* may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).

(c) Determine the *Project* inconsistent with the *ALUCP*. In making a determination of inconsistency, the *ALUC* shall note the specific conflicts upon which the determination is based.

2.10.5 *Response Time:* In responding to *Major Land Use Actions* referred for review, the policy of the *ALUC* is that:

(a) When a *Major Land Use Action* is referred for review on a mandatory basis as required by Policy 2.5.1:

(1) The date of referral is deemed to be the date on which all applicable *Project* information as specified in Policy 2.10.1 is received by *ALUC Executive Officer*, required fees have been paid, and the *ALUC Executive Officer* determines that the application for a consistency determination is complete (see **Appendix F** for a copy of the *ALUC* Referral Form).

(2) The *ALUC Executive Officer* shall, within 21 days of the date of referral, inform the referring *Local Agency* and/or the *Project* applicant whether information submitted is sufficient for making a consistency determination and, if not, what additional information is needed.

(3) The *ALUC* shall issue its determination on a *Project's* consistency within 60 days of the referral date, unless the timeframe is extended as provided under Policy 2.9.6(c). [57] *ALUC* Reviews of *Projects* forwarded or appealed to the *ALUC* for a consistency determination shall be completed within 60 days of the date of the appeal.

[57] *For Major Land Use Actions, this 60-day limit is not a statutory requirement, but is set by the ALUC to be consistent with Policy 2.9.6 and Public Utilities Code Section 21676(d) regarding general plans, specific plans, zoning ordinances, and building regulations.*

(4) If the *ALUC Executive Officer* or the *ALUC* fail to make a determination within the above time periods, the proposed *Major Land Use Action* shall be deemed consistent with the *ALUCP*.

(b) When a *Major Land Use Action* is referred on a voluntary basis in accordance with Policy 2.6.1, review by the *ALUC* and/or the *ALUC Executive Officer* should be completed in a timely manner enabling the comments to be considered by decision-making bodies of the referring *Local Agency*.

(c) Regardless of action or failure to act on the part of the *ALUC* or the *ALUC Executive Officer*, the proposed *Major Land Use Action* must comply with other applicable local, state, and federal laws and regulations.

(d) The referring *Local Agency* shall be notified of the *ALUC's* and/or the *ALUC Executive Officer*'s action in writing.

2.10.6 *Subsequent Reviews of Related Major Land Use Actions:* Once a *Project* has been found consistent with the *ALUCP*, it generally need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed). However, additional *ALUC* review is required if any of the following are true:

(a) At the time of the original *ALUC* review, the *Project* information available was only sufficient to determine consistency with compatibility criteria at a planning level of detail, not at the *Project* design level. For example, the proposed land use designation indicated in a general plan, specific plan, or zoning amendment may have been found consistent, but information on site layout, maximum *Intensity* limits, building heights, and other such factors that may also affect the consistency determination for a *Project* may not have yet been known.

(b) The design of the *Project* subsequently changes in a manner that affects previously considered compatibility issues and could raise questions as to the validity of the earlier finding of consistency. Proposed changes warranting a new review include, but are not limited to, the following:

(1) For residential uses, any increase in the number of dwelling units;

(2) For nonresidential uses, a change in the types of proposed uses, any increase in the total floor area, and/or a change in the allocation of floor area among different types of uses in a manner that could result in an increase in the *Intensity* of use (more people on the site) to a level exceeding the criteria set forth in this *ALUCP*;

(3) Any increase in the height of structures or other design features such that the height limits established herein would be exceeded or exceeded by a greater amount;

(4) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) if site design was a factor in the initial *Project* review;

(5) Any significant change to a proposed *Project* for which a special exception was granted in accordance with Policy 3.2.4;

(6) Any new design features that could create visual hazards (e.g., certain types of lights, solar panels, sources of glare, and sources of dust, steam, or smoke);

(7) Any new equipment or features that would create electronic hazards or cause interference with aircraft communications or navigation; and/or

(8) Addition of features that could attract wildlife that is potentially hazardous to aircraft operations.

(c) At the time of original *ALUC* review, conditions were placed on the *Project* that require subsequent *ALUC* review.

(d) The *Local Agency* concludes that further review is warranted.

2.11 REVIEW PROCESS FOR AIRPORT MASTER PLANS AND DEVELOPMENT PLANS

2.11.1 *Required Submittal Information for Airport Actions:* An airport master plan or development plan for an existing or new *Airport,* heliport, or vertiport referred to the *ALUC* for review shall contain sufficient information to enable the *ALUC* to adequately assess the noise, safety, airspace protection, and overflight impacts of *Airport* activity upon surrounding land uses.

(a) When a new or amended master plan is the subject of the *ALUC* review, the noise, safety, airspace protection, and overflight impacts should be addressed in the plan report and/or in an accompanying environmental document. Proposed changes in *Airport* facilities and usage that could have land use compatibility implications should be noted.

(b) For *Airport* development plans, the relationship to a previously adopted master plan or other approved plan for the *Airport* should be indicated—specifically, whether the proposed development implements an adopted/approved plan or represents an addition or change to any such previous plan. Any environmental document prepared for the *Project* should be included in the submittal.

(c) For either airport master plans or development plans, the following specific information should be included to the extent applicable:

(1) A layout plan drawing of the proposed facility or improvements showing the location of:

- Property boundaries;
- Runways, helipads, vertipads or other aircraft takeoff and landing areas;
- Runway, helipad, or vertipad protection zones; and
- Aircraft, helicopter, or other aerial vehicle approach/departure flight routes.

(2) A revised map of the *Airspace Protection Surfaces* as defined by *CFR Part 77* or related FAA regulations and guidance if the proposal would result in changes to these surfaces. Maps reflecting the current and future configurations of the *Airspace Protection Surfaces* for the *Airports* covered by this *ALUCP* are included in **Chapters 4** and **5**.

(3) Updated activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction. The effects of the proposed development on the forecast *Airport* usage indicated in **Chapters 6** and **7** of this *ALUCP* should be described.

(4) Proposed flight track locations and projected noise contours. Differences from the flight track data and noise contours presented in **Chapters 6** and **7** of this *ALUCP* should be described.

(5) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.

(6) Identification and proposed mitigation of impacts on surrounding land uses to the extent that those impacts would be greater than indicated by the compatibility factors depicted in the *Airport* exhibits presented in **Chapters 6** and **7**.

2.11.2 *ALUC Action Choices for Plans of Existing Airports:* When reviewing a proposed new or revised airport master plan or new development plans for the *Airports* addressed by this *ALUCP*, the *ALUC* has three action choices (see Policy 3.8.1 for policies pertaining to the substance of the *ALUC* review of plans for existing *Airports*):

(a) Determine the *Airport* plan consistent with the *ALUCP* if the noise, safety, airspace protection, and overflight impacts do not increase or extend into new areas not covered by this *ALUCP*.

(b) Determine the *Airport* plan consistent with the *ALUCP,* as the plan adequately addresses the noise, safety, airspace protection, and overflight impacts of *Airport* proposals, with the condition that the *ALUCP* be modified to reflect the assumptions and proposals of the *Airport* plan.

(c) Determine the *Airport* plan inconsistent with the *ALUCP*. In making a determination of inconsistency, the *ALUC* shall note the specific conflicts upon which the determination is based.

2.11.3 *ALUC Action Choices for Plans of New Airports, Heliports, or Vertiports:* When reviewing proposals for new public-use or private-use airports, heliports, or vertiports the *ALUC* has two action choices (see Policy 3.9.1 for policies pertaining to the substance of the *ALUC* review of plans for new *Airports*):

(a) Approve the proposal as being consistent with the specific review criteria listed in Section 3.9 as the proposal adequately addresses the noise, safety, airspace protection, and overflight impacts of *Airport* proposals and, if required, either adopt an *ALUCP* for that facility or establish the intent to do so at a later date. State law requires adoption of an *ALUCP* if the airport, heliport, or vertiport will be a public-use facility. [58]

[58] *Public Utilities Code Section 21675(a).*

(b) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.

2.11.4 *Response Time:* The *ALUC* must respond to the referral of an airport master plan or development plan within 60 days from the date of referral, unless the timeframe is extended as provided under Policy 2.9.6(c). [59]

(a) The date of referral is deemed to be the date on which all applicable project information as specified in Policy 2.11.1 is received by *ALUC Executive Officer* and the *ALUC Executive Officer* determines that the application for a consistency determination is complete (see **Appendix F** for a copy of the *ALUC* Referral Form).

(b) If the *ALUC* fails to make a determination within the specified period, the proposed *Airport Action* shall be deemed consistent with the *ALUCP*.

(c) Regardless of *ALUC* action or failure to act, the proposed *Airport Action* must comply with other applicable local, state, and federal regulations and laws.

(d) The *Airport* owner shall be notified of the *ALUC*'s action in writing.

2.12 PROCESS FOR OVERRULING THE *ALUC*

2.12.1 *ALUC Determination of "Inconsistent":* If the *ALUC* determines that a proposed *Land Use Action or Airport Action* is inconsistent with this *ALUCP*, the *ALUC* must notify the *Local Agency* in writing and shall indicate the reasons for the inconsistency determination.

2.12.2 *Overruling of ALUC by Local Agency:*

(a) If a *Local Agency* wishes to proceed with a proposed *Land Use Action* or *Airport Action* that the *ALUC* has determined to be inconsistent with the *ALUCP*, or if the *Local Agency* wishes to ignore a condition for consistency, the *Local Agency* must *Overrule* the *ALUC* determination in accordance with the provisions of state law. [60]

(b) The *Overruling* process applies only to determinations made by the *ALUC*, not ones made by the *ALUC Executive Officer* in accordance with Policy 2.10.2. Disagreements over determinations made by the *ALUC Executive Officer* are first to be appealed to the *ALUC* (see Policy 2.10.3).

2.12.3 *ALUC Comments on Proposed Overruling:* The *ALUC* may provide comments on a proposed overruling decision. The *ALUC* delegates to the *ALUC Executive Officer* the authority to provide comments.

[59] *Public Utilities Code Section 21676(d).*

[60] *See Public Utilities Code Section 21670(a), 21676 and 21676.5 for specific procedures for overruling an ALUC. Further guidance is provided in the California Airport Land Use Handbook published by the California Division of Aeronautics (see beginning on page 5-15 of the 2011 edition).* ***Chapter 1*** *of this ALUCP also summarizes the Overrule process to be followed by a Local Agencies in Napa County.*

3

Countywide Compatibility Policies

3.1 Criteria for Review of General Plans, Specific Plans, Zoning Ordinances, and Building Regulations

3.1.1 *Statutory Requirement:* State law requires that each *Local Agency* having territory within an *Airport Influence Area* modify its general plan and any applicable specific plan to be consistent with the compatibility plan for the particular airport unless it takes the steps required to *Overrule* the *ALUC*. In order for a general plan to be considered consistent with this *ALUCP*, the requirements listed in Policies 3.1.2 and 3.1.3 must be met. [61]

3.1.2 *Elimination of Conflicts:* No direct conflicts can exist between the *ALUCP* and the *Local Agency's* general plan or specific plan.

(a) Direct conflicts primarily involve general plan land use designations that do not meet the *Density* or *Intensity* criteria specified in the *Basic Compatibility Criteria* table for each *Airport*. In addition, conflicts with regard to other policies—height limitations in particular—may be found.

(b) A general plan cannot be found inconsistent with the *ALUCP* because of land use designations that reflect *Existing Land Uses* even if those designations conflict with the compatibility criteria of this *ALUCP*. General plan land use designations that merely echo the *Existing Land Uses* are exempt from requirements for general plan consistency with the *ALUCP*. [62]

(c) Proposed *Redevelopment* or other changes to *Existing Land Uses* are not exempt from compliance with this *ALUCP* and are subject to *ALUC* review in accordance with Policies 2.5.2(a)(9) and 2.7.3(c). To ensure that *Nonconforming Uses* do not become more nonconforming, general plans or implementing documents must include policies setting limitations on expansion and *Reconstruction* of *Nonconforming Uses* located within an *Airport Influence Area* consistent with Policies 3.7.3 and 3.7.4.

[61] *See* ***Chapter 1*** *and* ***Appendix E*** *for additional guidance.*

[62] *This exemption derives from state law which proscribes ALUC authority over Existing Land Uses.*

(d) To be consistent with the *ALUCP*, a general plan and/or implementing ordinance also must include provisions ensuring long-term compliance with the compatibility criteria. For example, future reuse of a building must not result in a usage *Intensity* that exceeds the applicable standard or other limit set by the *ALUC* (see Policy 3.4.5).

3.1.3 *Establishment of Review Process: Local Agencies* must define the process they will follow when reviewing proposed land use development within an *Airport Influence Area* to ensure that the development will be consistent with the policies set forth in this *ALUCP*.

(a) The process established must ensure that the proposed development is consistent with the land use or zoning designation indicated in the *Local Agency*'s general plan, specific plan(s), zoning ordinance, and/or other development regulations that the *ALUC* has previously found consistent with this *ALUCP* and that the development's subsequent use or reuse will remain consistent with the policies herein over time. Additionally, consistency with other applicable compatibility criteria—e.g., usage *Intensity*, height limitations, *Avigation Easement* dedication—must be assessed.

(b) The review process may be described either within the general plan or specific plan(s) themselves or in implementing ordinances. Local jurisdictions have the following choices for satisfying this review process requirement:

(1) Sufficient detail can be included in the general plan or specific plan(s) and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable *ALUCP* (this means both that the compatibility criteria be identified and that *Project* review procedures be described);

(2) The *ALUCP* can be adopted by reference (in this case, the *Project* review procedure must be described in a separate policy document or memorandum of understanding presented to and approved by the *ALUC*); and/or

(3) The general plan can indicate that all *Land Use Actions*, or a list of *Land Use Action* types agreed to by the *ALUC*, shall be submitted to the *ALUC* for review in accordance with the policies of Section 2.4.

3.1.4 *Land Use Conversion:* The compatibility of uses in the *Airport Influence Areas* shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses. In *Compatibility Zone D2* for both *Airports*, general plan amendments (as well as other discretionary *Actions* such as rezoning, subdivision approvals, use permits, etc.) which would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

3.2 CRITERIA FOR REVIEW OF LAND USE ACTIONS

3.2.1 *Evaluating Compatibility of New Land Uses:* The compatibility of proposed land uses within an *Airport Influence Area* shall be evaluated in accordance with:

(a) The general policies set forth in Sections 3.3 through 3.7 of this Chapter addressing noise, safety, airspace protection, overflight impacts and special circumstances.

(b) The airport-specific policies provided for each *Airport* and presented in:
   (1) **Chapter 4**, Section 4.3 for Angwin Airport – Parrett Field; and
   (2) **Chapter 5**, Section 5.3 for Napa County Airport.

(c) The *Basic Compatibility Criteria* table provided for each *Airport*:
   (1) **Chapter 4**, **Exhibit 4-1** for Angwin Airport – Parrett Field; and
   (2) **Chapter 5**, **Exhibit 5-1** for Napa County Airport.

(d) The *Compatibility Policy Map* provided for each Airport:
   (1) **Chapter 4**, **Exhibit 4-2** for Angwin Airport – Parrett Field; and
   (2) **Chapter 5**, **Exhibit 5-2** for Napa County Airport.

(e) The *Airspace Protection Map* provided for each *Airport*:
   (1) **Chapter 4**, **Exhibit 4-3** for Angwin Airport – Parrett Field; and
   (2) **Chapter 5**, **Exhibit 5-3** for Napa County Airport.

3.2.2 *Compatibility Criteria Tables:* The *Basic Compatibility Criteria* table provided for each *Airport* lists general land use categories and indicates each use as being either "normally compatible," "conditional," or "incompatible" depending upon the *Compatibility Zone(s)* in which it is located.

(a) These terms are defined to mean the following:
   (1) "Normally Compatible" means that normal examples of the use are presumed to comply with the countywide noise, safety, airspace protection, and overflight criteria set forth in this Chapter and in **Chapters 4** and **5** for the individual *Airports*. Atypical examples of a use may require review to ensure compliance with usage *Intensity*, lot coverage, and height limit criteria.
   (2) "Conditional" means that the proposed land use is compatible if the indicated usage *Intensity* and other listed conditions are met. Complex *Projects* with this determination may require more detailed evaluation using the specific noise, safety, airspace protection, and overflight compatibility policies set forth in Sections 3.3 through 3.6 and criteria for special circumstances outlined in Section 3.7 of this Chapter. For the purposes of these criteria, "avoid" is intended as cautionary guidance, not a prohibition of the use.
   (3) "Incompatible" means that the use should not be permitted under any normal circumstances. Limited exceptions are possible for site-specific special circumstances (see Policy 3.2.3(b)).

(b) Land uses not specifically listed in the *Basic Compatibility Criteria* tables shall be evaluated using the criteria for similar listed uses. The *Occupancy Load Factor* (square feet per person) listed for many nonresidential uses can be used as a comparative guide in this regard. In all cases, proposed nonresidential uses must meet the *Intensity* criteria listed in the *Basic Compatibility Criteria* table header. *Project* proponents are encouraged to provide information regarding the land use category into which they intend their *Project* to belong as well as their calculations regarding the *Project's* expected total occupancy.

(c) Multiple land use categories and the compatibility criteria associated with them may apply to a *Project*.

(d) Each land use type in mixed-use developments shall individually comply with the criteria in the *Basic Compatibility Criteria* table for each *Airport*. Mixed-use developments shall be evaluated in accordance with Policies 3.3.4 and 3.4.8.

(e) For details regarding usage *Intensity* criteria indicated in the *Basic Compatibility Criteria* table for each *Airport,* see the safety compatibility criteria in Section 3.4.

3.2.3 *Compatibility Policy Map:* The *Compatibility Zones* depicted in the *Compatibility Policy Map* for each *Airport* take into account all four compatibility concerns in a composite manner—noise, safety, airspace protection, and overflight. The outer limits of the *Compatibility Zones* establish the *Airport Influence Area* boundary for each *Airport*.

(a) **Chapters 4** and **5** identify the relative contributions of noise, safety, airspace protection, and overflight factors to the delineation of each of the *Compatibility Zones*.

(b) The individual compatibility factors can be used to help assess how heavily each compatibility factor should be weighed when evaluating a proposed *Project* in a particular zone. It also can serve to suggest what types of modifications to the *Project* might make the proposal acceptable given the *Project's* degree of sensitivity to a particular compatibility factor (for example, knowing that a *Noise-Sensitive Land Use* is in a high-noise area may indicate a need for sound attenuation in the structure, whereas a safety-sensitive land use in a high-risk area may need to be altered to reduce the number of people present). **Chapters 6** and **7** depict the individual compatibility factors for each *Airport*.

3.2.4 *Special Conditions Exception:* The policies and criteria set forth in this *ALUCP* are intended to be applicable to all locations within an *Airport Influence Area*. However, there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site. After due consideration of all the factors involved in such situations and consultation with *Airport* management, the *ALUC* may find a normally incompatible use to be acceptable.

(a) In considering any such exceptions, the *ALUC* shall take into account the potential for the use of a building to change over time (see Policy 3.4.5). A building could have planned low-intensity use initially but later be converted to a higher-intensity use. *Local Agency* permit language or other mechanisms to ensure continued compliance with the usage *Intensity* criteria must be put in place.

(b) In considering any such exceptions, the *ALUC* shall also take into account the need for special measures to reduce the risks to building occupants in the event that the building is struck by an aircraft. In general, the risks to building occupants can be reduced by making the potential for a crashing aircraft to intrude into the building less likely, enhancing the building's fire control measures, and/or enabling faster egress from the building in the event of an aircraft crash.

(1) Such measures must provide a clear, demonstrable, and permanent overall improvement in safety.

(2) To the extent not otherwise required by applicable building codes, added building design features that may enhance safety include, but are not limited to, the following:

- Using concrete walls,
- Limiting the number and size of windows,
- Upgrading the strength of the building roof,
- Avoiding skylights,
- Enhancing the fire sprinkler system (e.g., dividing fire sprinkler system into zones so that if one zone is compromised the others are functional),
- Limiting buildings to a single story to enable faster evacuation of buildings, and
- Increasing the number of emergency exits.

(3) The *Project* applicant must provide documentation describing which of these features are proposed to be added in the building design and how these additional features differ from the otherwise applicable building codes.

(4) If a requested Special Conditions Exception seeks to allow an increase in the number of building occupants beyond the limits set by this *ALUCP*, an emergency evacuation plan, reviewed and endorsed by the local Fire Marshall, shall be established and included with the documentation submitted to the *ALUC*.

(c) In reaching a decision, the *ALUC* shall make specific findings as to why the exception is being made and that the land use will neither create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.

(d) The burden for demonstrating that special conditions apply to a particular development proposal rests with the *Project* proponent and/or referring *Local Agency*, not with the *ALUC*.

(e) The granting of a Special Conditions Exception shall be considered site specific and shall not be generalized to include other sites.

(f) Approval of a special site conditions exception shall require a 2/3 approval of the *ALUC* members present and voting on the matter.

(g) Airport-Specific Special Conditions Policies:

(1) Special conditions are acknowledged by the *ALUC* in the adoption of this *ALUCP* for the two airports in Napa County:

- Angwin Airport – Parrett Field (see Section 4.3)
- Napa County Airport (see Section 5.3)

(2) These special conditions for a *Project* at one of the *Airports* in Napa County result in establishment of *Compatibility Zone* boundaries and/or compatibility criteria different in character from the zones and criteria applicable to the other *Airport* in the county.

These special policies are not to be generalized or considered as precedent applicable to other locations near the same *Airport* or to the environs of the other *Airport* addressed by this *ALUCP*.

3.2.5 *Rare Special Events Exception:* The *ALUC*, *ALUC Executive Officer*, or the involved *Local Agency* (once its general plan, applicable specific plans, and zoning ordinance have been made consistent with the *ALUCP)* may make exceptions for "Conditional" or "Incompatible" land uses associated with rare special events (e.g., an air show at the airport, street fair, golf tournament) for which a facility is not designed and normally not used and for which extra safety precautions such as those listed in Policy 3.2.4 can be taken as appropriate.

3.3 NOISE COMPATIBILITY POLICIES

NOISE COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Noise Compatibility Policies Background Information has been considered in formulating the noise compatibility criteria in this section but is provided for informational purposes only and does not itself constitute *ALUCP* policy.

Policy Objective

The purpose of noise compatibility policies is to avoid establishment of *Noise-Sensitive Land Uses* in the portions of the airport environs that are exposed to significant levels of aircraft noise.

Measures of Noise Exposure

As is standard practice in California, this *ALUCP* uses the *Community Noise Equivalent Level* (*CNEL*) metric as the primary basis for evaluating the degree to which lands around the county's airports are exposed to airport-related noise. *CNEL* is a cumulative noise metric in that it takes into account not just the loudness of individual noise events, but also the number of events over time. Cumulative exposure to aircraft noise is depicted by a set of contours, each of which represents points having the same *CNEL* value.

The noise contours for each *Airport* covered by this *ALUCP* are presented in **Chapters 6** and **7** and reflect the airport activity levels documented in these chapters. The noise contours represent the greatest annualized noise impact, measured in terms of *CNEL*, which is anticipated to be generated by the aircraft operating at the airport over the planning time frame.

Factors Considered in Setting Noise Compatibility Policies

Factors considered in setting the policies in this section include the following:

- Established state regulations and guidelines, including noise compatibility recommendations in the *California Airport Land Use Planning Handbook* (2011).
- FAA guidance regarding noise effects on people (see https://www.faa.gov/noise/).
- Ambient noise levels in the community, as well as noise from other transportation noise sources. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities.
- The extent to which noise would intrude upon and interrupt the activity associated with a particular use. Susceptibility to speech interference or sleep disturbance as a result of single-event noise levels is a factor in this regard. Noise levels above approximately 65 dBA are sufficient to cause speech interference. Highly *Noise-Sensitive Land Uses* include residences, schools, libraries, and outdoor theaters.
- The extent to which the land use activity itself generates noise.
- The extent of outdoor activity, particularly noise-sensitive activities, associated with a particular land use.
- The extent to which indoor uses associated with a particular land use may be made compatible with application of sound attenuation (typical new building construction provides sufficient insulation to attenuate outdoor-to-indoor noise by at least 20 dB).

3.3.1 *Maximum Acceptable Exterior Noise Exposure:* To minimize *Noise-Sensitive* development in noisy areas around an *Airport*, new land use development shall be restricted in accordance with the following.

(a) The maximum *CNEL* considered normally acceptable for residential uses in the vicinity of an *Airport* is 60 dB. The *CNEL* 60 dB contour is one of the factors considered in establishing the *Compatibility Zone* boundaries and residential *Density* criteria. For the purposes of implementing this policy:

(1) No new dwelling shall be permitted within *Compatibility Zone A*.

(2) Except as allowed by right in accordance with Policy 2.7.4, no new dwelling shall be permitted within *Compatibility Zones A, B, C,* and *D1* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3, C,* and *D1* for Napa County Airport.

(3) Except as allowed by right in accordance with Policy 2.7.4, the maximum *Density* of residential uses in *Compatibility Zone D2* for each *Airport* shall be as indicated in **Chapter 4, Exhibit 4-1**, *Basic Compatibility Criteria* for Angwin Airport – Parrett Field; and **Chapter 5, Exhibit 5-1**, *Basic Compatibility Criteria* for Napa County Airport.

(4) Within *Compatibility Zone E*, the *Density* of new residential development is not limited.

(5) A parcel on which residential uses are permitted by right in accordance with Policy 2.7.4 and by local land use regulations within *Compatibility Zones B* and *C* for Angwin Airport – Parrett Field and *Compatibility Zones B1, B2, B3,* and *C* for Napa County Airport shall locate the dwelling outside of the zones when feasible or locate the dwelling a maximum distance from the extended runway centerline.

(b) New nonresidential development shall be deemed incompatible in locations where the airport-related noise exposure would be highly disruptive to the specific land use.

(1) Highly *Noise-Sensitive Land Uses* are flagged with a symbol (✈) in the *Basic Compatibility Criteria* table for each *Airport*.

(2) Caution must be exercised with regard to approval of outdoor uses—the potential for aircraft noise to disrupt the activity shall be taken into account.

(3) Uses that are primarily indoor are acceptable if sound attenuation is provided in accordance with Policy 3.3.2 and as noted in the *Basic Compatibility Criteria* table for each *Airport*.

3.3.2 *Maximum Acceptable Interior Noise Levels:* To minimize disruption of indoor activities by aircraft noise, new structures within *Compatibility Zones B* and *C* for Angwin Airport – Parrett Field and *Compatibility Zones B1, B2, B3,* and *C* for Napa County Airport shall incorporate sound attenuation design features sufficient to meet the interior noise level criteria specified by this policy.

All future structures outside of these *Compatibility Zones* are presumed to meet the interior noise level requirement with no special added construction techniques. [63]

(a) For the following land uses, the aircraft-related interior noise level shall be no greater than *CNEL* 45 dB.

(1) Any habitable room of single or multi-family residences (including family day care homes with 14 or fewer children);

(2) Hotels, motels, and other long-term and short-term lodging;

(3) Hospitals, nursing homes and other congregate care facilities;

(4) Places of worship, meeting halls, theaters, and mortuaries; and

(5) Schools, libraries, and museums.

(b) When structures are part of a proposed *Land Use Action*, evidence that the proposed structures will be designed to comply with the criteria in Paragraph (a) of this policy shall be submitted to the involved *Local Agency* as part of the building permit process. The calculations should assume that windows are closed. The *Local Agency* shall be responsible for assuring compliance.

(c) Exceptions to the interior noise level criteria in Paragraphs (a) and (b) of this Policy may be allowed where evidence is provided that the indoor noise generated by the use itself exceeds the listed criteria.

3.3.3 *Noise-Sensitive Land Uses*: Single-event noise levels should be considered when evaluating the compatibility of highly *Noise-Sensitive Land Uses* such as residences, schools, libraries, and outdoor theaters (see Policy 2.1.29). Susceptibility to speech interference and sleep disturbance are among the factors that make certain land uses noise sensitive. The compatibility evaluations in the *Basic Compatibility Criteria* table for each *Airport* take into account single-event noise concerns.

(a) The *ALUC* may require acoustical studies or on-site noise measurements to assist in determining the compatibility of *Land Use Actions* involving *Noise-Sensitive Land Uses*.

(b) Single-event noise levels are especially important in areas that are regularly overflown by aircraft, but that do not produce significant *CNEL* contours (helicopter overflight areas are a particular example). Flight patterns for the involved *Airport* should be considered in the review process including in locations beyond the mapped noise contours. The flight patterns for each *Airport* covered by this *ALUCP* are provided in **Chapters 6** and **7**.

3.3.4 *Noise Criteria for Mixed-Use Development:* The residential and nonresidential components of a mixed-use development shall individually satisfy the noise criteria set forth in Policies 3.3.1, 3.3.2, and 3.3.3 if the development contains *Noise-Sensitive Land Uses*. See Policy 3.4.8 for applicable safety criteria.

[63] *A typical mobile home has an exterior-to-interior noise level reduction (NLR) of at least 15 dB with windows closed. Wood frame buildings constructed to meet current standards for energy efficiency typically have an NLR of at least 20 dB with windows closed.*

3.4 SAFETY COMPATIBILITY POLICIES

SAFETY COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Safety Compatibility Policies Background Information has been considered in formulating the safety compatibility criteria in this section but is provided for informational purposes only and does not itself constitute *ALUCP* policy.

Policy Objective

The intent of land use safety compatibility policies is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events should they occur. Risks both to people and property in the vicinity of an *Airport* and to people on board the aircraft are considered (land use features that can be the *cause* of an aircraft accident are addressed under Airspace Protection, Section 3.5.)

Measures of Risk Exposure

This *ALUCP* evaluates the risks that potential aircraft accidents pose to lands and people around the *Airport* in terms of two parameters: where aircraft accidents are most likely to occur near the *Airport*; and the potential consequences if an accident occurs in one of those locations.

- The accident likelihood is measured in terms of the geographic distribution of where accidents have historically occurred around other airports having similar types of activity. Because aircraft accidents are infrequent occurrences, the pattern of accidents at any one airport cannot be used to predict where future accidents are most likely to happen around that airport. Reliance must be placed on data about aircraft accident locations at comparable airports nationally, refined with respect to information about the characteristics of aircraft use at the individual airport.
- The consequences component of the risk considers the number of people in harm's way and their ability to escape harm. For most nonresidential development, potential consequences are measured in terms of the usage *Intensity*—the number of people per acre on the site. Local development standards (e.g., floor area ratios, parking requirements) and building code occupancies can be used to calculate nonresidential usage *Intensities*. For residential development, *Density*—the number of dwelling units per acre—is substituted for *Intensity*. Additional criteria are applicable to specific types of uses.

Factors Considered in Setting Safety Compatibility Policies

Factors considered in setting the policies in this section include the following:

- The runway length, approach categories, normal flight patterns, and aircraft fleet mix at the *Airport*. These factors are reflected in the *Compatibility Zones* shapes and sizes.
- The locations, delineated with respect to each *Airport's* runway, where aircraft accidents typically occur near airports, and the relative concentration of accidents within these locations. The most stringent land use controls are applied to the areas with the greatest potential accident exposure. The risk information utilized is the general aviation accident data and analyses contained in the *California Airport Land Use Planning Handbook*. The *Handbook* guidance regarding safety compatibility forms the basis for the safety component of the composite *Compatibility Zones* established for each *Airport* and the maximum usage intensities (people per acre) criteria indicated in Policy 3.4.2 and in the *Basic Compatibility Criteria* table for each *Airport*.
- Nonresidential intensities are limited in terms of both the average number of people on a site and the congregation of people in a 1.0-acre area. The average acre limit reduces the overall number of people in areas of risk, whereas the 1.0-acre limit protects against the consequences of an out-of-control aircraft striking where people are closely gathered. See further discussion in 2011 *Handbook*, page 4-27.
- *Handbook* guidance regarding residential densities in rural and suburban areas. Residential *Density* limitations cannot be equated to the usage *Intensity* limitations for nonresidential uses. Consistent with pervasive societal views and as suggested by the *Handbook* guidelines, a greater degree of protection is warranted for residential uses.
- The presence of certain land use characteristics that represent safety concerns regardless of the number of people present, specifically vulnerable occupants (children, elderly, disabled), hazardous materials, and critical community infrastructure.
- The extent to which development covers the ground and thus limits the options of where the pilot of an aircraft in distress can attempt an emergency landing.
- The extent to which the occupied parts of a *Project* site are concentrated in a small area. Concentrated high intensities heighten the risk to occupants if an aircraft should it strike the location where the development is concentrated. To guard against this risk, limitations on the maximum concentrations of dwellings or people in a small area of a large *Project* site are appropriate.

3.4.1 *Residential Development Density Criteria:* Proposed residential development shall be evaluated in accordance with the following criteria:

(a) Residential *Density* shall be measured in terms of dwelling units per acre (du/ac).

(1) All residential uses must comply with the "sitewide average" usage *Density* limits indicated for each *Compatibility Zone*.

(2) The "sitewide average" *Density* equals the total number of dwelling units divided by the site size in acres (i.e., the total acreage of the *Project* site) which may include multiple parcels.

(3) "Single-acre" *Density* is not limited.

(b) The maximum allowable "sitewide average" residential *Density* within each *Compatibility Zone* shall be as indicated in:

(1) **Exhibit 4-1**, *Basic Compatibility Criteria,* Angwin Airport – Parrett Field (see **Chapter 4**); and

(2) **Exhibit 5-1**, *Basic Compatibility Criteria,* Napa County Airport (see **Chapter 5**).

(c) See Policy 3.4.8 with regard to calculating the *Density* of mixed-use development.

(d) *Density* bonuses and other bonuses or allowances that *Local Agencies* may provide for affordable housing developed in accordance with the provisions of state and/or local law or regulation shall be included when calculating residential densities. The overall *Density* of a development *Project*, including any bonuses or allowances, must comply with the allowable *Density* criteria of this *ALUCP*.

(e) Accessory dwelling units, as defined by state law and local regulations, shall be excluded from *Density* calculations.

(f) See Policy 2.7.4 regarding development by right for exceptions to *Density* criteria.

3.4.2 *Nonresidential Development Intensity Criteria:* Nonresidential development shall be evaluated in accordance with the following criteria:

(a) The usage *Intensity* (people per acre) limit indicated in the *Basic Compatibility Criteria* table for each *Compatibility Zone* is the fundamental criterion against which the safety compatibility of most nonresidential land uses shall be measured. Other criteria may be applicable to *Risk-Sensitive Land Uses* (see Policy 3.4.9).

(b) The maximum allowable nonresidential *Intensity* within each *Compatibility Zone* shall be as indicated in:

(1) **Exhibit 4-1**, *Basic Compatibility Criteria,* Angwin Airport – Parrett Field (see **Chapter 4**); and

(2) **Exhibit 5-1**, *Basic Compatibility Criteria*, Napa County Airport (see **Chapter 5**).

(c) All nonresidential uses must comply with both the "sitewide average" and "single-acre" usage *Intensity* limits indicated for each *Compatibility Zone* in the above tables.

(1) The "sitewide average" *Intensity* equals the total number of people expected to be on the entire site divided by the site size in acres (i.e., the total acreage of the *Project* site) which may include multiple parcels (see Policy 3.4.3 for calculation methodology).

(2) The "single-acre" *Intensity* equals the number of people expected to occupy the most intensively used 1.0-acre area(s) of the site (see Policy 3.4.4 for calculation methodology).

(d) Usage *Intensity* calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors. For uses without fixed seating, the usage *Intensity* criteria of this *ALUCP* are based upon a normal busy-period occupancy, not on the highest attainable occupancy. [64]

(e) Each component use within a nonresidential development that has multiple types of uses shall comply with the usage *Intensity* criteria in the *Basic Compatibility Criteria* tables for each *Airport*.

(f) For *Intensity* criteria pertaining to mixed-use projects having both residential and nonresidential components, see Policy 3.4.8.

(g) No new structures intended to be regularly occupied are allowed in *Compatibility Zone* A.

(h) The need to calculate the usage *Intensity* of a particular proposed *Project* for compliance with the *Intensity* criteria is to be governed by the following:

(1) Land use categories indicated as "Normally Compatible" for a particular *Compatibility Zone* are presumed to meet the *Intensity* criteria indicated for the *Compatibility Zone*. Calculation of the usage *Intensity* is not required unless the particular *Project* proposal represents an atypical example of the usage type.

(2) Calculation of the usage *Intensity* must be done for all proposed *Projects* where the land use category for the particular *Compatibility Zone* is indicated as "Conditional" and the additional criteria column says, "Ensure *Intensity* criteria met."

(3) For land use categories indicated as "Conditional" for the particular *Compatibility Zone*, but the criteria are other than "Ensure *Intensity* criteria met," calculation of the usage *Intensity* is not necessary for typical examples of the use. However, the proposed *Project* must comply with the other criteria listed for the applicable land use category.

3.4.3 *Methodology for Calculation of Sitewide Nonresidential Average Intensity:* Various methods are available by which usage *Intensities* may be calculated (additional guidance is found in **Appendix C**).

(a) Calculation Using Floor Area Ratio (FAR). [65] The floor area ratio methodology is intended as an aid in calculating the usage *Intensity* of nonresidential uses. The indicated floor area ratios do not take precedence over the requirement for all *Projects* to comply with the *Intensity* limit stated for the respective *Compatibility Zones*.

(1) Basis of FAR criteria.

[64] *This number will typically be lower than the absolute maximum number of occupants the facility can accommodate (such as would be used in determining compliance with building and fire codes).*

[65] *Floor Area Ratio equals the total floor area of a project in square feet divided by the square footage of the site. For multi-floor buildings the square footage of all floors is counted.*

- The maximum acceptable floor area ratio for most nonresidential land use categories is listed for *Compatibility Zones* where the acceptability of the use is "Conditional."
- The floor area ratio limit listed for each use category directly corresponds with the maximum acceptable usage *Intensity* for the zone and the indicated typical Occupancy Load Factor (floor area square footage per person) for the use during a typical busy period. The allowable floor area ratio in a particular *Compatibility Zone* thus varies from one land use category to another.
- If a higher or lower Occupancy Load Factor can be documented for a particular *Project*, then the allowable floor area ratio would be correspondingly lower or higher.

(2) Application of FAR criteria:

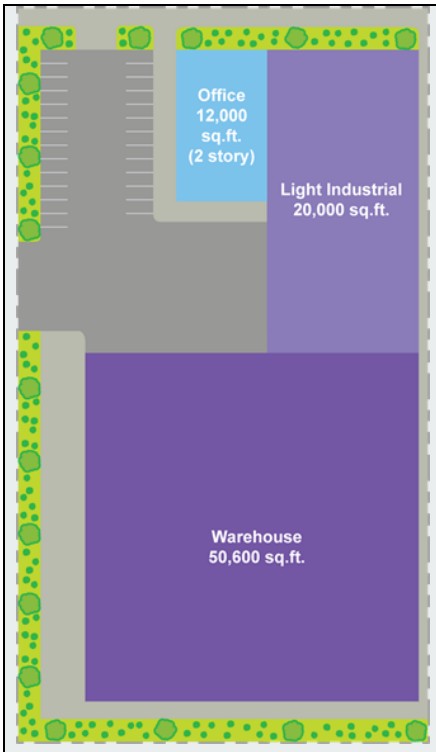
- For single-use *Projects* (e.g., industrial facility), a *Project* may be tested for compliance by directly comparing the proposed floor area ratio of the *Project* with the maximum floor area ratio limit indicated for the land use category and *Compatibility Zone*. If the proposed floor area ratio exceeds the floor area ratio limit, the *Project* shall be deemed incompatible unless modified to ensure compliance with the *Intensity* criteria.
- For *Projects* involving multiple nonresidential land use categories (e.g., office and retail), the total floor area ratio of the building should first be calculated. If this number exceeds the allowable floor area ratio for any of the component uses, then each component use can be assigned a share of the overall *Project* site that differs from the component use's share of the total *Project* floor area so that each component use will fall within its floor area ratio limit (see **Exhibit 3-1** for example).

(3) Calculation Where Floor Area Ratio Is Not Indicated. Where occupancy load factors are not indicated or if the indicated Occupancy Load Factor is not applicable to a particular proposal or component thereof, then the number of occupants must be estimated in another manner (see Paragraphs (b) through (e)).

- Floor area ratios are not listed for uses that are "Incompatible" within a specific zone because these uses either are either typically incapable of meeting the usage *Intensity* limits or are incompatible for other reasons.
- Floor area ratios are not shown for uses that are "Normally Compatible" within a particular zone as these uses are presumed to be capable of meeting the usage *Intensity* limits.

(b) Calculation Using Fixed Seating: For uses having fixed seating for customers (for example, restaurants and theaters), occupancy shall equal the total number of seats plus the number of employees on site

EXHIBIT 3-1: FLOOR AREA RATIO CALCULATION EXAMPLE



In this example, compliance of a proposed warehouse facility with sitewide *Intensity* limits is calculated using the Floor Area Ratios listed for each component use in **Exhibit 5-1**, *Compatibility Zone Criteria.* Compliance with single-acre *Intensity* limits will need to be calculated separately using the method noted in **Exhibit 3-2**.

Compatibility Zone C1 Criteria

Intensity Limits

Max. Sitewide Average:	100 people per acre
Max. Single-Acre:	300 people per acre

Common Occupancy Load Factors

Office:	0.49
Lt. Industrial, Low Intensity:	0.80
Warehouse:	2.30

Project Specific Data

Site Acreage:	3 acres (130,680 s.f.)
Total Bldg Footprint:	76,600 s.f.
Total Bldg Floor Area:	82,600 s.f.
Office (2 story):	12,000 s.f.
Light Industrial:	20,000 s.f.
Warehouse:	50,600 s.f.

Floor Area Ratio Calculation

Total Bldg: $\frac{82{,}600 \text{ s.f.}}{130{,}680 \text{ s.f.}} = 0.63 \text{ FAR}$

The above calculation assumes each use has a proportional share of the property size. However, 0.63 exceeds the FAR Limit for Office . Therefore, these use's assumed share of the site must be adjusted to be within the FAR limit.

Office: $\frac{12{,}000 \text{ s.f}}{0.49 \text{ FAR limit}} = 24{,}490 \text{ s.f. of site}$

Lt-Indus.: $\frac{20{,}000 \text{ s.f.}}{0.80 \text{ FAR limit}} = 25{,}000 \text{ s.f. of site}$

The remainder of the site can then be allocated to the Warehouse use and checked for compliance with the FAR limit.

Warehouse Site:
130,680 s.f. (total site)
– 24,490 s.f. (Office share of site)
– 25,000 s.f. (Lt. Indus. share of site)
= 81,190 s.f. (remainder for Warehouse)

Warehouse FAR: $\frac{50{,}600 \text{ s.f.}}{81{,}190 \text{ s.f.}} = 0.62$

The resulting 0.62 FAR for the Warehouse's share of the site complies with the 2.30 FAR limit for this use. Therefore, all uses can meet the FAR limits for the respective use and the overall *Project* is consistent with *ALUCP* criteria.

(c) Calculation Using Vehicle Parking Requirements: For many commercial and industrial uses, the occupancy can be estimated by considering the number of parking spaces required by the *Local Agency* and multiplying by the average occupancy per vehicle. This method is not suitable for land uses where many users arrive on foot or by bicycle, transit, or other means of transportation (see **Appendix C**).

(d) Calculation Using Occupancy Load Factors: For most other uses, the typical Occupancy Load Factor indicated for the use shall be applied. [66] The Occupancy Load Factor is the assumed approximate average number of square feet occupied by each person in that use. Dividing the square footage of the building or component use by the Occupancy Load Factor for that use yields the number of occupants (see **Exhibit 3-2** for example).

(1) For *Projects* involving a mixture of uses in a building, the Occupancy Load Factor for each component use shall be applied to give the occupancy for that use, then the component occupancies are added to determine total occupancy.

(2) If the *Project* applicant can document a higher or lower Occupancy Load Factor for a particular use, then the *ALUC* may use that number in lieu of the number in the *Basic Compatibility Criteria* table for each *Airport*. In considering any such exceptions, the *ALUC* shall also take into account the potential for the use of a building to change over time (see Policy 3.4.5).

(e) Calculation Using Building and Fire Codes: This method is essentially the same as the Occupancy Load Factor method in that the codes provide a square footage per person for various types of building uses. Building and Fire Codes, though, are based on a maximum, never to be exceeded, number of occupants rather than the average busy period that is the basis for airport land use compatibility planning (see **Appendix C**). As such, the total occupancy calculated using these codes must be reduced by a set factor—50 percent for most uses—to provide a number consistent with the indicated *Intensity* limit for each *Compatibility Zone*.

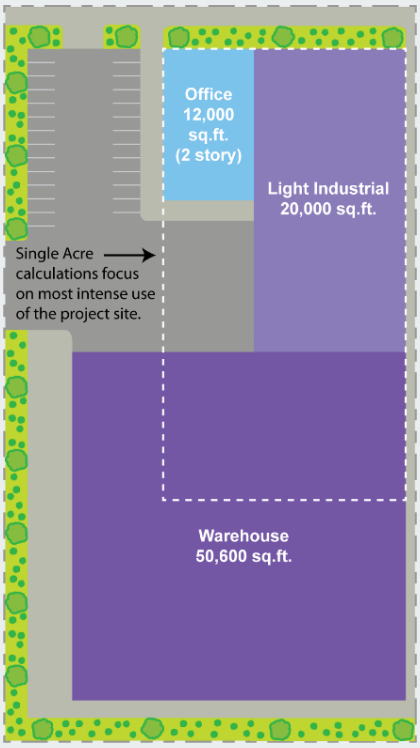
3.4.4 *Methodology for Calculation of Single-Acre Intensity:* The single-acre *Intensity* of a proposed *Project* shall be calculated by determining the total number of people expected to be within any 1.0-acre portion of the site, typically the most intensively used building or part of a building. Calculation of the single-acre *Intensity* depends upon the building footprint and site sizes and the distribution of activities on the site.

(a) For *Projects* with sites less than 1.0 acre, the single-acre *Intensity* equals the total number of people on the site divided by the site size in acres.

(b) For *Projects* with sites larger than 1.0 acre and a building footprint less than 1.0 acre, the single-acre *Intensity* equals the total number of building occupants unless the *Project* includes substantial outdoor occupancy in which case such usage should be taken into account.

[66] *Occupancy Load Factors are based on information from various sources and are intended to represent busy-period usage for typical examples of the land use category. They can be used as a factor in determining the appropriate land use category for unlisted uses or atypical examples of a use.*

EXHIBIT 3-2: TOTAL OCCUPANCY CALCULATION EXAMPLE



In this example, both the sitewide and single-acre *Intensity* of a proposed warehouse facility are calculated using the common Occupancy Load Factors (number of square feet per person) information in **Exhibit 5-1**, *Compatibility Zone Criteria* together with project specifications. The results are then compared with the maximum sitewide and single-acre *Intensity* limits in the respective table to determine consistency of the *Project* with the safety criteria.

Compatibility Zone C1 Criteria

Intensity Limits

Max. Sitewide Average:	100 people per acre
Max. Single-Acre:	300 people per acre

Common Occupancy Load Factors

Office:	approx. 215 s.f. per person
Lt. Industrial, Low Intensity:	approx. 350 s.f. per person
Warehouse:	approx. 1,000 s.f. per person

Project Specific Data

Site Acreage:	3 acres (130,680 s.f.)
Total Bldg Footprint:	76,600 s.f.
Total Bldg Floor Area:	82,600 s.f.
Office (2 story):	12,000 s.f.
Light Industrial:	20,000 s.f.
Warehouse:	50,600 s.f.

Total Occupancy Calculation

Office: $\frac{12{,}000 \text{ s.f}}{215 \text{ s.f. per person}} = 56$ people

Lt. Indus.: $\frac{20{,}000 \text{ s.f.}}{350 \text{ s.f. per person}} = 57$ people

Warehouse: $\frac{50{,}600 \text{ s.f.}}{1{,}000 \text{ s.f. per person}} = 51$ people

Total: = 164 people

Intensity Results

Sitewide Average Intensity (average number of people per acre for the site)

$\frac{\text{Total people}}{\text{Site Acreage}} = \frac{164 \text{ people}}{3 \text{ acres}} = 55$ people per acre

Single-Acre Intensity (the highest concentration of people anticipated to be in an area approx. 1.0 acre in size) A 1-acre area encompasses all of the Office and Light Industrial uses plus 23% of the Warehouse

$\frac{\text{Total people}}{\text{Single-Acre}} = \frac{56 + 57 + (0.23*51) \text{ people}}{1 \text{ acre}} = 125$ people in 1.0 acre area

The results of the *Intensity* calculations indicate that the proposed development satisfies the sitewide and single-acre *Intensity* criteria.

(c) For *Projects* having both site size and building footprint of more than 1.0 acre, the single-acre *Intensity* shall normally be calculated as the total number of building occupants divided by the building footprint in acres. This calculation assumes that the occupancy of the building is evenly distributed. However, if the occupancy of the building is concentrated in one area—the office area of a large warehouse, for example—then all occupants of that area shall be included in the single-acre calculation. See **Exhibit 3-2** for an example.

(d) The 1.0-acre areas to be evaluated shall normally match the building footprints provided that the buildings are generally rectangular (reasonably close to square) and not elongated in shape and, for buildings larger than 1.0 acre, may represent a portion of the building.

(e) If a building has multiple floors, then the total number of occupants on all floors falling within the 1.0-acre footprint shall be counted.

3.4.5 *Long-Term Changes in Occupancy:* In evaluating compliance of a proposed nonresidential *Project* with the usage *Intensity* criteria in Policy 3.4.2(b), the *ALUC* shall take into account the potential for the use of a building to change over time. A building could have planned low-intensity use initially but later be converted to a higher-intensity use. *Local Agencies* must provide permit language or other mechanisms to ensure continued compliance with the usage *Intensity* criteria. Note that this provision applies only to new development and *Redevelopment—Projects* for which discretionary *Local Agency* action is required—not to tenant improvements or other changes to existing buildings for which local approval is ministerial.

3.4.6 *Sites Split by Two or More Compatibility Zones:* For the purposes of evaluating consistency with the compatibility criteria in the *Basic Compatibility Criteria* table for each *Airport*, a *Project* shall be evaluated as follows:

(a) Any parcel that is split by *Compatibility Zone* boundaries shall be considered as if it were multiple parcels divided at the *Compatibility Zone* boundary line. See **Exhibit 3-3** for example.

(b) The criteria for the *Compatibility Zone* where the proposed building(s) or areas of outdoor congregation of people are located shall apply.

3.4.7 *Transferring Residential Density or Nonresidential Intensity:* When a *Project* site is split by a *Compatibility Zone,* modification of the *Project* site plan so as to transfer the allowed *Density* of residential development or *Intensity* of nonresidential development from the more restricted portion to the less restricted portion is encouraged. The purpose of this policy is to move people outside of the higher-risk zones.

(a) This full or partial reallocation of *Density* or *Intensity* is permitted even if the resulting *Intensity* in the less restricted area would then exceed the sitewide average *Density* or *Intensity* limits that apply within that *Compatibility Zone* (see **Exhibit 3-4**). However, transferring of *Density* or *Intensity* to a zone in which the proposed use is listed as incompatible is not allowed.

(b) The single-acre *Intensity* criterion for the zone to which the use is transferred must still be satisfied.

EXHIBIT 3-3: PROPOSED LAND USE SPLIT BY COMPATIBILITY ZONES

In this example, the restaurant and office uses are split between *Compatibility Zones B2* and *C*. When determining compliance with the *Zone B2 Intensity* limits, only the portions of the uses in *Zone B2*, together with the retail use that is fully in *Zone B2* are considered and the site size is the 3.5 acres in *Zone B2*.

Compatibility Zone B2

Retail: 50,000 s.f. / 170 s.f. per person = 294 people

Restaurant: 50% of 18,000 s.f. / 60 s.f. per person = 150 people

Office: 50% of 24,000 s.f. / 215 s.f. per person = 56 people

Total Occupancy: = 500 people

Intensity: 500 people / 3.5 acres = 143 people/acre*

* Would *exceed Zone B2* sitewide average limit of 75 people/acre

Compatibility Zone C

A similar analysis is required for the uses in *Zone C*.

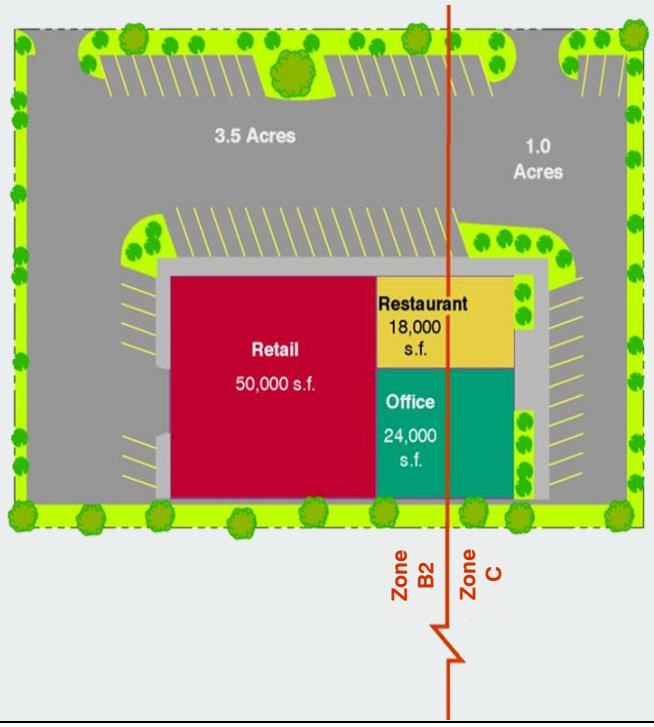


EXHIBIT 3-4: TRANSFERRING USAGE INTENSITY

An example of transferring usage *Intensity* to the less restrictive *Compatibility Zone* is provided below. This example is based on criteria and data in **Exhibit 3-1**.

Intensity Criteria

Max. Sitewide Average (Max. Single-Acre)

- *Zone B1* = 50 people/acre (100 people/single acre)
- *Zone B2* = 75 people/acre (225 people/single acre)

Project Site

Total Site Acreage: 3 acres

- *Zone B1*: 1.0 acre
- *Zone B2*: 2.0 acres

Allowable *Intensity* Based on Criteria

- *Zone B1*: 50 people/acre x 1.0 acre = 50 people
- *Zone B2*: 75 people/acre x 2.0 acres = 150 people
- Total Allowable Intensity on Site: 200 people

Transferring *Intensity* from Zone B1 to Zone B2

- *Zone B1*: 0 people
- *Zone B2*: 200 people (includes 50 people from Zone B1)

Although 200 people in 2.0 acres exceeds 150 people allowed under *Zone B2* criteria (75 people/acre x 2.0 acres = 150 people), it is allowable under usage *Intensity* transfer policy as it does not exceed the single-acre *Intensity* limit of 225 people.

3.4.8 *Safety Criteria for Mixed-Use Development: Projects* involving a mixture of residential and nonresidential uses shall be evaluated as follows:

(a) Where the residential and nonresidential uses are proposed to be situated on separate parts of the *Project* site, the *Project* shall be evaluated as separate developments. Each component of the *Project* must meet the criteria for the respective land use category in the *Basic Compatibility Criteria* table for the associated *Airport*. Specifically, the residential *Density* shall be calculated with respect to the area(s) to be devoted to residential development and the nonresidential *Intensity* calculated with respect to the area(s) proposed for nonresidential uses. This provision means that the residential *Density* cannot be averaged over the entire *Project* site when nonresidential uses will occupy some of the area. The same limitation applies in reverse—that is, the nonresidential *Intensity* cannot be averaged over an area that includes residential uses.

(b) *Projects* in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or nearby buildings on the same site must meet both residential *Density* and nonresidential *Intensity* criteria. The number of dwelling units shall not exceed the *Density* limits indicated in the *Basic Compatibility Criteria* table for the associated *Airport*. Additionally, the normal occupancy of the residential component shall be added to that of the nonresidential portion and the total occupancy shall be evaluated with respect to the nonresidential usage *Intensity* criteria**.** The *ALUC* may make exceptions to this provision if the residential and nonresidential components of the *Project* would clearly not be simultaneously occupied to their maximum intensities.

(c) Mixed-use development shall not be allowed where the residential component would be situated in a *Compatibility Zone* where residential development is indicated as "Incompatible" in the *Basic Compatibility Criteria* table for the associated *Airport*.

3.4.9 *Risk-Sensitive Land Uses:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern and the nature of the concern are listed below along with the criteria applicable to these uses. These uses and criteria are also indicated in the *Basic Compatibility Criteria* table for each *Airport*. In some cases, these uses are not allowed in portions of an *Airport* environs regardless of the number of occupants associated with the use.

In other instances, these uses should be avoided—that is, allowed only if an alternative site outside the zone would not serve the intended function. When the use is allowed, special measures should be taken to minimize hazards to the facility and occupants if the facility were to be struck by an aircraft.

(a) Uses Having Vulnerable Occupants: These uses are ones in which the majority of occupants are children, elderly, and/or disabled people who have reduced effective mobility or may be unable to respond to emergency situations.

(1) The primary uses in this category include, but are not limited to the following:

- Children's schools (grades K–12).
- Day care centers (facilities with more than 14 children [67]).

[67] *As defined in Health and Safety Code, Section 1597.43.*

- In-patient hospitals, mental hospitals, nursing homes, and similar medical facilities where patients remain overnight.
- Congregate care facilities including retirement homes, assisted living, intermediate care facilities, and adult daycare facilities.
- Penal institutions.
- Emergency shelters.

(2) Uses having vulnerable occupants shall be limited within each *Compatibility Zone* as indicated in **Exhibit 4-1**, *Basic Compatibility Criteria,* Angwin Airport – Parrett Field and **Exhibit 5-1**, *Basic Compatibility Criteria,* Napa County Airport. New sites or facilities or expansion of existing sites or facilities shall be prohibited where the use is deemed "Incompatible."

(b) Hazardous Materials Storage: Materials that are flammable, explosive, corrosive, or toxic constitute special safety compatibility concerns to the extent that an aircraft accident could cause release of the materials and thereby pose dangers to people and property in the vicinity.

(1) Facilities in this category include, but are not limited to the following:

- First Group Facilities: Facilities such as oil refineries and chemical plants that manufacture, process, and/or store bulk quantities of hazardous materials generally for shipment elsewhere.
- Second Group Facilities: Facilities associated with otherwise compatible land uses where hazardous materials are stored in smaller quantities primarily for on-site use.

(2) Uses containing hazardous materials shall be limited within each *Compatibility Zone* as indicated in **Exhibit 4-1**, *Basic Compatibility Criteria,* Angwin Airport – Parrett Field and **Exhibit 5-1**, *Basic Compatibility Criteria,* Napa County Airport. New sites or facilities or expansion of existing sites or facilities shall be prohibited where the use is deemed "Incompatible."

(3) All facilities must comply with the *Intensity* limits set forth in Policy 3.4.2(b) and other criteria noted in the *Basic Compatibility Criteria Table* for each *Airport*.

(4) Generation of steam or thermal plumes that reach aircraft flight altitudes are prohibited within all *Compatibility Zones*.

(c) Critical Community Infrastructure: This category pertains to facilities the damage or destruction of which would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility.

(1) Facilities include, but are not limited to the following:

- Public safety facilities such as police and fire stations.
- Communications facilities including emergency communications, broadcast, and cell phone towers.
- Primary, peaking, and renewable energy power plants; electrical substations; and other utilities.

(2) Criteria for new or expanded facilities shall be limited or prohibited in accordance with **Exhibit 4-1**, *Basic Compatibility Criteria,* Angwin Airport – Parrett Field and **Exhibit 5-1**, *Basic Compatibility Criteria,* Napa County Airport.

3.5 AIRSPACE PROTECTION COMPATIBILITY POLICIES

AIRSPACE PROTECTION COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Airspace Protection Compatibility Policies Background Information has been considered in formulating the Airspace Protection Compatibility policies in this section but is provided for informational purposes only and does not itself constitute *ALUCP* policy.

Policy Objective

Airspace protection compatibility policies seek to prevent creation of land use features that can pose hazards to the airspace required by aircraft in flight and have the potential for causing an aircraft accident.

Measures of Hazards to Airspace

Three categories of hazards to airspace are a concern: physical, visual, and electronic.

- *Physical* hazards include tall structures that have the potential to intrude upon protected airspace as well as land use features that have the potential to attract birds or other potentially hazardous wildlife to the airport area.
- *Visual hazards* include certain types of lights, sources of glare, and sources of dust, steam, or smoke.
- *Electronic hazards* are ones that may cause interference with aircraft communications or navigation.

Factors Considered in Setting Airspace Protection / Object Height Compatibility Policies

The *ALUCP* airspace protection policies rely upon the regulations and standards enacted by the Federal Aviation Administration (FAA) and the State of California. The FAA has well defined standards by which potential hazards to flight, especially airspace obstructions, can be assessed. The following FAA regulations and documents, and any later versions of these documents, are specifically relevant.

- Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace* (provides standards regarding FAA notification of proposed objects and for height limits of objects near airports).
- FAA Advisory Circular 150/5300-13, *Airport Design* (provides standards regarding safety-related areas in the immediate vicinity of runways).
- Advisory Circular 70/7460-1K, *Obstruction Marking and Lighting* (sets standards for how essential marking and lighting should be designed).

These regulations and standards do not give the FAA authority to prevent the creation of hazards to flight. That authority rests with state and local agencies. The State of California has enacted regulations enabling state and local agencies to enforce the FAA standards. The *ALUCP* policies are intended to help implement the federal and state regulations.

Factors Considered in Setting Airspace Protection / Wildlife Hazard Compatibility Policies

Natural features and agricultural practices may include open water and food sources that are attractive to wildlife, especially waterfowl and other bird species. The *ALUCP* relies upon the wildlife hazard guidelines established by the FAA in the following Advisory Circulars:

- FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports* (provides guidance on types of attractants to be avoided).
- FAA Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports* (sets guidelines on proximity of these facilities to airports).

3.5.1 *Evaluating Airspace Protection / Object Height Compatibility for New Development:* The object height compatibility of proposed land uses within the *Airport Influence Area* shall be evaluated in accordance with the policies in this section, including the *Airspace Protection Map* provided in **Chapter 4** for Angwin Airport – Parrett Field and **Chapter 5** for Napa County Airport.

(a) The airspace protection / height limit surfaces depicted in each *Airspace Protection Map* are drawn in accordance with *CFR Part 77*, Subpart C, and reflect the runway length, runway end locations, and approach type for each end of the runway. Where changes to any of these design features are formally proposed for an *Airport* by the *Airport* owner, both the current and future features are considered.

(b) The *Airspace Critical Protection Zone* consists of the *CFR Part 77* primary surface and the area beneath portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface together with the *Airspace High Terrain Zone*.

(c) The *Airspace High Terrain Zone*, which applies only to Napa County Airport, encompasses locations where the ground elevation exceeds or is within 35 feet beneath an *Airspace Protection Surface* as defined by *CFR Part 77* for the *Airport*.

3.5.2 *Object Height Criteria:* The criteria for determining the acceptability of a *Project* with respect to height shall be based upon the standards set forth in *CFR Part 77*, Subpart C, *Safe, Efficient Use and Preservation of the Navigable Airspace*, and applicable airport design standards published by the FAA. Additionally, where an FAA aeronautical study of a proposed object has been required as described in Policy 3.5.5, the results of that study shall be taken into account by the *ALUC*.

(a) Except as provided in Paragraphs (b) and (c) of this policy, no object, including a mobile object such as a vehicle or temporary object such as construction crane, shall have a height that would result in penetration of an *Airspace Protection Surface*. Any object that penetrates one of these surfaces is, by FAA definition, deemed an obstruction. [68]

(b) Objects not situated within an *Airspace Critical Protection Zone* (see Policy 3.5.1(b)) may be allowed to have heights that penetrate the *Airspace Protection Surfaces* defined by *CFR Part 77* criteria under the following conditions:

(1) The maximum allowable height for these objects is 35 feet above ground level.

(2) The height of all objects is subject to *Local Agency* zoning limits.

(c) When located outside of an *Airspace Critical Protection Zone*, a proposed object having a height that exceeds the *Airport's Airspace Protection Surfaces* shall be allowed only if *all* of the following apply:

(1) As the result of an aeronautical study, the FAA determines that the object would not be a hazard to air navigation.

[68] *An obstruction may or may not be a hazard. The purpose of FAA aeronautical studies is to determine whether an obstruction is a hazard and, if so, what remedy is recommended. The FAA's remedies are limited to making changes to the airspace and an airport's approach procedures, but it also can indicate an objection to proposed structures that it deems to be a hazard.*

(2) FAA or other expert analysis conducted under the auspices of the *ALUC* or the *Airport* operator concludes that, despite being an airspace obstruction (not necessarily a hazard), the object would not cause any of the following:

- An increase in the ceiling or visibility minimums of the *Airport* for an existing or planned instrument procedure (a planned procedure is one that is formally on file with the FAA);
- A reduction of the established operational efficiency and capacity of the *Airport*, such as by causing the usable length of the runway to be reduced; or
- Conflict with the visual flight rules (VFR), airspace used for the airport traffic pattern or en route navigation to and from the *Airport*.

(3) Marking and lighting of the object will be installed as directed by the FAA aeronautical study or Caltrans and in a manner consistent with FAA standards in effect at the time the construction is proposed. [69]

(4) An *Avigation Easement* is dedicated to the agency owning the *Airport* in accordance with Policy 3.7.1.

(5) The proposed project/plan complies with all other policies of this *ALUCP*.

3.5.3 *Criteria Addressing Wildlife Hazards:* Proposed land uses or land use features that could attract potentially hazardous wildlife to the *Airport* vicinity or could interfere with aircraft during takeoff, in flight, or landing at the *Airport* shall be restricted as indicated in this policy. Any proposed land use that could attract wildlife to an *Airport Influence Area* is a potential concern. Federal regulations and guidance identify specific land uses that the Federal Aviation Administration deems incompatible near airports. [70]

(a) The *ALUC's* role and policy with regard to regulating wildlife hazards in areas around the *Airports* in Napa County is limited to new development as well as general plans, specific plans, master plans, and zoning ordinances that set standards for proposed development, land uses, or site features such as those listed in Paragraph (d) of this policy. As stated in Policy 2.7.3, the *ALUC* has no authority to regulate existing land uses. This includes land uses such as agriculture that can have characteristics attractive to hazardous wildlife. Crop selection and other routine agricultural activities that do not involve construction or otherwise constitute a land use *Project* and do not need *Local Agency* approval are not subject to *ALUC* authority and the policies of this *ALUCP*.

(b) Proposed land uses or site features, as listed in Paragraph (d) of this policy, that have the potential to attract potentially hazardous wildlife shall be prohibited within *Compatibility Zone A* and shall be avoided within the remainder of the *Wildlife Hazard Critical Zone* shown on the *Airspace Protection Maps* for Angwin Airport – Parrett Field (**Exhibit 4-2**) and Napa County Airport (**Exhibit 5-2**).

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[69] *Advisory Circular 70/7460-1J, Obstruction Marking and Lighting, or any later FAA guidance.*

[70] *The FAA rules and regulations include, but are not limited to: Public Law 106-181 (Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, known as AIR 21), Section 503; 40 CFR 258, Criteria for Municipal Solid Waste Landfills, Section 258.10, Airport Safety; Advisory Circular 150/5200-33C, Hazardous Wildlife Attractants On or Near Airports; Advisory Circular 150/5200-34A, Construction or Establishment of Landfills near Public Airports; and any subsequent applicable FAA guidance.*

(c) For the purposes of this policy, "avoid" means that the use or feature is acceptable only if an alternative site with similar characteristics located outside the *Wildlife Hazard Critical Zone* is not feasible and appropriate measures can be provided to minimize an increase in the attraction of hazardous wildlife above what exists in the absence of the *Project*.

(d) The land uses and site features subject to this policy include, but are not limited to:

(1) New or expanded waste disposal facilities, such as new landfills, landfill expansions, and waste transfer stations.

(2) New or expanded water management facilities having the potential to hold exposed surface water for more than 48 hours following the design storm. Such facilities include stormwater management/water quality treatment ponds, settling ponds, artificial marshes, ornamental ponds, fountains, etc. In the event that detention exceeds 48 hours, measures should be incorporated to minimize the facility's attractiveness to potentially hazardous wildlife.

(3) New or expanded wetlands including mitigation sites.

(4) New or expanded open areas designed specifically to attract wildlife or create habitat. Such uses include conservation areas, wildlife preserves, and mitigation areas, as well as uses designed primarily for other purposes; for example, golf courses.

(5) New, expanded, or enhanced structures or architectural features that could provide nesting, shelter, or perching opportunities for raptors and large birds unless the attractiveness of these features is reduced through the application of nets, bird spikes, or other deterrents. Communication towers, signs, and light standards are examples of structures of this type.

(6) Landscaping plans associated with new *Projects* or land uses that provide for planting of new trees to create dense and contiguous canopy or plant materials that provide food sources, such as fruit, nuts, or berries.

(e) Proposed master site plans, landscaping plans, conservation plans, and other planning or legal documents associated with the *Major Land Use Actions* listed in Policy 2.5.2 shall indicate that the uses and features listed in Paragraph (d) of this policy are to be prohibited within *Compatibility Zone A* and avoided within the remainder of the *Wildlife Hazard Critical Zone*.

(f) Certain natural features, such as the Napa River marshes, wetlands, sloughs, and tidal areas, are the focus of regional restoration efforts identified by the Napa County General Plan, Conservation Element. Plans to restore portions of these natural features may include areas within the *Wildlife Hazard Critical Zone*, and, as such, should consider measures to minimize their attractiveness to potentially hazardous wildlife through such items as plant materials, open water areas, etc.

(g) The *ALUC Executive Officer* and *Local Agencies* should consult airport management, an FAA-qualified Airport Wildlife Biologist, FAA Wildlife Hazard Management regulations and guidance, and the USDA Wildlife Hazards Program for guidance regarding implementation of this policy. [71]

3.5.4 *Criteria Addressing Other Flight Hazards:* Land uses that may cause visual or electronic hazards to aircraft in flight or taking off or landing at the airport shall not be allowed within the *Airport Influence Area* unless the uses are consistent with FAA rules and regulations.

(a) Specific characteristics to be evaluated for potential hazards to flight include:

(1) Sources of glare (such as from solar arrays, mirrored or other highly reflective structures, or building features) or bright lights (including search lights and laser light displays);

(2) Distracting lights that could be mistaken for airport lights;

(3) Sources of dust, steam, or smoke that may impair pilots' vision;

(4) Sources of steam or other emissions that cause thermal plumes or other forms of unstable air;

(5) Sources of electrical interference with aircraft communications or navigation.

(b) To resolve any uncertainties with regard to the significance of the above types of flight hazards, *Local Agencies* should consult with FAA officials, Caltrans, and Airport management.

3.5.5 *Requirements for FAA Notification of Proposed Construction: Project* proponents are responsible for notifying the FAA about proposed construction that may affect navigable airspace. [72] The following is *ALUCP* policy on this topic.

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[71] *FAA and the Caltrans Division of Aeronautics recommend that airport operators, local planners, and developers work together to take into account whether the proposed land uses will increase wildlife hazards in the airport vicinity, and the agencies recommend the establishment of a wildlife hazard working group to facilitate communication, cooperation and coordination between the airport and surrounding communities and to encourage landowners and lease holders to control wildlife hazards. Such a group could assist the ALUC in evaluating the potential of a proposed project to increase risk to aircraft operations.*

[72] *CFR Part 77 requires that a project proponent submit notification of a proposal to the FAA where required by the provisions of CFR Part 77, Subpart B. Public Utilities Code Sections 21658 and 21659 likewise include this requirement. FAA notification requirements apply to all objects including structures, antennas, trees, mobile objects, and temporary objects such as construction cranes. The FAA will conduct an "aeronautical study" of the object(s) and determine whether the object(s) would be of a height that would constitute a hazard to air navigation. (See* ***Appendix B*** *of this Compatibility Plan for a copy of CFR Part 77 and online procedures for filing Form 7460-1.) FAA notification is required at least 45 days before the start date of the proposed construction or the date an application for a construction permit is filed, whichever is earliest. FAA notification is required under the following circumstances:*

(a) The project contains proposed structures or other objects that exceed the height standards defined in CFR Part 77, Subpart B. Objects shielded by nearby taller objects are exempted in accordance with CFR Part 77, Paragraph 77.15. Note that notification to the FAA under CFR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. As presented in ***Chapters 4*** *and* ***5****, the FAA notification area extends beyond the Airport Influence Area. The Subpart B notification airspace surface extends outward and upward at a slope of 50 to 1 for a horizontal distance of 10,000 or 100 to 1 for a horizontal distance of 20,000 feet from the nearest point on any runway.*

(b) Any proposal for construction or alteration of a structure, including antennas, taller than 200 feet above the ground level at the site regardless of proximity to any airport.

(a) The *Local Agency* having jurisdiction over the *Project* site should inform the *Project* proponent of the requirements for notification to the FAA. Reference to FAA notification requirements is included in this policy for informational purposes only, not as an *ALUCP* policy.

(b) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the *ALUC* for review regardless of where within Napa County they would be located. [73]

(c) Any proposed development *Project* that includes construction of a structure or other object and that is required to be submitted to the *ALUC* for a consistency review in accordance with Policies 2.5.1 or 2.5.2 shall include a copy of the completed *CFR Part 77* notification form (Form 7460-1) submitted to the FAA, if applicable, and of the resulting FAA findings from its aeronautical study (i.e., notice of determination letter). A proposed *Project* may be referred to the *ALUC* in advance of the completion of the FAA aeronautical study. However, the completed aeronautical study must be forwarded to the *ALUC* when available, but before issuance of a construction permit, and the *ALUC* may reconsider its previous consistency determination if the FAA study provides new information and airspace protection was a factor in the *ALUC*'s determination.

(d) An FAA Determination of "No Hazard to Air Navigation" does not automatically qualify as a Consistency Determination by the ALUC. While the FAA determination is a key consideration with regard to airspace protection concerns, the *ALUC* must also consider noise and safety factors in making its *ALUCP* consistency determination.

3.5.6 *ALUC Review:* The requirement for notification to the FAA shall not by itself trigger an airport compatibility review of an individual *Project* by the *ALUC*. If the general plan of the *Local Agency* in which the *Project* is to be located has been determined by the *ALUC* to be consistent with this *ALUCP*, then no *ALUC* review is required. If the general plan has not been made consistent, then the proposed *Project* must be referred to the *ALUC* for review if it qualifies as a *Major Land Use Action* (see Policy 2.5.2).

[73] *Also, in accordance with CFR Part 77, Paragraph 77.9(a), notification to the FAA is required for "Any construction or alteration that is more than 200 ft. AGL at its site."*

3.6 OVERFLIGHT COMPATIBILITY POLICIES

OVERFLIGHT COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Overflight Compatibility Policies Background Information has been considered in formulating the Overflight Compatibility policies in this section but is provided for informational purposes only and does not itself constitute *ALUCP* policy.

Policy Objective

Noise from individual aircraft operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the noise exposure areas addressed by the policies in Section 3.3. Sensitivity to aircraft overflight varies from one person to another.

The policies in this section serve primarily to establish the form and requirements for notification about airport proximity and aircraft overflight to be given in conjunction with *Local Agency* approval of new *Residential Development* and with certain real estate transactions involving existing *Residential Development*. Overflight policies do not apply to *Nonresidential Development*.

Measures of Overflight Exposure

The loudness and frequency of occurrence of individual aircraft noise events are key determinants of where airport proximity and aircraft overflight notification is warranted. Single-event noise levels are especially important in areas that are overflown regularly by aircraft but that do not produce significant *CNEL* contours.

Locations where aircraft regularly fly at approximately the traffic pattern altitude—1,000 feet above airport elevation—or lower are considered to be within the overflight impact area of each *Airport*. Note that the flight altitude above ground level at any particular point will be more or less than this amount depending upon the terrain below. Areas of high terrain beneath the traffic patterns are exposed to comparatively greater noise levels, a factor that is considered in the overflight policies.

Factors Considered in Setting Overflight Compatibility Policies

Factors considered in establishing overflight compatibility policies include the following:

- Unlike the function of the noise, safety, and airspace protection compatibility policies in this *ALUCP*, overflight compatibility policies do not restrict the manner in which land can be developed or used. The policies serve only to establish the form and requirements for notification about airport proximity and aircraft overflights to be given in conjunction with *Local Agency* approval of new development and with certain real estate transactions involving existing development.
- To be most effective, overflight policies should establish notification requirements for transactions involving existing residential land uses, not just future residential development. However, the only function of the *ALUCP* with regard to *Existing Land Uses* is to define the boundaries within which *Airport Proximity Disclosure* in conjunction with real estate transactions should be provided as specified under state law. Other than setting the disclosure boundary, the policies in this section apply only to new residential development.
- State *Airport Proximity Disclosure* law applies to existing development, but not to all transactions. California state statutes (*Business and Professional Code Section 11010* and *Civil Code Sections 1102.6*, *1103.4*, and *1353*) require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an *Airport Influence Area*. These state requirements apply to the sale or lease of newly subdivided lands and condominium conversions and to the sale of certain existing residential property. In general, *Airport Proximity Disclosure* is required with existing residential property transfer only when certain natural conditions (earthquake, fire, or flood hazards) warrant disclosure.
- Need for continuity of notification to future property owners and tenants. To the extent that this *ALUCP* sets notification requirements for new development, notifications should be in a form that runs with the land and is provided to prospective future owners and tenants.
- To avoid inappropriateness of *Avigation Easement* dedication solely for buyer awareness purposes. *Avigation Easements* involve conveyance of property rights from the property owner to the party owning the easement and are thus best suited to locations where land use restrictions for noise, safety, or airspace protection purposes are necessary. Property rights conveyance is not needed for buyer awareness purposes. *ALUC* policy regarding *Avigation Easements* is set forth in Policy 3.7.1.

3.6.1 *Recorded Overflight Notification:* As a condition for *ALUC* approval of a residential land use *Project* within *Compatibility Zone D2* for Angwin Airport – Parrett Field or Napa County Airport, an *Overflight Notification* shall be recorded in the chain of title of the property.

(a) The notification shall be of a format similar to that indicated in **Appendix E** and shall contain the following language dictated by state law [74] with regard to *Airport Proximity Disclosure* in conjunction with real estate transfer:

> NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

(b) The notification shall be evident to prospective purchasers of the property and shall appear on the property deed.

(c) A *Recorded Overflight Notification* is not required where an *Avigation Easement* dedication is required as the *Avigation Easement* accomplishes the notification function (see Policy 3.7.1).

(d) Recording of an overflight notification is not required for nonresidential development.

3.6.2 *Airport Proximity Disclosure:* State law requires that notice disclosing information about the presence of a nearby airport be given to prospective buyers of certain residential real estate within an *Airport Influence Area*. The statutes define an *Airport Influence Area* as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission." [75] *ALUCP* criteria with regard to *Airport Proximity Disclosure* are as follows:

(a) For existing residences:

(1) *Airport Proximity Disclosure* as part of real estate transactions involving existing residences is a matter between private parties. Neither this *ALUCP* nor *Local Agencies* have authority to mandate that *Airport Proximity Disclosure* be provided and neither the *ALUCP* nor *Local Agencies* have enforcement responsibilities with regard to this disclosure.

(2) The sole responsibility of *Local Agencies* with regard to *Airport Proximity Disclosure* for existing residences is to recommend the boundary of the area within which the disclosure is deemed appropriate and to provide this information to local title companies and real estate agents. The *Airport Influence Area* defined herein for each of the *Airports* covered by this *ALUCP* establishes the area in which *Airport Proximity Disclosure* is recommended.

[74] *California Business and Professions Code Section 11010(b) and Civil Code Section 1353(a).*

[75] *California Business and Professions Code Section 11010(b) and Civil Code Section 1353(a).*

(3) *Airport Proximity Disclosure* should be provided as part of *all* real estate transactions (sale, lease, or rental) involving residential property anywhere within the *Airport Influence Area*.

(b) For proposed residential *Projects*:

(1) The disclosure provisions of state law are deemed mandatory for new residential *Projects* anywhere within the *Airport Influence Area* and shall continue in effect as *ALUCP* criteria even if the state law is made less stringent or rescinded. The disclosure shall be of a format similar to that indicated in **Appendix E** and shall contain the language dictated by state law (see Policy 3.6.1(a)).

(2) Signs providing the notice included in Policy 3.6.1(a) and a map of the *Airport Influence Area* shall be prominently posted in the real estate sales office and/or other key locations at any new residential *Project* within the *Airport Influence Area*.

3.7 CRITERIA FOR SPECIAL CIRCUMSTANCES

3.7.1 *Avigation Easement Dedication:* As a condition for approval of *Projects* that are subject to the review provisions of this *ALUCP* and that meet the conditions in Paragraphs (a) and (b) of this policy, the property owner shall be required to dedicate an *Avigation Easement* to the *Local Agency* owning the *Airport*.

(a) *Avigation Easement* dedication is required for all off-airport *Projects* situated on a site that lies completely or partially within any of the following portions of an *Airport Influence Area*:

(1) Within *Compatibility Zones A, B, C, or D1* for Angwin Airport – Parrett Field.

(2) Within *Compatibility Zones A, B1, B2, B3, C, or D1* for Napa County Airport.

(3) Within the *Airspace Critical Protection Zone* as defined in Policy 3.5.1(b).

(4) Within the *Airspace High Terrain Zone* as defined by Policy 3.5.1(c).

(b) Within the areas defined by Paragraph (a), *Avigation Easement* dedication shall be required for any proposed *Project*, including *Infill Projects*, for which discretionary *Local Agency* approval is required. *Avigation Easement* dedication is not required for ministerial approvals such as building permits or *Actions* associated with modification of existing single-family residences.

(c) The *Avigation Easement* shall:

(1) Provide the right of flight in the airspace above the property;

(2) Allow the generation of noise and other impacts associated with aircraft overflight;

(3) Restrict the height of structures, trees, and other objects in accordance with the policies in Section 3.5 and the *Airspace Protection Map* provided in **Chapter 4, Exhibit 4-3** for Angwin Airport – Parrett Field and **Chapter 5, Exhibit 5-3** for Napa County Airport;

(4) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(5) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.

(d) An example of an *Avigation Easement* is provided in **Appendix E**. The *ALUC* recognizes that the language included in this example may require modification to address site-specific conditions.

3.7.2 *Infill:* Where land uses not in conformance with the criteria set forth in this *ALUCP* exist at the time of the plan's effective date, an *Infill Project* (see Policy 2.1.23) of similar land uses may be allowed to occur in that area even if the proposed land use is otherwise incompatible with respect to the compatibility criteria for that location.

(a) To qualify as *Infill* development, a *Project* site must either:

(1) Be part of a cohesive area, defined by the *Local Agency* and approved by the *ALUC*, within which at least 65% of the uses were developed prior to the *ALUCP's* effective date with uses not in conformance with the plan; or

(2) Meet *all* of the following conditions:

- Already be served with streets, water, sewer, and other infrastructure;
- Have at least 65% of the site's perimeter bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed;
- Be no larger than 20 acres;
- Not extend the perimeter of the *Infill* area defined by the surrounding, already developed, incompatible uses; and
- Must be consistent with the *Local Agency's* zoning regulations governing the existing, already developed, surrounding area.

(b) In locations that qualify as *Infill* under Paragraph (a) above:

(1) For *Infill* residential *Projects* in *Compatibility Zones C, D1,* and *D2*, the average development *Density* (dwelling units per acre) of the site shall not exceed the median *Density* represented by all existing residential lots that lie fully or partially within a distance of 300 feet from the boundary of the defined *Infill* area or site.

(2) For *Infill* nonresidential *Projects* in *Compatibility Zones B2, B3, C, D1,* and *D2*, the average usage *Intensity* (the number of people per acre) of the site's proposed use shall not exceed the lesser of:

- The median *Intensity* of all existing nonresidential uses that lie fully or partially within a distance of 300 feet from the boundary of the defined *Infill* area; or
- Double the average sitewide *Intensity* permitted in accordance with the criteria for that location as indicated in **Exhibit 4-1** and **Exhibit 5-1**.

Example: If the zone allows an average sitewide Intensity of 100 people per acre and the median average of nearby existing uses is 150 people per acre, the *Infill* development would be limited to 150 people per acre rather than 200 (double the average sitewide *Intensity* limit).

(c) The single-acre *Intensity* limits for nonresidential *Projects* listed in **Exhibit 4-1** and **Exhibit 5-1** are applicable to *Infill Projects*. Also, the sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply to *Infill Projects*.

(d) The preference of this policy is that all parcels eligible for *Infill* should be identified at one time by the *Local Agency*.

(1) The *Local Agency* is responsible for identifying, in its general plan or other adopted planning document approved by the *ALUC*, the qualifying locations that lie within that *Agency's* boundaries. This action may take place in conjunction with the process of amending a general plan for consistency with the *ALUCP* or may be submitted by the *Local Agency* for consideration by the *ALUC* at the time of initial adoption of this *ALUCP*.

(2) If a map identifying locations suitable for *Infill* has not been submitted by the *Local Agency* and approved by the *ALUC* or the site of an individual *Project* proposal does not fall within the identified *Infill* area, the *ALUC* may evaluate the *Project* when referred for review under Policy 2.5.1 to determine whether it would meet the qualifying conditions listed in Paragraph (a) plus the applicable provisions in Paragraphs (b) and (c) of this policy.

(3) In either case, the burden for demonstrating that an area or an individual site qualifies as *Infill* rests with the affected *Local Agency* and/or *Project* proponent and is not the responsibility of the *ALUC*.

3.7.3 *Existing Nonconforming Uses:* Proposed changes to *Existing Nonconforming Uses* (including a parcel or building) that are not in conformance with the criteria in this *ALUCP* shall be limited as follows:

(a) Residential uses.

(1) A *Nonconforming* residential land use may be continued, sold, leased, or rented without restriction and is not subject to this *ALUCP* or *ALUC* review.

(2) A *Nonconforming* residential dwelling may be maintained, remodeled, reconstructed (see Policy 3.7.4), or expanded in size. Additional dwelling units may not be added unless allowed by Policy 2.7.4 (Development by Right). However:

- Any increase in height must comply with the policies in Section 3.5 (Airspace Protection Compatibility Policies).
- A single-family residential parcel may not be divided for the purpose of allowing additional dwellings to be constructed.

(3) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.

(b) Nonresidential uses (other than children's schools):

(1) A *Nonconforming* nonresidential use may be continued, sold, leased, or rented without restriction or *ALUC* review provided that no discretionary *Local Agency* approval (such as a conditional use permit) is required.

(2) *Nonconforming* nonresidential facilities may be maintained, altered, or, if required by state law, reconstructed (see Policy 3.7.4). However, any such work:

- Must not result in expansion of either the portion of the site devoted to the *Nonconforming Use* or the floor area of the buildings; and
- Must not result in an increase in the usage *Intensity* (people per acre) above the levels existing at the time of adoption of this *ALUCP*.
- Must not increase the storage or use of hazardous materials unless remaining within the limits set under Policy 3.4.9(b).

(3) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.

(c) Children's schools (including grades K-12, day care centers with more than 14 children, and school libraries):

(1) Land acquisition for new schools or expansion of existing school sites is not permitted in *Compatibility Zones A, B, C* or *D1* for Angwin Airport – Parrett Field and *Compatibility Zones A, B1, B2, B3, C,* or *D1* for Napa County Airport.

(2) Existing school facilities may be maintained, repaired, remodeled, or, reconstructed (see Policy 3.7.4).

(3) A one-time expansion of existing school facilities accommodating no more than 50 students is allowed in *Compatibility Zone D1* for each *Airport*.

(4) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.

3.7.4 *Reconstruction:* An *Existing Nonconforming* development that has been fully or partially destroyed as the result of a calamity or natural catastrophe, and would not otherwise be reconstructed but for such event, may be rebuilt only under the following conditions: [76]

(a) Single-family or multi-family residential *Nonconforming Uses* may be rebuilt provided that the *Reconstruction* does not result in more dwelling units than existed on the parcel at the time of the damage. Addition of an accessory dwelling unit and/or junior accessory dwelling unit to a single-family residence is permitted if in accordance with Policy 2.7.4 (Development by Right).

(b) A nonresidential *Nonconforming Use* may be rebuilt provided that the *Reconstruction* does not increase the floor area of the previous structure or result in an increased usage *Intensity* (people per acre).

(c) *Reconstruction* under Paragraphs (a) or (b) above:

(1) Must have a permit deemed complete by the *Local Agency* within the time frame established by that *Agency*.

(2) Shall incorporate sound attenuation features to the extent required by Policy 3.3.2.

(3) Shall require dedication of an *Avigation Easement* to the *Local Agency* owning the *Airport* if required under Policy 3.7.1.

[76] *Reconstruction differs from Redevelopment (see Policy 2.1.36 for definition) that is subject to the provisions of this ALUCP.*

(4) Shall record an *Overflight Notification* in the chain of title of the property if required by Policy 3.6.1.

(5) Shall comply with *CFR Part 77* requirements (see Section 3.5).

(d) *Reconstruction* in accordance with Paragraphs (a), (b), and (c) above shall not be permitted in *Compatibility Zone A* or where it would be in conflict (not in conformance) with the general plan or zoning ordinance of the *Local Agency*.

(e) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

3.8 REVIEW CRITERIA FOR AIRPORT PLANS OF EXISTING AIRPORTS

3.8.1 *Substance of Review:* In accordance with state law, any new or amended airport master plan or expansion *Project* for the *Airports* addressed in this *ALUCP* is subject to *ALUC* review for consistency with the *ALUCP* (see Policy 2.4.1(b)). In conducting any such review, the *ALUC* shall evaluate whether the *Airport* plan would result in greater noise, safety, airspace protection, or overflight impacts than indicated in this *ALUCP*. Attention should specifically focus on:

(a) Proposals for facilities or procedures not assumed herein; specifically:

(1) Construction of a new runway or helicopter takeoff and landing area.

(2) Change in the length, width, or landing threshold location of an existing runway.

(3) Establishment of an instrument approach procedure that changes the approach capabilities at a particular runway end.

(4) Modification of the flight tracks associated with existing visual or instrument operations procedures.

(b) Proposed changes in the role or character of use of the *Airport*.

(c) New activity forecasts that are: (1) significantly higher than those used in developing the respective *Airport* noise contours presented in **Chapters 6** and **7**; or (2) assume a higher proportion of larger or noisier aircraft.

3.8.2 *Noise Impacts of Airport Expansion:* Any proposed expansion of *Airport* facilities that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this *ALUCP*, a noise increase shall be considered significant by the *ALUC* if:

(a) In locations having an existing ambient noise level of *CNEL* 60 dB or less, the *Project* would increase the noise level by 3.0 dB or more.

(b) In locations having an existing ambient noise level of more than *CNEL* 60 dB, the *Project* would increase the noise level by 1.5 dB or more.

3.8.3 *Consistency Determination:* The *ALUC* shall determine whether the proposed *Airport* plan or expansion *Project* is consistent with this *ALUCP*. The *ALUC* shall base its determination of consistency on:

(a) Findings that the proposed development and forecasts identified in the *Airport* plan or *Project* would not result in greater noise, safety, airspace protection, or overflight impacts on surrounding land uses than are assumed in this *ALUCP*.

(b) Consideration of:

(1) Mitigation measures incorporated into the plan or *Project* to reduce any increases in the noise, safety, airspace protection, and overflight impacts to a less-than-significant level in accordance with provisions of the California Environmental Quality Act (CEQA); or

(2) In instances where the impacts cannot be reduced to a less-than-significant level, a statement of overriding considerations approved by the *Airport* owner in accordance with provisions of CEQA.

(c) A determination that any nonaviation development proposed for locations within the airport boundary (excluding federal, tribal or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *ALUCP* with respect to that *Airport* (see Policy 2.1.12 for definition of aviation-related use).

3.9 REVIEW CRITERIA FOR PROPOSED NEW AIRPORTS, HELIPORTS, AND VERTIPORTS

3.9.1 *Substance of Review:* In reviewing proposals for new airports, heliports, and vertiports, the *ALUC* shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.

(a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of *ALUC* review.

(b) The *ALUC* shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.

(c) The *ALUC* must base its review on the proposed airfield design. The *ALUC* does not have the authority to require alterations to the airfield design.

3.9.2 *Airport/Land Use Relationship*: The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport, heliport, or vertiport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include:

(a) Would the existing or planned land uses be considered incompatible with the airport, heliport, or vertiport if the latter were already in existence?

(b) What measures are included in the airport, heliport, or vertiport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:

(1) The location of flight tracks so as to minimize the impacts;

(2) Other operational procedures to minimize impacts;

(3) Installation of noise barriers or structural noise insulation; or

(4) Acquisition of property interests (fee title or easements) on the impacted land.

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4

Angwin Airport – Parrett Field Compatibility Policies and Maps

4.1 EVALUATING LAND USE CONSISTENCY

4.1.1 *Evaluating Compatibility of New Development:* The compatibility of proposed land uses within the Angwin Airport – Parrett Field *Airport Influence Area* shall be evaluated in accordance with:

(a) The specific noise, safety, airspace protection, overflight, and other compatibility policies set forth in **Chapter 3**;

(b) The criteria listed in **Exhibit 4-1**, *Basic Compatibility Criteria*; and

(c) The *Compatibility Zones* depicted on the *Compatibility Policy Map* (**Exhibit 4-2**) in this chapter.

4.1.2 *Compatibility Policy Table:* **Exhibit 4-1**, *Basic Compatibility Criteria*, lists general land use categories and indicates each use as being "normally compatible," "conditional," or "incompatible" depending upon the compatibility zone in which it is located. See Policy 3.2.2(a) for the meaning of these terms.

4.1.3 *Compatibility Policy Map:* The *Compatibility Zones* for Angwin Airport – Parrett Field are presented in **Exhibit 4-2**, which is to be used in conjunction with the criteria set forth in **Exhibit 4-1**, *Basic Compatibility Criteria,* and the additional policies listed in Section 4.3 of this Chapter.

4.1.4 *Airspace Protection Surfaces Map:* The *Airspace Protection Surfaces Map* for Angwin Airport – Parrett Field is presented in **Exhibit 4-3** and is to be used in conjunction with the airspace protection policies set forth in Section 3.5 of **Chapter 3**.

4.2 MAP DETERMINANTS

4.2.1 *Airport Runway Configuration Assumptions:* **Exhibit 4-2** and **Exhibit 4-3** are based upon the Angwin Airport – Parrett Field Airport Layout Plan (ALP) dated November 2009.

Although never adopted by either the County of Napa or Pacific Union College nor submitted to the Federal Aviation Administration (FAA) for approval, Pacific Union College stated that the 2009 ALP reflects both the airport's existing and potential future buildout over the next 20 years. [77] As described in **Chapter 7**, the runway configuration includes proposed extensions at both the north (Runway 16) and south (Runway 34) ends of the runway.

4.2.2 *Compatibility Policy Map Boundary Determinants:* The *Compatibility Zone* boundaries for Angwin Airport – Parrett Field represent a composite of four compatibility factors: noise, safety, airspace protection, and overflight concerns. The *Airport's* runway length, approach categories, normal flight patterns, and aircraft fleet mix influence the shape and size of the *Compatibility Zones*. [78] The magnitude of the *Airport* impacts occurring within each *Compatibility Zone* are described in the Compatibility Zone Delineation Table for Angwin Airport – Parrett Field presented in **Exhibit 4-4**.

(a) *Airport Influence Area* encompasses all of the above zones. The outer boundary coincides with the outer edge of the *CFR Part 77* conical surface boundary.

(b) Specific factors considered for all *Compatibility Zones* include:

(1) The Airport has a short runway of less than 4,000 feet and is used primarily by aircraft based at the Airport;

(2) The Airport is situated on top of a mountain at an elevation of 1,875 feet MSL. The community west of the Airport lies approximately 200 feet below the Airport elevation; and

(3) The Town of Angwin is located to the west and midfield of the Airport and is primarily developed allowing only infill.

4.2.3 *Airspace Protection Policy Map Boundary Determinants:* **Exhibit 4-3** illustrates the Angwin Airport – Parrett Field airspace protection surfaces as defined by *CFR Part 77*. Encompassed within this area is the Wildlife Hazard Critical Area defined by the FAA where wildlife attractants are a concern.

4.3 SPECIAL CONDITIONS POLICIES

4.3.1 *Applicability:* In accordance with Policy 3.4.2(g) of **Chapter 3**, the Napa County *ALUC* acknowledges special conditions regarding particular land uses in the Angwin Airport – Parrett Field *Airport Influence Area*. These special conditions warrant establishment of compatibility criteria different in character from the criteria applicable to other portions of the *Compatibility Zones*. These special policies are not to be generalized or considered as precedent applicable to other locations near the Angwin Airport – Parrett Field or to the environs of other airports addressed by this *ALUCP*.

4.3.2 *Pacific Union College (PUC or College):* The criteria set forth in **Chapter 3** and **Exhibit 4-1** notwithstanding, the criteria in this policy shall apply within the portion of the Angwin Airport – Parrett Field *Influence Area* under the ownership of the Pacific Union College.

[77] *Hirdler, Joy L., Pacific Union College, Letter to Napa County ALUC. November 10, 2023.*

[78] *Chapter 6 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors for Angwin Airport – Parrett Field.*

(a) Site-specific factors which support this policy exception include:

(1) PUC owns Angwin Airport – Parrett Field and has control over its development and operation.

(2) The airport and the campus have co-existed for many years.

(3) Future development of the campus is governed by a Master Land Use Plan developed by PUC in 1975.

(4) A significant part of the area where development would be restricted in accordance with the **Chapter 3** and **Exhibit 4-1** criteria contains existing development. Additional development in parts of this area can be considered as infill development in accordance with Policy 3.7.2.

(b) As shown on **Exhibit 4-2**, four subzones are provided:

(1) PUC 1: Dormitory Subzone—This area is located approximately 1,800 feet southwest of the existing approach end of Runway 34 and within *Compatibility Zones B* and *C*. The PUC Master Land Use Plan identifies four proposed dormitories and a dining facility adjacent to two existing dormitories in this area. Future development in this subzone shall be limited as follows:

- No new dining facilities or other development shall be permitted in the *Compatibility Zone B* portion of this subzone unless the proposed use meets the basic criteria for this zone as indicated in **Exhibit 4-1**.
- Within *Compatibility Zones B* and *C*, long-term housing, such as dormitories, shall be considered compatible provided that buildings are located no closer to the extended runway centerline than the two existing dormitories and have no more than two aboveground habitable floors.
- Within *Compatibility Zone C*, new dining facilities shall be considered conditionally compatible, provided that the building occupancy does not exceed the basic *Zone C* limit of 120 people in a 1-acre area (since the building footprint would presumably be under 1.0 acre, this criterion limits the total building capacity to 120 people).
- Within *Compatibility Zone D1*, dormitories, dining facilities, and other uses are compatible provided that they do not exceed the maximum single-acre intensity limit of 600 people.

(2) PUC 2: Housing Subzone—This subzone is situated immediately north of the Dormitory Subzone and contains portions of *Compatibility Zones A, B,* and *C*. Included within it are existing single-family housing and a mobile home park for faculty, staff, and students. These uses are inconsistent with the **Exhibit 4-1** criteria. However, in accordance with Policy 3.7.4, Nonconforming Uses may be rebuilt provided that the Reconstruction does not result in more dwelling units than existed on the parcel at the time of the damage. New residential dwellings are considered compatible within *Compatibility Zones B* and *C*, but not *Zone A*. Furthermore, the remaining vacant sites within this subzone meet the infill requirements of 3.7.2. Therefore, construction of uses similar in character and density shall be considered compatible within *Compatibility Zones B* and *C* provided the buildings are not located closer to the extended runway centerline than the existing housing. No new residential structures shall be allowed within *Compatibility Zone A*.

(3) PUC 3: Co-Generation Plant Subzone—This subzone contains the existing co-generation power plant for electricity, heating, and cooling for the PUC campus. A portion of the facility lies within *Compatibility Zone C* on the western side of the *Airport* and north of the PUC Housing Zone. New or expanded development of the facility within *Compatibility Zone C* shall be allowed only if an alternative site outside of zone would not serve the intended function. If sited in *Compatibility Zone C,* any new structures must be located the maximum feasible distance away from the runway centerline.

(4) Remainder of PUC Property—The primary land use compatibility concerns for the PUC lands east of Angwin Airport – Parrett Field are potential obstructions and wildlife attractants. All new or expanded development, including the existing effluent reservoir, shall comply with the compatibility criteria set forth in **Exhibit 4-1**.

EXHIBIT 4-1: BASIC COMPATIBILITY CRITERIA, ANGWIN AIRPORT – PARRETT FIELD

Intensity/Density Criteria [1]	Compatibility Zones						Additional Criteria
	A	B	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) **Max. Single-Acre Intensity (people/acre)**	0 0	50 100	60 120	150 600	150 600	No limit	▸ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Sitewide Average Density (dwelling units/acre)	Residential Prohibited [2]				20	No limit	▸ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement [3]	Avigation Easement				RON	APD	

Land Use Category		Legend (see last page of table for interpretation)			Additional Criteria
▸ Multiple land use categories may apply to a project ▸ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▸ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses [4]		Normally Compatible	Conditional	Incompatible	▸ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone ▸ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone

		A	B	C	D1	D2	E	
General Characteristics								
Any use having more than 1 habitable floor [5]		Incompatible	Conditional	Conditional	Normally Compatible	Normally Compatible	Normally Compatible	B, C: Limited to no more than 2 habitable floors
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height		Incompatible	Conditional	Conditional	Conditional	Conditional	Normally Compatible	B, C: Ensure airspace obstruction does not occur B, C: Airspace review required for objects >35 feet D1, D2: Airspace review required for objects >70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height		Incompatible	Incompatible	Incompatible	Conditional	Conditional	Conditional	D1, D2, E: Ensure airspace obstruction does not occur; airspace review required for objects >150 feet
Any use having the potential to cause an increase in the attraction of birds or other wildlife		Incompatible	Incompatible	Incompatible	Conditional	Conditional	Conditional	D1, D2, E: Avoid use or provide mitigation consistent with FAA rules and regulations [6]
Any use creating visual or electronic hazards to flight [7]		Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	
Outdoor Uses (no or limited indoor activities)								
Constructed/Enhanced Land/Water Features:-woods, brush lands, wetlands, reservoirs, detention/retention ponds	✹	Incompatible	Incompatible	Conditional	Conditional	Conditional	Conditional	C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations [6]
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture, or range land	✈ ✹	Conditional	Conditional	Conditional	Conditional	Conditional	Conditional	A: Objects above runway elevation not allowed in OFA [8] All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations [6]; exercise caution with uses involving noise-sensitive animals
Confined Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms	✈ ✹	Incompatible	Conditional	Conditional	Conditional	Conditional	Conditional	B, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations [6]; exercise caution with uses involving noise-sensitive animals
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, racetracks, water parks, zoos	✈	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters	✈	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Normally Compatible	D2: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas	✈	Incompatible	Incompatible	Incompatible	Conditional	Normally Compatible	Normally Compatible	D1: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges	✈ ✹	Incompatible	Conditional	Conditional	Normally Compatible	Normally Compatible	Normally Compatible	B, C: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local Parks: neighborhood parks, playgrounds	✈	Incompatible	Conditional	Conditional	Normally Compatible	Normally Compatible	Normally Compatible	B, C: Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/ motor home parks	✈	Incompatible	Incompatible	Incompatible	Conditional	Normally Compatible	Normally Compatible	D1: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Cemeteries (except chapels)		Incompatible	Conditional	Conditional	Normally Compatible	Normally Compatible	Normally Compatible	B, C: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Residential and Lodging Uses								
Single-Family Residential [2]: individual dwellings, townhouses, mobile homes, bed and breakfast inns	✈	Incompatible	Incompatible	Incompatible	Incompatible	Normally Compatible	Normally Compatible	
Multi-Family Residential [2]: townhouses, apartments condominiums	✈	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Normally Compatible	D2: 20 dwelling units per acre maximum
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories	✈	Incompatible	Incompatible	Incompatible	Incompatible	Normally Compatible	Normally Compatible	
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]		Incompatible	Incompatible	Incompatible	0.69	Normally Compatible	Normally Compatible	D1: Ensure intensity criteria met
Short-Term Group Lodging: hostels, emergency/ homeless shelters, farmworker housing [approx. 100 s.f./person]		Incompatible	Incompatible	Incompatible	0.34	Normally Compatible	Normally Compatible	D1: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities [9]	✈	Incompatible	Incompatible	Incompatible	Incompatible	Normally Compatible	Normally Compatible	
Educational and Institutional Uses								
Family day care homes (≤14 children) [10]	✈	Incompatible	Conditional	Conditional	Normally Compatible	Normally Compatible	Normally Compatible	B, C: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries [9]	✈	Incompatible	Incompatible	Incompatible	Incompatible	Normally Compatible	Normally Compatible	
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]		Incompatible	Incompatible	Incompatible	0.14	Normally Compatible	Normally Compatible	D1: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas		Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential

Intensity/Density Criteria [1]		Compatibility Zones						Additional Criteria
		A	B	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) **Max. Single-Acre Intensity (people/acre)**		0 0	50 100	60 120	150 600	150 600	No limit	▸ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Sitewide Average Density (dwelling units/acre)		Residential Prohibited [2]				20	No limit	▸ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement [3]		Avigation Easement				RON	APD	
Land Use Category		**Legend** (see last page of table for interpretation)						**Additional Criteria**
▸ Multiple land use categories may apply to a project ▸ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▸ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses [4]		Normally Compatible		Conditional		Incompatible		▸ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone ▸ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]					0.05	0.05		D1, D2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers, emergency/ homeless shelters [9] [approx. 100 s.f./person]	✈				0.34			D1: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]					0.21			D1: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes [9]	✈							
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]				0.33	0.83			C, D1: Ensure intensity criteria met C: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories [9]								D2: Ensure intensity criteria met
Public Safety Facilities: police, fire stations								C: Allowed only if airport serving D1: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met
Commercial, Office, and Service Uses								
Major Retail (capacity >300 people per building): regional shopping centers, 'big box' retail, supermarket [approx. 110 s.f./person]					0.38	0.38		D1, D2: Ensure intensity criteria met
Local Retail (≤300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]				0.23	0.59	0.59		C, D1, D2: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]					0.21	0.21		D1, D2: Ensure intensity criteria met
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, building materials, hardware, lumber yards, nurseries [approx. 250 s.f./person]			0.29	0.34	0.86	0.86		B, C, D1, D2: Ensure intensity criteria met B: Locate structure max. distance from extended runway centerline where feasible
Offices: professional services, doctors, finance, banks, civic; radio, television and recording studios, office space associated with other listed uses [approx. 215 s.f./person]			0.25	0.30	0.74	0.74		B, C, D1, D2: Ensure intensity criteria met B: Locate structure max. distance from extended runway centerline where feasible
Personal and Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]			0.23	0.28	0.69	0.69		B, C, D1, D2: Ensure intensity criteria met
Fueling Facilities: gas stations, trucking and other transportation fueling facilities [11]								B, C, D1: Ensure intensity criteria met B, C: Locate structure max. distance from extended runway centerline where feasible; store nonaviation fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons
Industrial, Manufacturing, and Storage Uses								
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants [11]	✹							E: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial [11]	✹							E: Bulk storage of hazardous materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft; generation of steam or thermal plumes not allowed
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [10] [approx. 200 s.f./person]				0.28	0.69	0.69		C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, Low Intensity: machine shops, wood products, auto repair, cooperages, wineries (with limited tastings and events), low-intensity bottling facilities [11] [approx. 350 s.f./person]			0.40	0.48	1.21	1.21		B, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Research and Development Laboratories [11] [approx. 300 s.f./person]			0.34	0.41	1.03	1.03		B, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft

Intensity/Density Criteria [1]	Compatibility Zones						Additional Criteria
	A	B	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) **Max. Single-Acre Intensity (people/acre)**	0 0	50 100	60 120	150 600	150 600	No limit	▸ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Max. Sitewide Average Density (dwelling units/acre)	Residential Prohibited [2]				20	No limit	▸ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement [3]	Avigation Easement				RON	APD	

Land Use Category		Legend (see last page of table for interpretation)						Additional Criteria
▸ Multiple land use categories may apply to a project ▸ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▸ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses [4]		Normally Compatible		Conditional		Incompatible		▸ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone ▸ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Indoor Storage: wholesale sales, distribution centers, warehouses, winery warehousing, mini/other indoor storage, barns, greenhouses [11] [approx. 1,000 s.f./person]			1.15	1.58				B, C: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Outdoor Storage: public works yards, automobile dismantling								B: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Mining and Extraction	✹							B, C, D1, D2: Generation of dust clouds, smoke, steam plumes not allowed; ensure airspace obstruction does not occur
Transportation, Communication, and Utilities								
Airport Terminals: airline, general aviation								
Transportation Stations: rail/bus stations; taxi, trucking and other transportation terminals								B, C, D1: Ensure intensity criteria met; ensure airspace obstruction does not occur
Transportation Routes: road and rail transit lines, rights-of-way, bus stops								B: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur
Auto Parking: surface lots, structures								B: Ensure airspace obstruction does not occur
Communications Facilities: broadcast and cell towers, emergency communications	✹							D1: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Power Plants: primary, peaking, renewable energy, bio-energy	✹							D1: Peaking and renewable energy plants allowed if structures located max. distance from extended runway centerline D2, E: Primary plants allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline All: Ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Electrical Substations	✹							D1, D2: Locate structure max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Wastewater Facilities: treatment, disposal	✹							D1, D2: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations [6]
Solid Waste Disposal Facilities: landfill, incineration	✹							E: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations [6]
Solid Waste Transfer Facilities, Recycle Centers	✹							E: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations [6]

Notes

✈ Indicates a land use that is or may be highly noise sensitive. Exercise caution with regard to approval of outdoor uses—evaluate potential for aircraft noise to disrupt the activity. Indoor uses may require addition of sound attenuation to structure. See Section 3.1 for criteria.

✹ Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See Section 3.5 for criteria.

1 Intensity criteria apply to all nonresidential uses including ones shown as "Normally Compatible" (green) and "Conditional" (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors. Exceptions can be made for rare special events (e.g., an air show at the airport, street fair) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate (see Policy 3.2.5*)*. The usage intensities shall be calculated in accordance with the methodologies cited in Section 3.4.

2 See Policy 2.7.4, *Development by Right*, for exceptions to residential restrictions.

3 Airport Proximity Disclosure (APD) required within entire Airport Influence Area (AIA) which includes *Compatibility Zones A* through *E*. Avigation Easement Dedication also required within *Compatibility Zones A* through *D1* (see Policy 3.7.1) and a Recorded Overflight Notification (RON) is required within *Compatibility Zone D2* (see Policy 3.6.1).

4 Occupancy Load Factors [approx. number of square feet per person] cited for many listed land use categories are based on information from various sources and are intended to represent "typical busy-period" usage (or "peak" usage) for typical examples of the land use category. These Occupancy Load Factors differ from those provided in the California Building Code (CBC), as the CBC considers the absolute maximum number of people that can be safely accommodated in a building. See Policy 3.4.3.

5 The intent of this criterion is to facilitate evacuation of a building if it were to be hit by an aircraft. It is separate from the height limits set for airspace protection purposes.

6 No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants On or Near Airports* and Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports.* Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See Policy 3.5.3.

7 Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots' vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. See Policy 3.5.4.

8 Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See **Exhibit 4-2**.

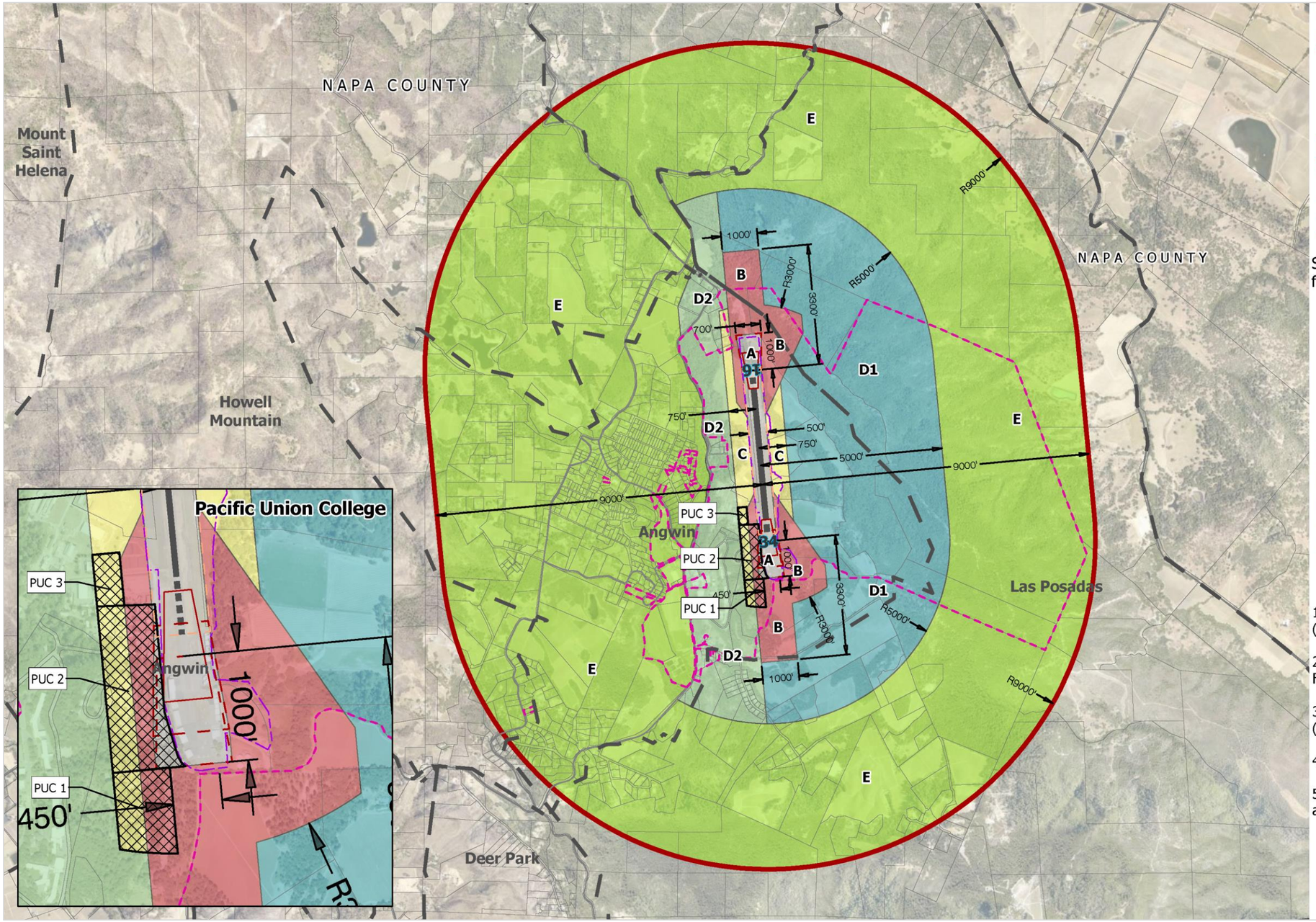
9 See Policy 3.4.9(a), *Risk-Sensitive Land Uses,* for criteria related to uses having vulnerable occupants.

10 Family day care home means a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day. Small family day care homes provide care for eight or fewer children and large family day care homes provide care for 7 to 14 children (Health and Safety Code Section 1597.465).

11 See Policy 3.4.9(b), *Risk-Sensitive Land Uses,* for criteria related to uses that store hazardous materials.

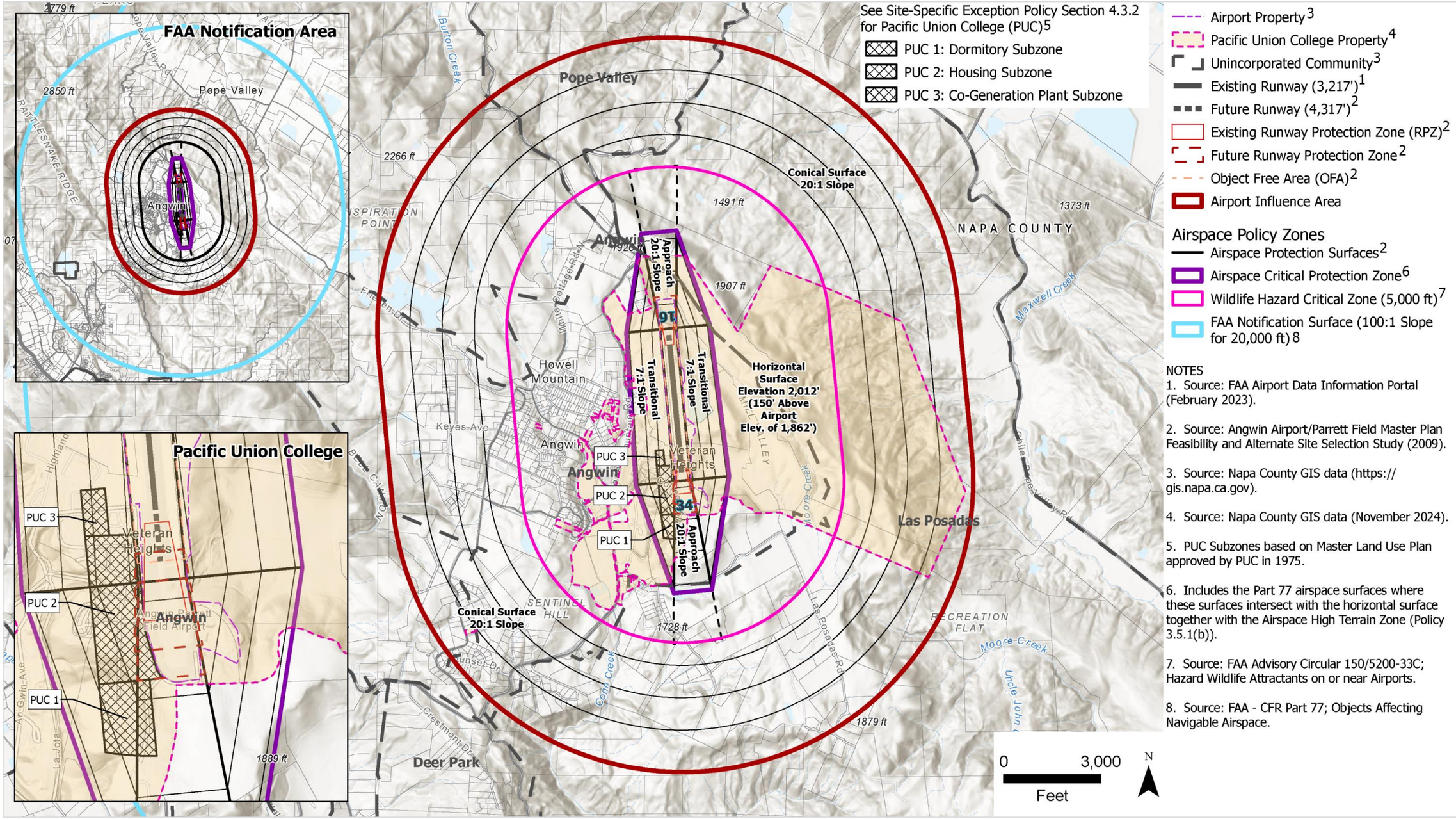
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EXHIBIT 4-2: COMPATIBILITY POLICY MAP, ANGWIN AIRPORT – PARRETT FIELD



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EXHIBIT 4-3: AIRSPACE PROTECTION MAP, ANGWIN AIRPORT – PARRETT FIELD



See Site-Specific Exception Policy Section 4.3.2 for Pacific Union College (PUC)[5]

- PUC 1: Dormitory Subzone
- PUC 2: Housing Subzone
- PUC 3: Co-Generation Plant Subzone

- Airport Property[3]
- Pacific Union College Property[4]
- Unincorporated Community[3]
- Existing Runway (3,217')[1]
- Future Runway (4,317')[2]
- Existing Runway Protection Zone (RPZ)[2]
- Future Runway Protection Zone[2]
- Object Free Area (OFA)[2]
- Airport Influence Area

Airspace Policy Zones

- Airspace Protection Surfaces[2]
- Airspace Critical Protection Zone[6]
- Wildlife Hazard Critical Zone (5,000 ft)[7]
- FAA Notification Surface (100:1 Slope for 20,000 ft)[8]

NOTES

1. Source: FAA Airport Data Information Portal (February 2023).

2. Source: Angwin Airport/Parrett Field Master Plan Feasibility and Alternate Site Selection Study (2009).

3. Source: Napa County GIS data (https://gis.napa.ca.gov).

4. Source: Napa County GIS data (November 2024).

5. PUC Subzones based on Master Land Use Plan approved by PUC in 1975.

6. Includes the Part 77 airspace surfaces where these surfaces intersect with the horizontal surface together with the Airspace High Terrain Zone (Policy 3.5.1(b)).

7. Source: FAA Advisory Circular 150/5200-33C; Hazard Wildlife Attractants on or near Airports.

8. Source: FAA - CFR Part 77; Objects Affecting Navigable Airspace.

Mead & Hunt, Inc. 2024

EXHIBIT 4-4: COMPATIBILITY ZONE DELINEATION FOR ANGWIN AIRPORT – PARRETT FIELD

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
A Runway Protection Zone	**Noise Impact: Very High** • Mostly above *CNEL* 60 dB	**Risk Level: Very High** • Defined by *Handbook* Safety Zone 1 as modified to reflect existing and future Runway Protection Zones (RPZs) and Object Free Areas (OFA) from 2009 Airport Layout Plan (ALP) • Aircraft on very close final approach or departure; nearly 20% of near-runway general aviation accidents occur in this zone • Aircraft at altitudes of less than 200 feet above runway • Stringent height restrictions apply to protect airspace
B Approach/ Departure/ Turning Zone	**Noise Impact: Moderate to High** • Typically above CNEL 55 dB • Single-event noise sufficient to disrupt a wide range of land use activities including indoors if windows open	**Risk Level: Moderate to High** • Defined by *Handbook* Safety Zones 2, 3 and 4 for existing and future runway configurations • Inner Approach: Aircraft overflying at low altitudes on final approach and straight-out departures—typically only 200 to 400 feet above the runway elevation • Turning Zone: Reflects single-side traffic pattern east of runway to avoid overflight of Angwin community west of airport. Aircraft—especially smaller, piston-powered aircraft—turning base to final on landing approach or initiating turn to en-route direction on departure; aircraft altitude typically less than 500 feet above runway, particularly on landing • Outer Approach: Approaching aircraft usually at less than traffic pattern altitude and mostly in line with runway on approach or departure; aircraft altitude typically less than 1,000 feet above runway • Some 14% to 36% of near-runway general aviation accidents occur in these zones • Allowable heights may be restricted to protect airspace
C Sideline Zone	**Noise Impact: Moderate to High** • Mostly above CNEL 55 dB • Single-event noise sufficient to disrupt a wide range of land use activities including indoors if windows open • Run-up noise may also be a concern in some locations.	**Risk Level: Low to Moderate** • Defined by *Handbook* Safety Zone 5 plus a portion of *Handbook* Safety Zone 6 adjacent to the Inner Sideline Zone (Handbook Safety Zone 5) to capture areas with noise levels greater than CNEL 55 dB • Area not normally overflown; primary risk is with aircraft (especially twins) losing directional control on takeoff, excessive crossing gusts or engine torque • About 3% to 5% of near-runway general aviation accidents occur in this zone • Allowable height restrictions may apply to protect airspace

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
D1 Primary Traffic Pattern Zone	**Noise Impact: Low** • Typically below CNEL 55 dB • Aircraft typically at or below 1,000-foot traffic pattern altitude • Noise more of a concern with respect to individual loud events than with cumulative noise contours; frequent individual noise events sufficient to intrude upon indoor activities • Limited to east side due to aircraft traffic pattern restrictions	**Risk Level: Low** • Defined by *Handbook* Safety Zone 6 • Includes areas within the standard traffic pattern and pattern entry routes; aircraft altitude typically 850 to 1,200 feet above runway • Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children's schools, hospitals, bulk storage of highly hazardous materials) • Some 18% to 29% of near-runway general aviation accidents occur here; but the large area encompassed means a low likelihood of accident occurrence in any given location • Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights >100 feet above runway elevation
D2 Non-Primary Traffic Pattern Zone	**Noise Impact: Low** • Typically below CNEL 55 dB • Limited to west side and not normally subject to aircraft overflight due to aircraft traffic pattern restrictions • Noise more of a concern with respect to individual loud events than with cumulative noise contours; frequent individual noise events sufficient to intrude upon indoor activities	**Risk Level: Low** • Primary traffic pattern on east side of airport; low activity expected on west side (approx. 2,000 annual operations) which is comparable to "Low-Activity General Aviation Runway" which omits Handbook Safety Zone 6 • Westerly limit of Zone D2 follows Howell Mountain Road; a landmark used by local pilots to avoid overflight of the Town of Angwin • Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children's schools, hospitals, bulk storage of highly hazardous materials) • Safety is not a significant concern as area is outside of the Primary Traffic Pattern • Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights >100 feet above runway elevation, however, a portion of this zone is within the CFR Part 77 transitional surface and subject to height limits as low as 50 feet above the runway
E Other Airport Environs	**Noise Impact: Low** • Beyond the 55-CNEL contour • Occasional overflights intrusive to some outdoor activities	**Risk Level: Low** • Contains outer portions of Handbook Safety Zone 6 • Includes remainder of area within the west side CFR CFR Part 77 horizontal surface and the conical surface which defines the Airport Influence Area • Airspace concern is generally with object heights >200 feet above runway elevation

Notes:

1. Handbook Safety Zone Source: California Airport Land Use Planning Handbook (2011).

5

Napa County Airport Compatibility Policies and Maps

5.1 EVALUATING LAND USE CONSISTENCY

5.1.1 *Evaluating Compatibility of New Development:* The compatibility of proposed land uses within the Napa County *Airport Influence Area* shall be evaluated in accordance with:

(a) The specific noise, safety, airspace protection, overflight, and other compatibility policies set forth in **Chapter 3**;

(b) The criteria listed in **Exhibit 5-1**, *Basic Compatibility Criteria*; and

(c) The *Compatibility Zones* depicted on the *Compatibility Policy Map* (**Exhibit 5-2**) in this chapter.

5.1.2 *Compatibility Policy Table:* **Exhibit 5-1**, *Basic Compatibility Criteria*, lists general land use categories and indicates each use as being "normally compatible," "conditional," or "incompatible" depending upon the compatibility zone in which it is located. See Policy 3.2.2(a) for the meaning of these terms.

5.1.3 *Compatibility Policy Map:* The *Compatibility Zones* for Napa County Airport are presented in **Exhibit 5-2,** which is to be used in conjunction with the criteria set forth in **Exhibit 5-1**, *Basic Compatibility Criteria,* and the additional policies listed in Section 5.3.

5.1.4 *Airspace Protection Surfaces Map:* The *Airspace Protection Surfaces Map* for Napa County Airport is presented in **Exhibit 5-3** and is to be used in conjunction with the airspace protection policies set forth in Section 3.5 of **Chapter 3**.

5.2 MAP DETERMINANTS

5.2.1 *Airport Runway Configuration Assumptions:* **Exhibit 5-2** and **Exhibit 5-3** are based upon the Napa County Airport runway configuration indicated on the Airport Layout Plan (ALP) approved by Napa County in 2016, which was submitted by the county to the Federal Aviation Administration and approved by that agency in 2016. The runway configuration includes a proposed southward extension of Runway 1R as described in **Chapter 7**.

5.2.2 *Compatibility Policy Map Boundary Determinants:* The *Compatibility Zone* boundaries for Napa County Airport represent a composite of four compatibility factors: noise, safety, airspace protection, and overflight concerns. The Airport's runway length, approach categories, normal flight patterns, and aircraft fleet mix influence the shape and size of the Compatibility Zones. [79] The magnitude of the *Airport* impacts occurring within each *Compatibility Zone* are described in the Compatibility Zone Delineation Table for Napa County Airport presented in **Exhibit 5-4**.

(a) *Airport Influence Area* encompasses all of the above zones. The outer boundary coincides with the outer edge of the *CFR Part 77* conical surface boundary plus the extended 40:1 instrument approach surface boundary within the County of Napa limits.

5.2.3 *Airspace Protection Policy Map Boundary Determinants:* **Exhibit 5-3** illustrates the Napa County Airport airspace protection surfaces as defined by *CFR Part 77*. Encompassed within this area is the Wildlife Hazard Critical Area defined by the FAA where wildlife attractants are a concern.

5.3 SPECIAL CONDITIONS POLICIES

5.3.1 App*licability:* In accordance with Policy 3.2.4(g) of **Chapter 3**, the Napa County *ALUC* acknowledges special conditions regarding particular land uses in the Napa County *Airport Influence Area*. These special conditions warrant establishment of compatibility criteria different in character from the criteria applicable to other portions of the *Compatibility Zones*. These special policies are not to be generalized or considered as precedent applicable to other locations near the Napa County Airport or to the environs of other *Airports* addressed by this *ALUCP*.

5.3.2 *Napa Pipe Mixed-use Master Planned Development*. The City of Napa entered into a Development Agreement with Napa Redevelopment Partners, LLC (Landowner), on February 28, 2020, for the Napa Pipe mixed-use master planned development. This was the second amendment and first restatement of the Development Agreement. The original Development Agreement between Napa County and Landowner was dated January 13, 2015, and the First Amendment was dated September 22, 2015. With the annexation of the entire property to the City of Napa, the City succeeded all of the rights and obligations of the County under the Development Agreement, the County's status as a party to the Development Agreement was extinguished, and the City and Landowner became the only parties thereto. On December 18, 2019, the *ALUC* determined that the proposed amendments were consistent with the 1999 Napa County Airport Land Use Compatibility Plan (1999 *ALUCP*).

(a) On the basis of the above status, discretionary entitlement has been approved and not yet expired. Thus, in accordance with Policy 2.7.3, the Development Agreement qualifies the Napa Pipe development as an *Existing Land Use*. Consequently, irrespective of policies and criteria set forth elsewhere in this *ALUCP*, future development within the Napa Pipe project site may proceed without further *ALUC* review provided that:

[79] *Chapter 7 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors for Napa County Airport.*

(1) The development is consistent with 2020 Development Agreement, including subsequent amendments, so long as the amendments do not result in a change to existing approved heights or substantially increase the intensity of uses and the agreement has not expired.

(2) An avigation easement is granted to the County of Napa for all parts of the site within the Napa County *Airport Influence Area.* [80]

(3) Development complies with all airspace protection criteria set forth in Section 3.5 of this *ALUCP*.

(b) Development in accordance with the intensity and density limits as prescribed in the Development Agreement, including:

(1) A maximum of 700 residential dwelling units within NP 1 (MP:NP-MUR-W:AC) exclusive of units allowed by density bonuses pursuant to Section 17.52.130 of the City of Napa Municipal Code and state law.

(2) One continuing care retirement complex within NP 1 (MP:NP-MUR-W:AC) having maximum capacities of 150 units and 225 beds. This facility is intended to provide independent living for seniors with common dining, recreational activities, housekeeping, and transportation, as well as assisted care to seniors with mental and physical limitations. To facilitate rapid emergency egress, this complex shall be limited to a maximum of two aboveground floors.

(3) A maximum of 40,000 square feet of gross floor area for all neighborhood services uses, as defined in subsection E of Section 17.32.080 of the City of Napa Municipal Code, within the NP 1 (MP:NP-MUR-W:AC).

(4) A maximum of 10,000 square feet of gross floor area for office uses, as defined in subsection B of Section 17.32.160 of the City of Napa Municipal Code, as the primary use within NP 2 (MP:NP-IBP-W:AC).

(5) One hotel with a maximum of 150 rooms within NP 2 (MP:NP-IBP-W:AC), together with accessory uses for guests and the general public. Accessory uses may include meeting rooms and a spa and fitness center, provided that the entirety of the use shall not exceed an average intensity of 100 people per acre.

(6) A maximum of 15,600 square feet of community facilities within NP 1 (MP:NP-MUR-W:AC) or NP 2 (MP:NP-IBP-W:AC). Such facilities may include a transit center, interpretive nature center, boat house, café/visitor pavilion, childcare center, and drydock theatre.

(7) A maximum of 154,000 square feet of general wholesale commercial activities, as defined in subsection A of Section 18.66.240 of the City of Napa Municipal Code, within NP 3 (MP:NP-IBP:AC).

(8) Within NP 4 (MP:NP-IL), up to a total of 165,000 gross square feet (gsf) of enclosed non-residential uses, comprised of up to 90,000 gsf of office uses and up to 75,000 gsf of light industrial, R&D, and warehouse uses.

[80] *An avigation easement for the Napa Pipe Mixed-use Master Planned Development consisting of parcels 046-400-054, 046-400-055, 046-412-006, and 046-412-007, was accepted by the Napa County Board of Supervisors on June 7, 2022.*

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EXHIBIT 5-1: BASIC COMPATIBILITY CRITERIA, NAPA COUNTY AIRPORT

Intensity/Density Criteria [1]	Compatibility Zones								Intensity Criteria Interpretation
	A	B1	B2	B3	C	D1	D2	E	
Max. Sitewide Average Intensity (people/acre) **Max. Single-Acre Intensity (people/acre)**	0 0	50 100	75 225	150 450	100 300	200 800	300 1200	No limit	▸ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Sitewide Average Density (dwelling units/acre)	Residential Prohibited [2]						≤0.2 or 10-25	No limit	▸ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement [3]	Avigation Easement						RON	APD	

Land Use Category		Legend (see last page of table for interpretation)			Additional Criteria
▸ Multiple land use categories may apply to a project ▸ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▸ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses [4]		Normally Compatible	Conditional	Incompatible	▸ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone ▸ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
General Characteristics					
Any use having more than 1 habitable floor [5]					B1, B2, C: Limited to no more than 2 habitable floors B3: Limited to no more than 3 habitable floors
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height					B1, B2, B3, C: Ensure airspace obstruction does not occur B1, B2, C: Airspace review required for objects >35 feet B3: Airspace review required for objects >70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height					D1, D2, E: Ensure airspace obstruction does not occur; airspace review required for objects >150 feet
Any use having the potential to cause an increase in the attraction of birds or other wildlife					D1, D2, E: Avoid use or provide mitigation consistent with FAA rules and regulations [6]
Any use creating visual or electronic hazards to flight [7]					
Outdoor Uses (no or limited indoor activities)					
Constructed/Enhanced Land/Water Features:–woods, brush lands, wetlands, reservoirs, detention/retention ponds	✹				B3, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations [6]
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture, or range land	✈ ✹				A: Objects above runway elevation not allowed in OFA [8] All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations [6]; exercise caution with uses involving noise-sensitive animals
Confined Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms	✈ ✹				B1, B2, B3, C, D1, D2, E: Avoid new features that attract birds or provide mitigation consistent with FAA regulations [6]; exercise caution with uses involving noise-sensitive animals
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, racetracks, water parks, zoos	✈				D2, E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential; ensure intensity criteria met
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters	✈				D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas	✈				B3, D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges, bocci courts, trails, passive regional/community parks with minimal recreational facilities	✈ ✹				B1, B2, B3, C: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local/Community Parks: neighborhood parks, community parks, playgrounds	✈				B1, B2: Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/ motor home parks	✈				B3: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Cemeteries (except chapels)					B1, B2, B3, C: Ensure intensity criteria met; avoid if disruption by aircraft noise is unacceptable
Residential and Lodging Uses					
Single-Family Residential [2]: individual dwellings, townhouses, mobile homes, bed and breakfast inns	✈				D2: Up to 1 dwelling unit on a 5-acre lot (0.2 dwelling units per acre); CNEL 45 dB max. interior noise level
Multi-Family Residential [2]: townhouses, apartments condominiums	✈				D2: 10-25 dwelling units per acre
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories	✈				
Short-Term Lodging (≤30 nights): hotels, motels, other transient lodging [approx. 200 s.f./person]			0.69	0.92	B3, D1: Ensure intensity criteria met
Short-Term Group Lodging: hostels, emergency/ homeless shelters, farmworker housing [approx. 100 s.f./person]			0.34	0.46	B3, D1: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities, group homes (youth/adult) [9]	✈				D2: Ensure intensity criteria met

Intensity/Density Criteria [1]		Compatibility Zones A	B1	B2	B3	C	D1	D2	E	Intensity Criteria Interpretation
Max. Sitewide Average Intensity (people/acre) **Max. Single-Acre Intensity (people/acre)**		0 0	50 100	75 225	150 450	100 300	200 800	300 1200	No limit	▸ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Sitewide Average Density (dwelling units/acre)		Residential Prohibited [2]						≤0.2 or 10-25	No limit	▸ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement [3]		Avigation Easement						RON	APD	
Land Use Category		**Legend** (see last page of table for interpretation)								**Additional Criteria**
▸ Multiple land use categories may apply to a project ▸ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▸ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses [4]		Normally Compatible		Conditional			Incompatible			▸ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone ▸ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Educational and Institutional Uses										
Family day care homes (≤14 children) [10]	✈									B1, B2, C: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries [9]	✈									D2: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met; exercise caution if clear audibility by users is essential
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]					0.14		0.18	0.28		B3, D1, D2: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas										D2, E: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]								0.10		D2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers [approx. 100 s.f./person]	✈			0.17	0.34		0.46	0.69		B2, B3, D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]				0.10	0.21		0.28	0.41		B2, B3, D1, D2: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes [9]	✈									D2: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Out-Patient Medical: health care centers, clinics, adult day care centers [approx. 240 s.f./person]				0.41	0.83		1.10	1.65		B2, B3, D1, D2: Ensure intensity criteria met C: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories [9]										D2: Ensure intensity criteria met
Public Safety Facilities: police, fire stations										C: Allowed only if airport serving B3, D1: Allowed only if site outside zone would not serve intended function B3, C, D1: Ensure intensity criteria met
Commercial, Office, and Service Uses										
Major Retail (capacity >300 people per building): regional shopping centers, 'big box' retail, supermarket [approx. 110 s.f./person]					0.38		0.51	0.76		B3, D1, D2: Ensure intensity criteria met
Local Retail (≤300 people per building): community/ neighborhood shopping centers, grocery stores [approx. 170 s.f./person]				0.29	0.59	0.39				B2, B3, C: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]				0.10	0.21	0.14	0.28	0.41		B2, B3, C, D1, D2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, building materials, hardware, lumber yards, nurseries [approx. 250 s.f./person]			0.29	0.43	0.86	0.57	1.15	1.72		B1, B2, B3, C, D1, D2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Offices: professional services, doctors, finance, banks, civic; radio, television and recording studios, office space associated with other listed uses [approx. 215 s.f./person]			0.25	0.37	0.74	0.49	0.99	1.48		B1, B2, B3, C, D1, D2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Personal and Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]			0.23	0.34	0.69	0.46	0.92	1.38		B1, B2, B3, C, D1, D2: Ensure intensity criteria met
Fueling Facilities: gas stations, trucking and other transportation fueling facilities [11]										B1, B2, B3, C: Ensure intensity criteria met; on-Airport storage of aviation fuel and other aviation-related flammable materials allowed B1, B2: Locate structure max. distance from extended runway centerline where feasible; store nonaviation fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons

Intensity/Density Criteria [1]		Compatibility Zones A	B1	B2	B3	C	D1	D2	E	Intensity Criteria Interpretation
Max. Sitewide Average Intensity (people/acre) **Max. Single-Acre Intensity (people/acre)**		0 0	50 100	75 225	150 450	100 300	200 800	300 1200	No limit	▸ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Sitewide Average Density (dwelling units/acre)		Residential Prohibited [2]						≤0.2 or 10-25	No limit	▸ See Policy 3.4.1 for residential development density criteria; single-acre density limits do not apply
Easement / Notification Requirement [3]		Avigation Easement						RON	APD	
Land Use Category ▸ Multiple land use categories may apply to a project ▸ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▸ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses [4]		**Legend** (see last page of table for interpretation) Normally Compatible / Conditional / Incompatible								**Additional Criteria** ▸ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone ▸ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Industrial, Manufacturing, and Storage Uses										
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants [11]	✹									E: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial [11]	✹									D1, D2, E: Bulk storage of hazardous materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft; generation of steam or thermal plumes not allowed
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [11] [approx. 200 s.f./person]					0.69	0.46	0.92	1.38		B3, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, Low Intensity: machine shops, wood products, auto repair, cooperages, wineries (with limited tastings and events), low-intensity bottling facilities [11] [approx. 350 s.f./person]			0.40	0.60	1.21	0.80				B1, B2, B3, C: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Research and Development Laboratories [11] [approx. 300 s.f./person]			0.34	0.52	1.03	0.69	1.38	2.07		B1, B2, B3, C, D1, D2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft B1: Locate structure max. distance from extended runway centerline where feasible
Indoor Storage: wholesale sales, distribution centers, warehouses, winery warehousing, mini/other indoor storage, barns, greenhouses [11] [approx. 1,000 s.f./person]			1.15	1.72		2.30				B1, B2, C: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Outdoor Storage: public works yards, automobile dismantling										B1: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Mining and Extraction	✹									B1, B2, B3, C, D1, D2: Generation of dust clouds, smoke, steam plumes not allowed; ensure airspace obstruction does not occur
Transportation, Communication, and Utilities										
Airport Terminals: airline, general aviation										
Transportation Stations: rail/bus stations; taxi, trucking and other transportation terminals										B1, B2, B3, C: Ensure intensity criteria met; ensure airspace obstruction does not occur
Transportation Routes: road and rail transit lines, rights-of-way, bus stops										B1: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur
Auto Parking: surface lots, structures										B1: Ensure airspace obstruction does not occur
Communications Facilities: broadcast and cell towers, emergency communications	✹									C: Allowed only if airport serving D1, D2: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Power Plants: primary, peaking, renewable energy, bio-energy	✹									D1, D2: Peaking and renewable energy plants allowed if structures located max. distance from extended runway centerline E: Primary plants allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline All: Ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Electrical Substations	✹									D1, D2: Locate structure max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Wastewater Facilities: treatment, disposal	✹									D1, D2: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations [5]
Solid Waste Disposal Facilities: landfill, incineration	✹									E: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations [5]
Solid Waste Transfer Facilities, Recycle Centers	✹									E: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations [5]

Notes

✈ Indicates a land use that is or may be highly noise sensitive. Exercise caution with regard to approval of outdoor uses—evaluate potential for aircraft noise to disrupt the activity. Indoor uses may require addition of sound attenuation to structure. See Section 3.1 for criteria.

✹ Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See Section 3.5 for criteria.

[1] Intensity criteria apply to all nonresidential uses including ones shown as "Normally Compatible" (green) and "Conditional" (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors. Exceptions can be made for rare special events (e.g., an air show at the airport, street fair) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate (see Policy 3.2.5*)*. The usage intensities shall be calculated in accordance with the methodologies cited in Section 3.4.

[2] See Policy 2.7.4, *Development by Right*, for exceptions to residential restrictions. Portions of a site may have a lower density of at least 8 dwelling units per acre but the overall density of the site must comply with the density range of 10-25 dwelling units per acre within Compatibility Zone D2.

[3] Airport Proximity Disclosure (APD) required within entire Airport Influence Area (AIA) which includes *Compatibility Zones A* through *E*. Avigation Easement Dedication also required within *Compatibility Zones A* through *D1* (see Policy 3.7.1) and a Recorded Overflight Notification (RON) is required within *Compatibility Zone D2* (see Policy 3.6.1).

[4] Occupancy Load Factors [approx. number of square feet per person] cited for many listed land use categories are based on information from various sources and are intended to represent "typical busy-period" usage (or "peak" usage) for typical examples of the land use category. These Occupancy Load Factors differ from those provided in the California Building Code (CBC), as the CBC considers the absolute maximum number of people that can be safely accommodated in a building. See Policy 3.4.3.

[5] The intent of this criterion is to facilitate evacuation of a building if it were to be hit by an aircraft. It is separate from the height limits set for airspace protection purposes.

[6] No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants On or Near Airports* and Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports.* Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See Policy 3.5.3.

[7] Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots' vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. See Policy 3.5.4.

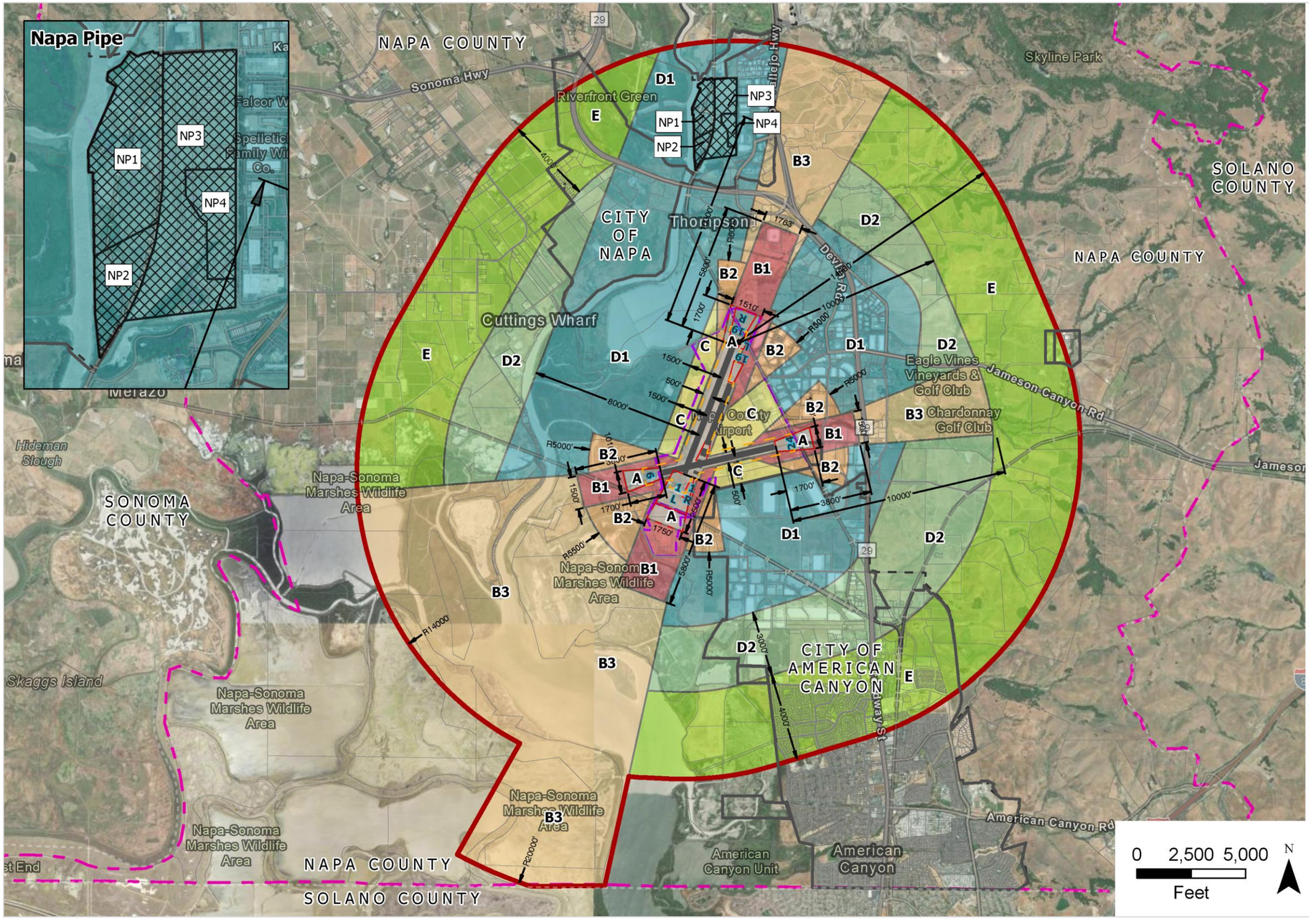
[8] Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See **Exhibit 5-2**.

[9] See Policy 3.4.9(a), *Risk-Sensitive Land Uses,* for criteria related to uses having vulnerable occupants.

[10] Family day care home means a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day. Small family day care homes provide care for eight or fewer children and large family day care homes provide care for 7 to 14 children (Health and Safety Code Section 1597.465).

[11] See Policy 3.4.9(b), *Risk-Sensitive Land Uses,* for criteria related to uses that store hazardous materials.

EXHIBIT 5-2: COMPATIBILITY POLICY MAP, NAPA COUNTY AIRPORT



Airport Property[3]
City Limits[3]
City Sphere of Influence[3]
County Boundary[3]
Existing Runway[1]
Future Runway 1R Extension (1,791')[2]
Existing Runway Protection (RPZ)[2]
Future Runway Protection Zone[2]
Object Free Area (OFA)[2]
Airport Influence Area

See Site Specific Exception Policy Section 5.3.2 for Napa Pipe Mixed-use Master Planned Development[4]
NP1: MP-NP-MUR-W Subzone
NP2: MP-NP-IBP-W Subzone
NP3: MP-NP-IBP Subzone
NP4: MP-NP-IL Subzone

Compatibility Zones
Zone A
Zone B1
Zone B2
Zone B3
Zone C
Zone D1
Zone D2
Zone E

NOTES
1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'

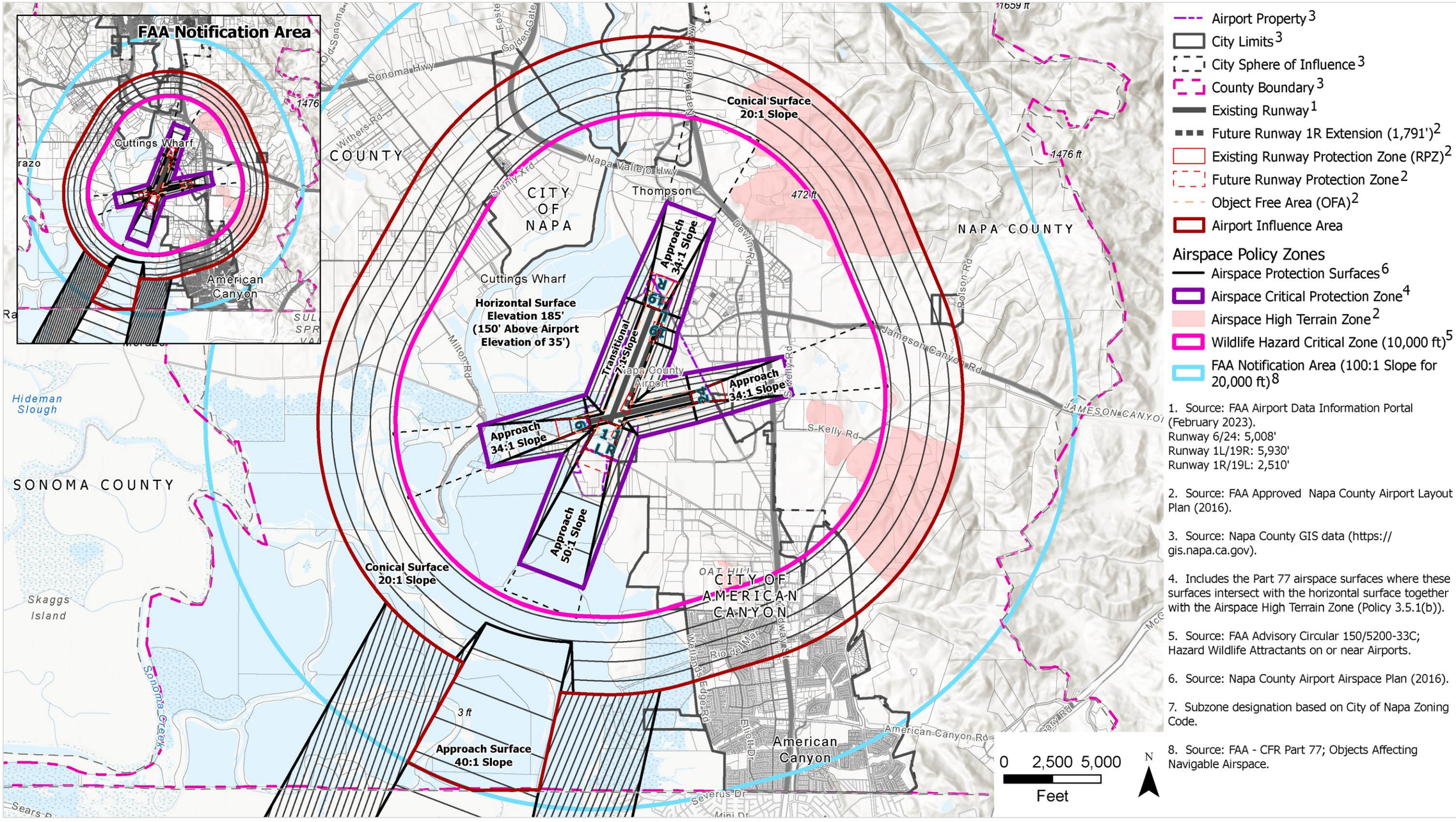
2. Source: FAA Approved Napa County Airport Layout Plan (2016).

3. Source: Napa County GIS data (February 2023) (https://gis.napa.ca.gov).

4. Subzone designation based on City of Napa Zoning Code.

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EXHIBIT 5-3: AIRSPACE PROTECTION MAP, NAPA COUNTY AIRPORT



- Airport Property[3]
- City Limits[3]
- City Sphere of Influence[3]
- County Boundary[3]
- Existing Runway[1]
- Future Runway 1R Extension (1,791')[2]
- Existing Runway Protection Zone (RPZ)[2]
- Future Runway Protection Zone[2]
- Object Free Area (OFA)[2]
- Airport Influence Area

Airspace Policy Zones

- Airspace Protection Surfaces[6]
- Airspace Critical Protection Zone[4]
- Airspace High Terrain Zone[2]
- Wildlife Hazard Critical Zone (10,000 ft)[5]
- FAA Notification Area (100:1 Slope for 20,000 ft)[8]

1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'

2. Source: FAA Approved Napa County Airport Layout Plan (2016).

3. Source: Napa County GIS data (https://gis.napa.ca.gov).

4. Includes the Part 77 airspace surfaces where these surfaces intersect with the horizontal surface together with the Airspace High Terrain Zone (Policy 3.5.1(b)).

5. Source: FAA Advisory Circular 150/5200-33C; Hazard Wildlife Attractants on or near Airports.

6. Source: Napa County Airport Airspace Plan (2016).

7. Subzone designation based on City of Napa Zoning Code.

8. Source: FAA - CFR Part 77; Objects Affecting Navigable Airspace.

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EXHIBIT 5-4: COMPATIBILITY ZONE DELINEATION FOR ANGWIN AIRPORT – PARRETT FIELD

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
A Runway Protection Zone	**Noise Impact: Very High** • Mostly above *CNEL* 65 dB	**Risk Level: Very High** • Defined by *Handbook* Safety Zone 1 as modified to reflect existing and future Runway Protection Zones (RPZs) and Object Free Areas (OFA) from 2016 Airport Layout Plan (ALP) • Aircraft on very close final approach or departure; nearly 20% of near-runway general aviation accidents occur in this zone • Aircraft at altitudes of less than 200 feet above runway • Stringent height restrictions apply to protect airspace
B1 Inner Approach/ Departure Zone	**Noise Impact: High** • Typically above CNEL 60 dB • Single-event noise sufficient to disrupt a wide range of land use activities including indoors if windows open	**Risk Level: High** • Defined by *Handbook* Safety Zone 2 for existing and future runway configurations • Aircraft overflying at low altitudes on final approach and straight-out departures—typically only 200 to 400 feet above the runway elevation • Some 8% to 22% of near-runway general aviation accidents occur in this zone • Stringent height restrictions apply to protect airspace
B2 Inner Turning Zone	**Noise Impact: Moderate** • May exceed CNEL 55 dB • Single-event noise sufficient to disrupt noise-sensitive land uses	**Risk Level: Moderate to High** • Defined by *Handbook* Safety Zone 3 • Reflects one direction turning on 1L/19R and 1R/19L to avoid turning over adjacent runway. Aircraft—especially smaller, piston-powered aircraft—turning base to final on landing approach or initiating turn to en route direction on departure; aircraft altitude typically less than 500 feet above runway, particularly on landing • About 4% to 8% of near-runway general aviation accidents occur in this zone • Allowable heights may be restricted to protect airspace
B3 Outer Approach Zone	**Noise Impact: Moderate** • May exceed CNEL 55 dB • Single-event noise sufficient to disrupt noise-sensitive land uses	**Risk Level: Moderate** • Defined by *Handbook* Safety Zone 4 plus a portion of *Handbook* Safety Zone 6 to the south and west to cover heavy traffic patterns and overflight.by aircraft engaging in various approaches and departures including: Runway 6 approach, turning westward after departure from Runways 19R or 24, entering the Runway 19R traffic pattern, circling west of the airport to land on Runway 19R after making an approach to Runway 1L, or entering the Runway 24 pattern from the west. • Approaching aircraft usually at less than traffic pattern altitude with straight-in instrument approach procedures or where straight-in or straight-out flight paths are common; aircraft altitude typically less than 1,000 feet above runway • About 40% to 50% of off-runway, airport-related, general aviation aircraft accidents occur within this proximity to similar airports • Allowable heights may be restricted to protect airspace

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
C Sideline Zone	**Noise Impact: Moderate to High** • Mostly above CNEL 60 dB • Single-event noise sufficient to disrupt a wide range of land use activities including indoors if windows open	**Risk Level: Low to Moderate** • Defined by *Handbook* Safety Zone 5 plus a portion of *Handbook* Safety Zone 6 adjacent to the Inner Sideline Zone (*Handbook* Safety Zone 5) to capture areas with noise levels greater than CNEL 60 dB • Area not normally overflown; primary risk is with aircraft (especially twins) losing directional control on takeoff, excessive crossing gusts or engine torque • About 3% to 5% of near-runway general aviation accidents occur in this zone • Allowable heights may be restricted to protect airspace
D1 Inner Traffic Pattern Zone	**Noise Impact: Low** • Typically below CNEL 55 dB • Aircraft typically at or below 1,000-foot traffic pattern altitude • Noise more of a concern with respect to individual loud events than with cumulative noise contours; frequent individual noise events sufficient to intrude upon indoor activities	**Risk Level: Low** • Defined by *Handbook* Safety Zone 6 • Includes areas within the standard traffic pattern and pattern entry routes; aircraft altitude typically 1,000 to 1,500 feet above runway on visual approaches but can be as low as 600 feet above the airport elevation when circling to land after using the Runway 1L approach procedure. • Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children's schools, hospitals, bulk storage of highly hazardous materials) • Some 18% to 29% of near-runway general aviation accidents occur here; but the large area encompassed means a low likelihood of accident occurrence in any given location • Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights >100 feet above runway elevation
D2 Outer Traffic Pattern Zone	**Noise Impact: Low** • Typically below CNEL 55 dB • Routinely overflown by aircraft typically above 1,000-foot traffic pattern altitude • Noise from individual aircraft overflights may adversely affect certain land uses.	**Risk Level: Low** • Includes some outer areas of *Handbook* Safety Zone 6 • Includes areas within the outer standard traffic pattern and pattern entry routes; aircraft altitude typically above 1,000 feet above runway • Risk is a factor for highly risk-sensitive uses (e.g., very high-intensity uses, children's schools, hospitals, bulk storage of highly hazardous materials) • Allowable heights could be restricted to protect airspace; Airspace concern is generally with object heights >100 feet above runway elevation
E Other Airport Environs	**Noise Impact: Low** • Beyond the 55-CNEL contour • Occasional overflights intrusive to some outdoor activities	**Risk Level: Low** • Includes remainder of area within the CFR Part 77 conical surface which defines the Airport Influence Area • Airspace concern is generally with object heights >200 feet above runway elevation

Notes:

1. Handbook Safety Zone Source: California Airport Land Use Planning Handbook (2011).

6

Background Data for Angwin Airport – Parrett Field and Environs

6.1 INTRODUCTION

Angwin Airport – Parrett Field is a 60-acre general aviation facility located adjacent to the unincorporated community of Angwin, approximately 20 miles north of the City of Napa. Owned and operated by Pacific Union College (PUC or College), the airport is open to the public and primarily serves Angwin and surrounding areas in central and northern Napa County. The airport is situated on Howell Mountain at an elevation of 1,875 feet above mean sea level, with Napa Valley to the west and Pope Valley to the east. Ground elevations in most of the airport vicinity are lower than the airport elevation except to the northwest where a mountain ridge, approximately four miles to the northwest, reaches nearly 1,000 feet above the airport elevation.

6.2 AIRPORT MASTER PLAN AND LAYOUT PLAN STATUS

As a privately owned facility, little formal long-range planning has been done for Angwin Airport – Parrett Field. The most comprehensive study is one completed in 2010 entitled *Master Plan Feasibility and Alternate Site Selection Study—Angwin Airport/Parrett Field (2010 Feasibility Study)*. This study was prepared for the County of Napa which, at the time, was considering whether to take over ownership and operation of the airport. Ultimately, this option did not go forward, and the airport remains privately owned.

One of the products of the Feasibility Study was an Airport Layout Plan (ALP) drawing dated November 2009. Although never adopted by either the County of Napa or Pacific Union College nor submitted to the Federal Aviation Administration (FAA) for approval, this ALP provides the best representation of the facilities that then existed on the airport, which have remained largely unchanged ever since. The ALP also shows concepts for ultimate extension of the runway and other facility improvements.

Although the College has no immediate plans to pursue construction of these improvements, they agree that the 2009 ALP reflects both the airport's existing and potential future buildout over the next 20 years. The College prepared a letter to that effect that was submitted to Caltrans Aeronautics. Caltrans concurred that both the existing and ultimate conditions shown on the ALP are reasonable to form the foundation for this *Airport Land Use Compatibility Plan (ALUCP) for Angwin Airport – Parrett Field*.

6.2.1 *Airfield Configuration:* The airport airfield consists of one runway (Runway 16/34) that is oriented north-south and is 3,217 feet in length. The established south end of the runway is located over 1,500 feet from the physical end of the pavement because of hangars and other buildings situated on either side of the extended runway centerline. The runway does not have a parallel taxiway; therefore, aircraft landing toward the north must taxi back along the runway to reach the aircraft parking facilities.

The airport has no published instrument landing procedures; however, the runway is lighted for night operations. Runway Protection Zones (RPZs) at each end of the runway are fully contained on airport property, though little land beyond that is under airport control. Trees in the runway approaches are known to be obstructions.

The *2010 Feasibility Study* includes an analysis of extending Runway 16/34 by 1,100 feet and widening it by 25 feet. This concept would add 500 feet on the north (Runway 16) end and 600 feet on the south end (Runway 34) with a 300-foot displaced threshold for a total length of 4,317 feet. This extension would accommodate a future upgrade to FAA design category B-II based on the potential future mix of aircraft. This runway configuration would require the removal of several hangars southeast of the runway. The addition of 25 feet of pavement to the west edge of the runway would result in a width of 75 feet to meet design standards. A full-length, 35-foot parallel taxiway would be located on the east side of the runway. The RPZs for both runway ends would be shifted with the runway extension. The Runway 16 RPZ would be expanded. The Runway 34 approach and departure RPZs would increase in size to reflect current FAA Airport Design standards and differ from what is shown on the ALP.

6.2.2 *Aircraft Traffic Patterns:* To avoid aircraft overflight of the community of Angwin to the west, the primary traffic pattern at Angwin Airport-Parrett Field is on the east side of the runway. The traffic pattern altitude is approximately 850 feet above the airport elevation. Noise abatement procedures are in place for departures to the north and south to avoid noise-sensitive areas. Pilots are instructed to use the optimum rate of climb to traffic pattern altitude before departing the pattern.

6.2.3 *Aircraft Activity and Forecasts:* Data from the *2010 Feasibility Study* shows that the airport had an estimated 11,000 aircraft operations in 2008. The FAA Airport Master Record has a similar number—10,000 operations—in 2017. Airport management indicates that the current activity level is consistent with historical estimates.

The *2010 Feasibility Study* projected aircraft operations to increase only slightly to an annual volume of 14,000 operations in 20 years. The small size of the community that the airport mostly serves and the lack of available space on the property for more aircraft parking are major limitations to its growth potential. The *2010 Feasibility Study's* projection of 14,000 operations continues to be a realistic growth potential maximum for the airport within the 20-year timeframe essential for compatibility planning. **Exhibit 6-3** contains additional details regarding existing and forecast airport activity.

6.3 SURROUNDING LAND USES

The community of Angwin, including the Pacific Union College, to the west comprises the major area of development near Angwin Airport – Parrett Field. **Exhibit 6-9** presents an aerial photo of the airport environs.

The areas to the north and east have scattered vineyards but are mostly undeveloped and heavily wooded land. To the south are vineyards and scattered residential land uses. County of Napa land use plans show additional residential uses and some future nonresidential areas west of the airport. Planned land uses reflect existing land use patterns.

6.4 EXHIBITS

The following exhibits illustrate the compatibility factors and background information that serve as the basis for this *Airport Land Use Compatibility Plan (ALUCP) for Angwin Airport – Parrett Field.*

- **Exhibit 6-1: Airport Features Summary**—Summarizes information pertaining to the Angwin Airport – Parrett Field configuration, operational characteristics, and applicable planning documents.
- **Exhibit 6-2: Airport Layout Plan (2009)**—Presents the ALP depicting the airport configuration and airport building areas from the *2010 Feasibility Study*. The Runway 34 approach and departure RPZs increase in size to reflect current FAA Airport Design standards and differ from what is shown on the ALP.
- **Exhibit 6-3: Airport Activity Summary**—Summarizes existing and forecast activity levels for the airport provided in the *2010 Feasibility Study* and brought forward for this *ALUCP*.
- **Exhibit 6-4, Exhibit 6-5, and Exhibit 6-6: Compatibility Factors**—Depict the extents of the four compatibility factors upon which the compatibility zones for Angwin Airport – Parrett Field were derived. The four compatibility factors are defined by:
  - *Noise*—Future noise contours reflecting a forecasted aircraft activity level of 14,000 annual operations.
  - *Overflight*—Primary traffic patterns reflecting where aircraft operating at Angwin Airport – Parrett Field routinely fly.
  - *Safety*—Generic safety zones for a short general aviation runway as provided in the *California Airport Land Use Planning Handbook* (October 2011).
  - *Airspace Protection*—FAA notification and obstruction surfaces as defined by Code of Federal Regulation (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. Airspace surfaces reflecting the future runway length of 4,317 feet has been prepared for this *ALUCP*.
  - *Compatibility Zones*—Policy zones developed for this *ALUCP* are based on the above four factors. Airport-specific considerations used to develop these zones are summarized in **Chapter 4**.

- **Exhibit 6-7: Airport Environs Information**—Summarizes information about current and planned land uses in the environs of the Angwin Airport – Parrett Field. Airport land use compatibility policies contained in the County's general plan are also summarized.
- **Exhibit 6-8: General Plan Land Use Designations**—Shows planned land use designations as reflected in the 2008 General Plan for Napa County.
- **Exhibit 6-9: Aerial**—Presents an aerial photo of the airport environs.

EXHIBIT 6-1: AIRPORT FEATURES SUMMARY

GENERAL INFORMATION

- Airport Ownership: Private (Pacific Union College)
- Property Size: 60 acres (estimated)
- Airport Classification: General Aviation
- Airport Elevation: 1,875 ft. MSL (estimated)

BUILDING AREA

Location

- East, south, and west of Runway 34 approach end

Services

- Fuel
- Instruction
- Rentals
- Major Maintenance

RUNWAY/TAXIWAY DESIGN [a]

Runway 16-34

- Runway Design Code:
  - Current: A-I
  - Future: B-II
- Critical Aircraft:
  - Current: Piper Seminole
  - Future: King Air 350
- Dimensions:
  - Current: 3,217 ft. long, 50 ft. wide
  - Future: 4,317 ft. long, 75 ft. wide
- Runway OFA Width:
  - Current: 250 ft.
  - Future: 500 ft.
- Pavement Strength (main landing gear configuration)
  - Current: 12,500 lbs. (single-wheel)
  - Future: 15,000 lbs. (single-wheel)
- Runway Lighting:
  - Current: Low-Intensity Runway Edge Lighting (LIRL)
  - Future: Medium-Intensity Runway Edge Lighting (MIRL)
- Runway Markings:
  - Runway 16: basic
  - Runway 34: basic
- Visual Navigational Aids
  - Runway 16: PAPI (5.0°)
  - Runway 34: PAPI (5.0°)

APPROACH PROTECTION [a]

Runway Protection Zones (RPZs)

- Runway 16:
  - Based on A-I with visual approach
  - 250 ft. inner width, 1,000 ft. length, 450 ft. outer width
- Runway 34:
  - Based on A-I with visual approach
  - 250 ft. inner width, 1,000 ft. length, 450 ft. outer width
- Future Runway 16:
  - Based on B-II with visual approach
  - 500 ft. inner width, 1,000 ft. length, 700 ft. outer width
- Future Runway 34:
  - Based on B-II with visual approach
  - 500 ft. inner width, 1,000 ft. length, 700 ft. outer width

Approach Obstacles

- Runway 16: Trees 1,000 ft. from runway end
- Runway 34: Trees 2,100 ft. from runway end

TRAFFIC PATTERNS AND APPROACH PROCEDURES [b]

Airplane Traffic Patterns

- Standard traffic pattern on east side of airfield only to avoid overflight of Angwin

Instrument Approaches

- None

AIRPORT PLANNING DOCUMENTS

Airport Master Plan Feasibility and Alternate Site Selection Study

- County of Napa, accepted March 2010

Airport Layout Plan

- November 2009

PROPOSED FACILITY IMPROVEMENTS [c]

Airfield

- Extension of runway to accommodate B-II aircraft
- Widening of runway to meet design standards
- Widening of ROFA
- Installation of MIRL
- Full-length parallel taxiway with taxiway connectors
- Future hangar area southeast of Runway End 34

Notes:

[a] Airport Layout Plan for Angwin-Parrett Field Airport, Coffman Associates, November 2009. Runway 34 approach and departure RPZs would increase in size to reflect current FAA Airport Design standards and differ from what is shown on the ALP.

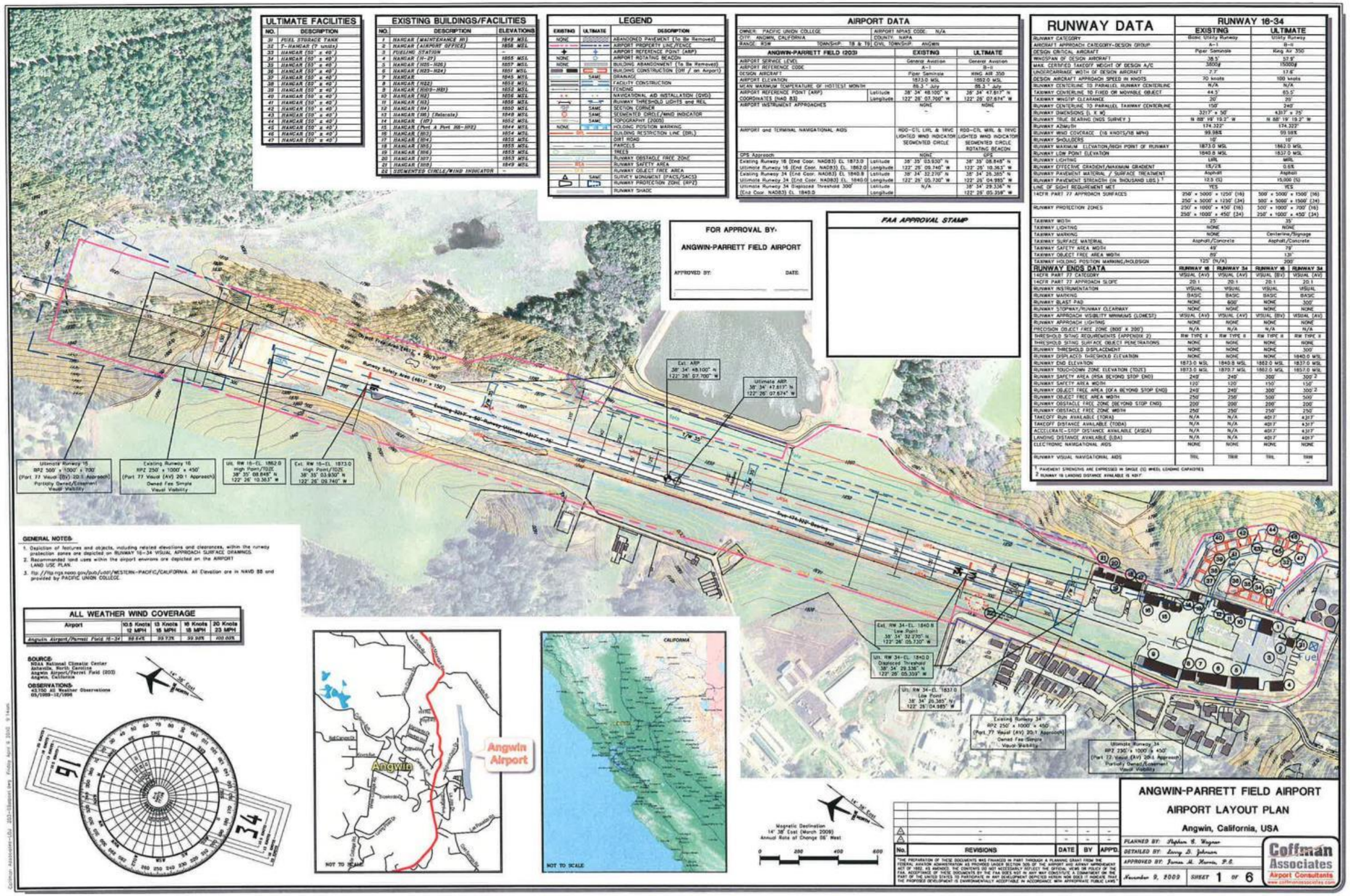
[b] FAA Airport Data and Information Portal, Angwin Airport-Parrett Field, 2023

[c] Master Plan Feasibility and Alternate Site Selection Study for Angwin Airport-Parrett Field, March 2010

Source: Data Compiled by Mead & Hunt, 2024

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EXHIBIT 6-2: AIRPORT LAYOUT PLAN (2009)



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EXHIBIT 6-3: AIRPORT ACTIVITY SUMMARY

BASED AIRCRAFT [a]

	Current	Future
All Aircraft		
Single-Engine	39	45
Multi-Engine	4	10
Total	**43**	**55**

AIRCRAFT OPERATIONS [a]

	Current	Future
Total		
Annual	11,000	14,000
Average Day	30	38
Distribution by Aircraft Type [b]		
Single-Engine		
Fixed-pitch propeller	80%	no change
Variable-pitch propeller	13%	no change
Twin-Engine	7%	no change
Distribution by Type of Operation		
Local (incl. touch-and-goes)	75%	no change
Itinerant	25%	no change

TIME OF DAY DISTRIBUTION [b]

	Current	Future
All Aircraft		
Day (7 am to 7pm)	80%	no change
Evening (7 pm to 10 pm)	15%	no change
Night (10 pm to 7 am)	5%	no change

RUNWAY USE DISTRIBUTION [b]

	Current	Future
All aircraft		
Takeoffs and Landings		
Day, Evening, Night		
Runway 16	50%	no change
Runway 34	50%	no change

FLIGHT TRACK USAGE [a]

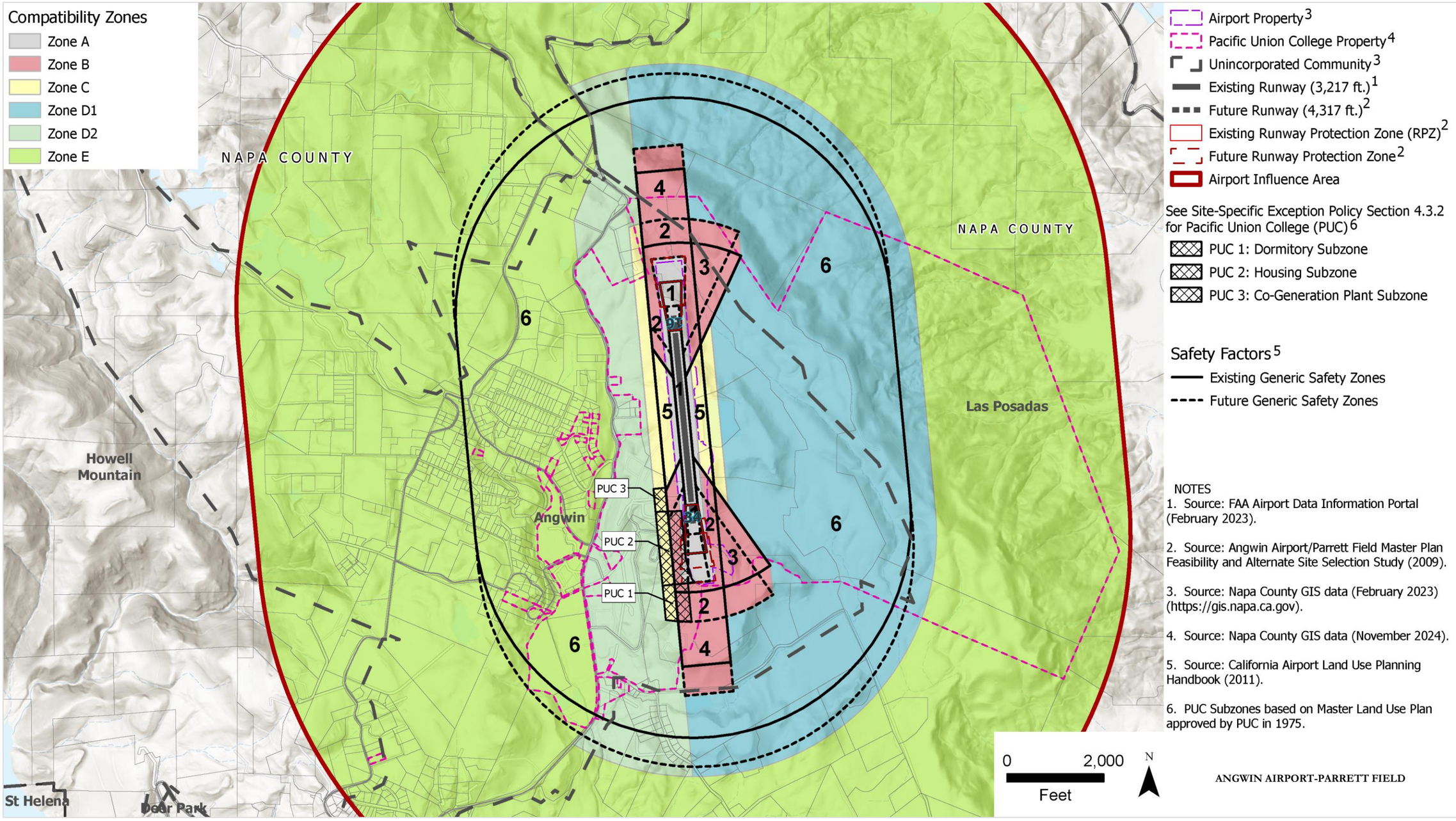
- Traffic pattern on east side only
  - Runway 16: left traffic
  - Runway 34: right traffic
- No geographic features used as turning points
- No future change

Notes:
[a] Master Plan Feasibility and Alternate Site Selection Study, Angwin Airport/Parrett Field, Accepted March 2, 2010.
[b] Napa County Airport Land Use Compatibility Plan, Adopted April 22, 1991; Revised December 15, 1999. Table 7-3, Airport Activity, Parrett Field.

Source: data compiled by Mead & Hunt, 2023

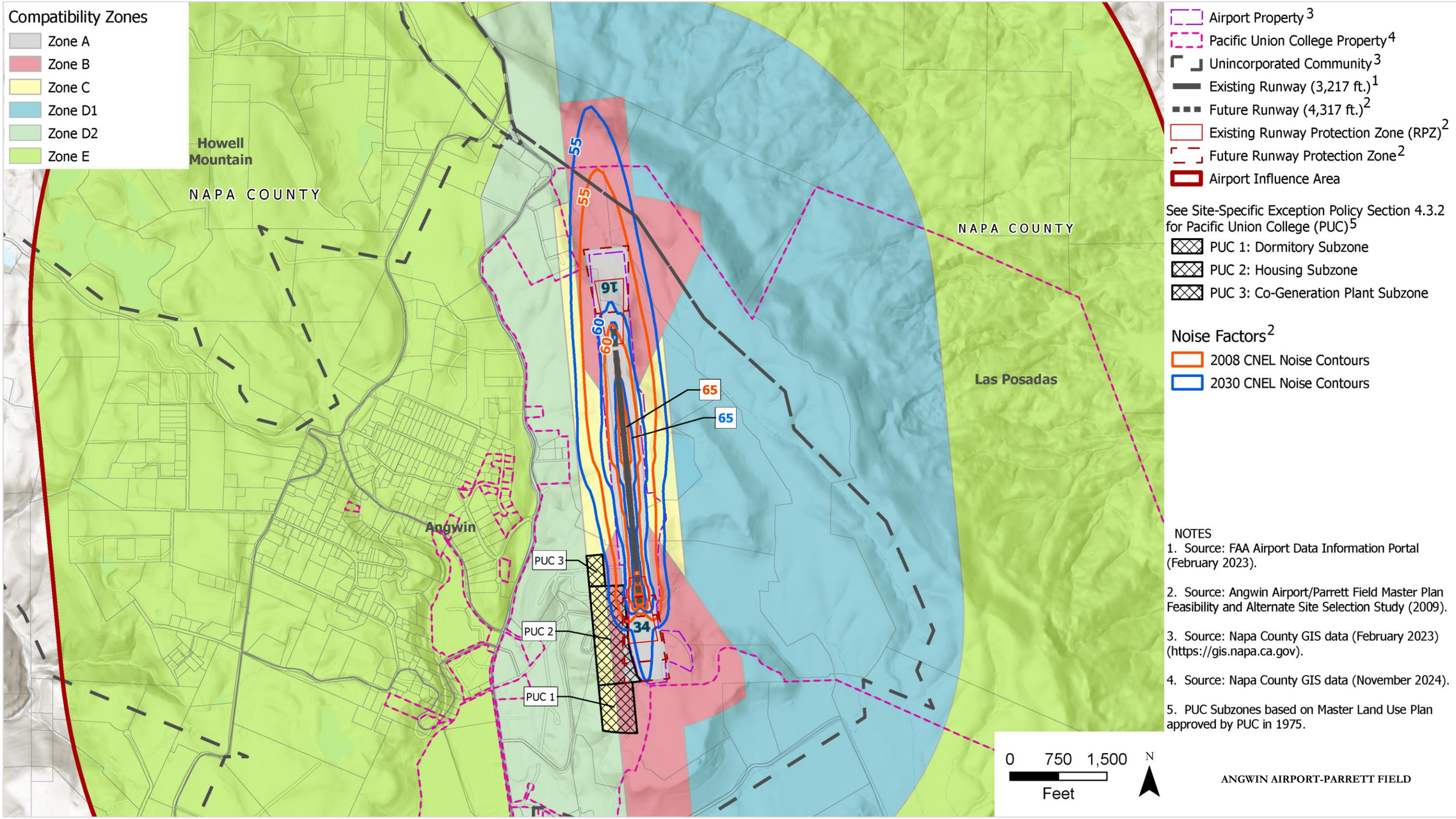
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EXHIBIT 6-4: COMPATIBILITY FACTORS – SAFETY



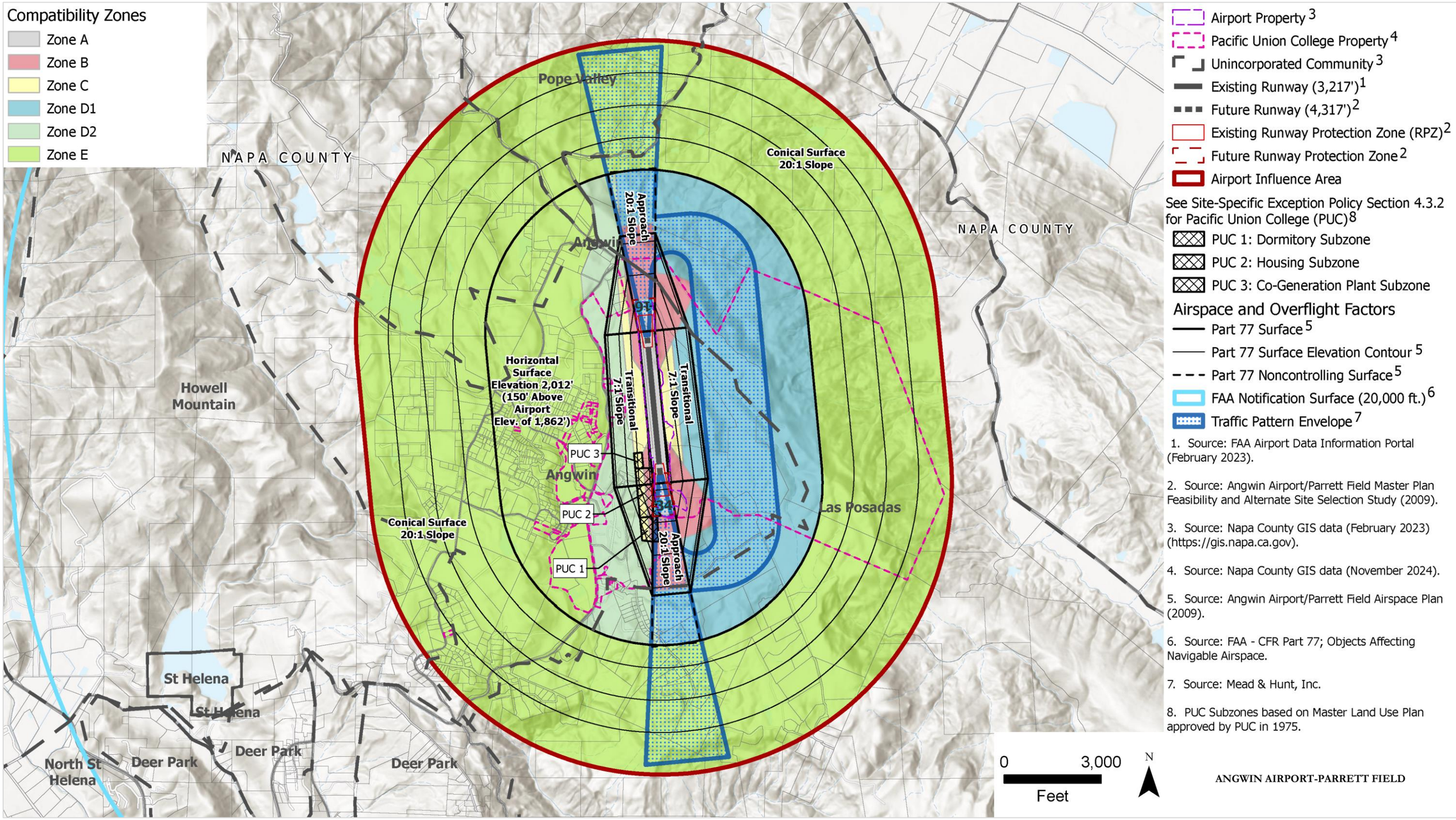
Source: Mead & Hunt, Inc. 2023

EXHIBIT 6-5: COMPATIBILITY FACTORS – NOISE



Source: Mead & Hunt, Inc. 2023

EXHIBIT 6-6: COMPATIBILITY FACTORS – AIRSPACE AND OVERFLIGHT



Source: Mead & Hunt, Inc. 2023

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EXHIBIT 6-7: AIRPORT ENVIRONS INFORMATION

AIRPORT SITE [a]

Location
- North-central Napa County
- 8 miles east of Calistoga
- 20 miles north of Napa

Topography
- Higher terrain to northwest; generally lower in other directions

AIRPORT ENVIRONS LAND USE JURISDICTIONS [a]

County of Napa
- Runway approaches and traffic pattern over Napa County

Community of Angwin
- Airport within unincorporated community boundary

EXISTING AIRPORT AREA LAND USES

General Character
- Undeveloped, heavily wooded land to north and east
- Angwin community and Pacific Union College to west

Runway Approaches/Traffic Pattern
- North: Wooded area with scattered vineyards
- East: Wooded area with scattered vineyard
- South: Vineyards and scattered residential

PLANNED AIRPORT AREA LAND USES

County of Napa
- Planned development and residential to west [a]

STATUS OF COMMUNITY PLANS

County of Napa
- General Plan, adopted June 2008

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

County of Napa *- General Plan* [b]

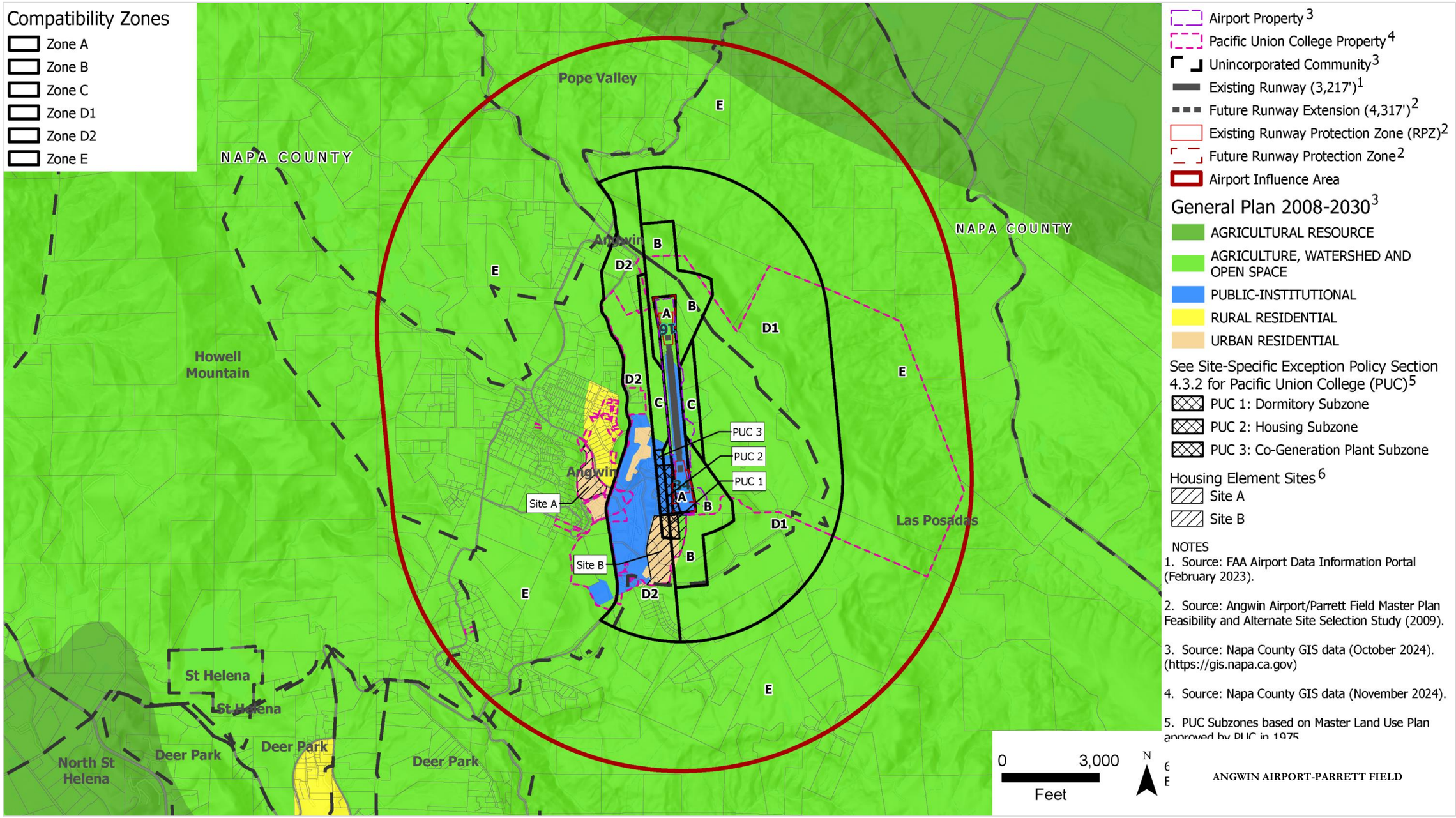
- Agricultural Preservation and Land Use Element
  - Use zoning to ensure that land uses in airport approach zones comply with applicable *ALUC* policies. If necessary, County shall acquire development rights in airport approach zones (Policy AG/LU-49).
  - Indicate lands set aside for existing and future uses including public use airport (Policy AG/LU-53).
  - County supports ongoing operation of Angwin Airport, including any improvements approved by FAA within the AV zoning district (Policy AG/LU-66)
  - New school facilities (k-12) shall not be located within two miles of an airport unless approved by the State Department of Education (Policy AG/LU-123).
  - New churches or institutions providing religious instruction shall not be located within proximity to an airport, unless they are located in an area where residential uses would be compatible under the applicable *ALUCP* (Policy AG/LU-124).
- Circulation Element
  - County supports preservation of Angwin Airport for general aviation (Policy CIR-40).
  - County shall review Circulation Element periodically to ensure it embraces future technological innovations that improve … airport operations (Policy CIR-41).
- Community Character Element
  - Development in the area covered by any *ALUCP* shall be consistent with noise levels projected for the airport (Policy CC-45).
  - County shall use avigation easements, disclosure statements, and other appropriate measures to ensure that residents and businesses within any airport influence area are informed of the presence of the airport and its potential for creating current and future noise (Action CC-45.1).
- Safety Element
  - For maximum safety, all land uses and zoning within airport areas shall be reviewed for compatibility with the adopted plans for the Airport and other general aviation facilities in the county (Policy SAF-33).
- Housing Element (2014)
  - Angwin Development Site B, 44.5-acre parcel has an Airport Compatible Overlay (Page H-36).

Notes:
[a] Napa County GIS Hub, 2023
[b] Napa County General Plan, June 2008

Source: data compiled by Mead & Hunt, 2023

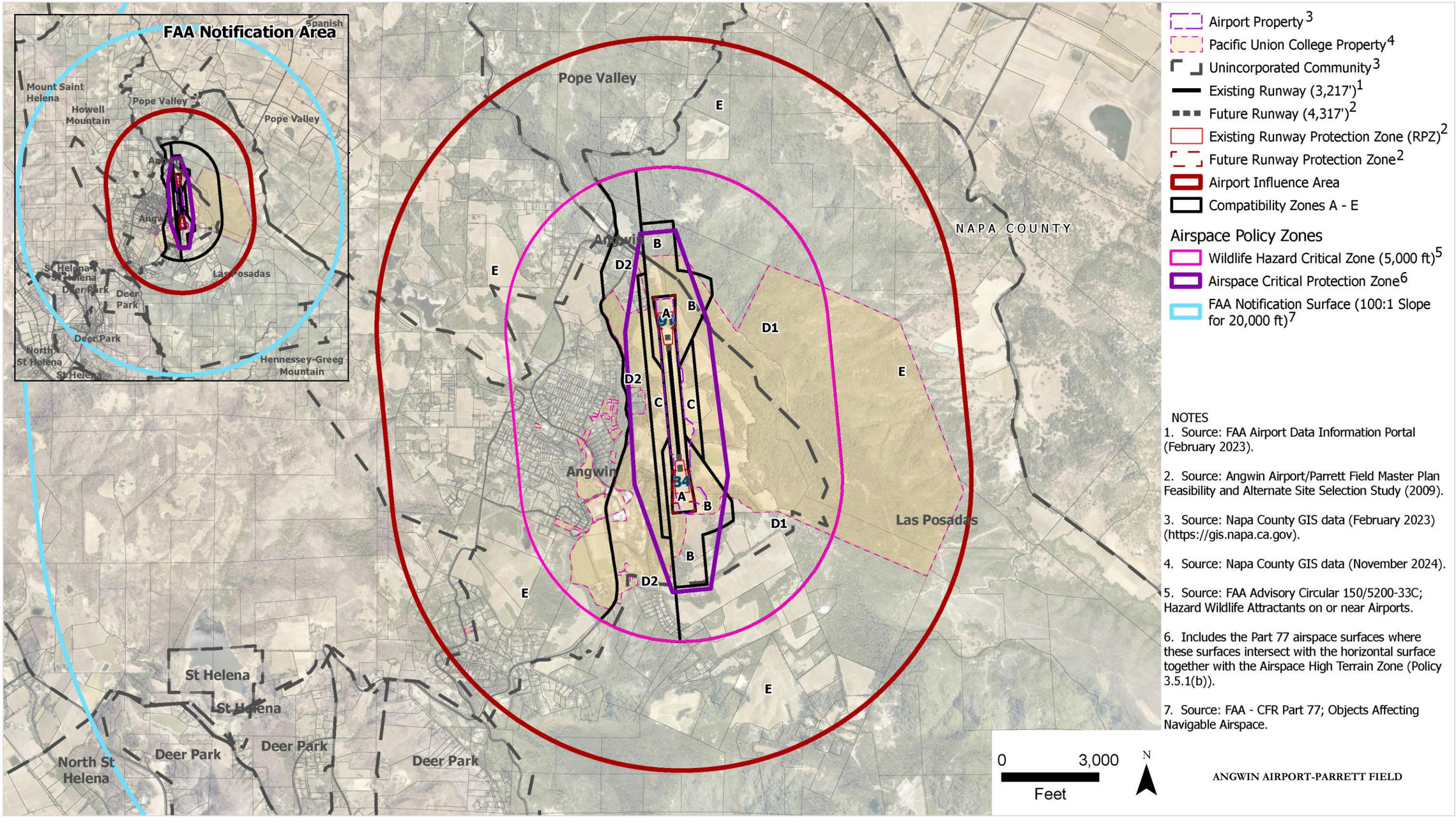
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EXHIBIT 6-8: GENERAL PLAN LAND USE DESIGNATIONS



Source: Mead & Hunt, Inc. 2023

EXHIBIT 6-9: AERIAL



Source: Mead & Hunt, Inc. 2023

7

Background Data for Napa County Airport and Environs

7.1 INTRODUCTION

Napa County Airport is an 820-acre public, regional aviation facility serving Napa Valley and surrounding areas in the northern San Francisco Bay Area. The airport is owned and operated by the County of Napa and is located at the southern end of Napa Valley, which is approximately 50 miles northeast of San Francisco, California. The airport is situated approximately 5 miles south of the City of Napa city center and two miles north of the American Canyon city center.

7.2 AIRPORT MASTER PLAN AND ALP STATUS

The County of Napa adopted a master plan for Napa County Airport in March 2007. Since publication of the master plan, updates have been made to the Airport Layout Plan (ALP) drawing to reflect recent and newly proposed construction projects. The current ALP was approved by the Federal Aviation Administration (FAA) in April 2016. Napa County Airport prepared a letter, dated September 12, 2023, that confirmed that the existing and future conditions shown on the 2016 ALP are an accurate representation of the airport's existing facilities and future growth over the next 20 years. The letter was submitted to Caltrans Aeronautics along with the ALP. Caltrans concurred that the ALP is appropriate for use as the basis for this *Airport Land Use Compatibility Plan* (*ALUCP) for Napa County Airport*. The information contained on the 2016 ALP, together with supplemental information provided in the 2007 Master Plan and by airport personnel, form the foundation for this *ALUCP*.

7.2.1 *Airfield Configuration:* The airport airfield (Exhibit 7-1, 7-2, and 7-3) consists of three runways: two parallel runways, 1L/19R (primary) and 1R/19L (short parallel), which are oriented northeast-southwest and are 5,930 feet and 2,510 feet in length, respectively; and one crosswind runway, 6/24, which is oriented roughly east-west and is 5,007 feet in length. The only precision approach at the airport is on Runway 1L. Runway 6 has a straight-in nonprecision approach but with higher minimums than Runway 1L.

All other runways have only visual or circling approaches. All six runway ends have Runway Protection Zones (RPZs) that meet the Federal Aviation Administration (FAA) standards for their existing designated design categories.

Runways 19R/1L and 6/24 will change from the current Runway Design Code (RDC) of C-II to a future RDC of C-III. Other improvements having land use compatibility implications primarily involve upgrades to Runway 19R, Runway 1L, and Runway 24 instrument approach procedures to enable reduced minimums, which result in larger RPZs. Although portions of some RPZs extend off airport property, some of these are controlled by airport-owned avigation easements.

As detailed in the 2016 ALP, these standards are intended to accommodate aircraft with specific approach speeds, wingspans, tail heights, and maximum takeoff weights. Runways 1L/19R (primary) and 6/24 (crosswind) are lighted for night operations. The airport's primary building area and aircraft parking aprons are located on the eastern side of the airfield with some additional aviation uses south of the crosswind runway.

The 2007 Master Plan includes an analysis of extending the short parallel runway (Runway 1R/19L) to the southwest, beyond its intersection with the crosswind runway (Runway 6/24), to a length of 4,301 feet. This extension would support touch-and-go operations by single-engine aircraft, which would reduce congestion and delays on the main runway and reduce the frequency of overflights of the residential area located to the west. The extension would also expand the range of aircraft that the runway can accommodate to include piston twins, turboprops, and small jets.

The increase in runway length is proposed to be achieved by adding pavement to the south (1R) end of the runway. An aircraft landing on Runway 19L would still touchdown at the same point as currently, but it would have an additional 1,791 feet of pavement available for landing. The RPZ for Runway End 1R would be shifted with the runway extension; however, the dimensions would not be changed. The shifted RPZ would remain on airport property and would not involve any property acquisition.

7.2.2 *Aircraft Traffic Patterns:* Over 75 percent of operations at the airport are from the northeast to the southwest on parallel runways 19L/R. Larger aircraft are limited to Runway 19R due to the shorter length of Runway 19L. The proposed extension of Runway 1R/19L (parallel) will allow for more operations, including those that are currently limited to Runway 1L/19R (primary). Traffic patterns for Runways 1R/19L and 1L/19R are on the outboard side—northwest for Runway 19R and southeast for Runway 19L. The remaining operations are mostly on the crosswind runway with the majority from east to west using Runway 24. Runways 6 and 24 both have left traffic, which results in traffic patterns on both the north and south sides.

Less than five percent of operations are to the northeast on Runways 1L and 1R, and these operations primarily take place during low overcast weather conditions or when winds are from the northeast. Because only Runway 1L has a precision approach, a common practice is for aircraft to shoot the approach from the south to that runway to get under the clouds and then circle to land from the northeast on Runway 19R.

7.2.3 *Aircraft Activity and Forecasts:* Napa's FAA Air Traffic Control Tower (ATCT) staff keep count of the number of aircraft operations that take place during the hours that the tower is open—7:00 a.m. to 8:00 p.m. daily. For 2022, the official ATCT count was 65,647 operations. Although the airport is open 24 hours per day for aircraft to take off and land, no counts are maintained for the activity during the evening and nighttime hours when the tower is closed. Airport management estimates that operations that occur during the 8:00 p.m. to 7:00 a.m. period would account for an addition of approximately 5% to the operations count, which would result in an estimated 68,900 total operations for 2022 (**Exhibit 7-4**).

The current aircraft operations count is approximately half of the mid-2000s count, which was used as the base for the 2007 Airport Master Plan (2007 AMP) forecasts. This decrease is mostly the result of the closure of the Japan Airlines Pilot Training Facility in 2010. Current activity data shown in **Exhibit 7-4**—the distributions of operations by type of aircraft, time of day, runway use, and flight track—are estimates taken from data in the 2007 Airport Master Plan and adjusted to reflect ATCT and airport management records regarding current fleet mix and operations.

The forecasts of future activity for this *ALUCP* (**Exhibit 7-4**) are derived from a combination of the current activity assumptions, changes anticipated by airport management, and FAA forecasts of hours that will be flown by general aviation aircraft nationally 20 years from now. To calculate the 20-year forecast, these sources were used to estimate an annual rate of change for each of the five categories of aircraft itemized in the table. Activity by single-engine airplanes is expected to continue its current decline, dropping by 1% per year. Twin-engine and turboprop operations are assumed to remain about constant. Business jet and helicopter operations are expected to increase substantially. For forecasting purposes, activity by Advanced Air Mobility (AAM) types of aircraft now in development are included with the helicopter total. The FAA anticipates that AAM-type aircraft will be in wide use nationally by the latter part of the forecasting period. These calculations result in the 20-year forecast of 84,000 total annual operations used in this *ALUCP* (**Exhibit 7-4**).

The principal function of aircraft operations forecasts in airport land use compatibility planning is to serve as inputs for preparation of airport noise contours. The 2007 AMP forecast numbers anticipated the continuation of the Japan Airlines Pilot Training Facility, along with other strong growth factors, and projected Napa County Airport's activity to increase from base year operations count of 126,000 to a total of 260,000 in 20 years. The latter number (2007 AMP 20-year forecast) was used to produce the projected noise contours included in the 2007 AMP. Despite the 2007 AMP forecast being three times greater than the forecast for this *ALUCP,* shown in **Exhibit 7-4**, the associated noise contours still appear reasonable for use in this *ALUCP*. The key factor in this regard is that training operations by single-engine airplanes contributed heavily to the 260,000 operations in the 2007 AMP 20-year forecast, whereas the 20-year forecast for this *ALUCP* anticipates stronger business jet and helicopter/AAM growth. As noise levels produced by these aircraft types can vary from a little bit louder to significantly louder than those produced by piston aircraft, noise contours derived from an updated 20-year forecast of 84,000 operations are anticipated to be similar to the 2007 AMP forecast of 260,000-operations contours, particularly in parts of the airport environs where noise impacts are a compatibility concern.

Also, for land use compatibility planning purposes, overestimating airport noise impacts is preferrable to underestimating them. Therefore, use of the 2007 AMP's 260,000-operations noise contours in this *ALUCP* is considered appropriate.

7.2.4 *Advanced Air Mobility at Napa County Airport:* Advanced Air Mobility (AAM) refers to an air transportation system that integrates new electric vertical takeoff and landing (eVTOL) aircraft into current and modified airspace operations. AAM includes diverse aircraft configurations, use cases (air taxi, cargo, emergency response), and business models to meet the broad needs of the traveling public, consumers, air carrier and cargo operators, and other stakeholders. The Federal Aviation Administration (FAA) is working with industry partners to certify these new aircraft, establish vertiport design guidance, and define safety standards to enable safe, efficient, and secure integration into the national airspace system. While the industry is still in the development stage, these aircraft may begin operations as soon as 2028 in certain U.S. locations. [80]

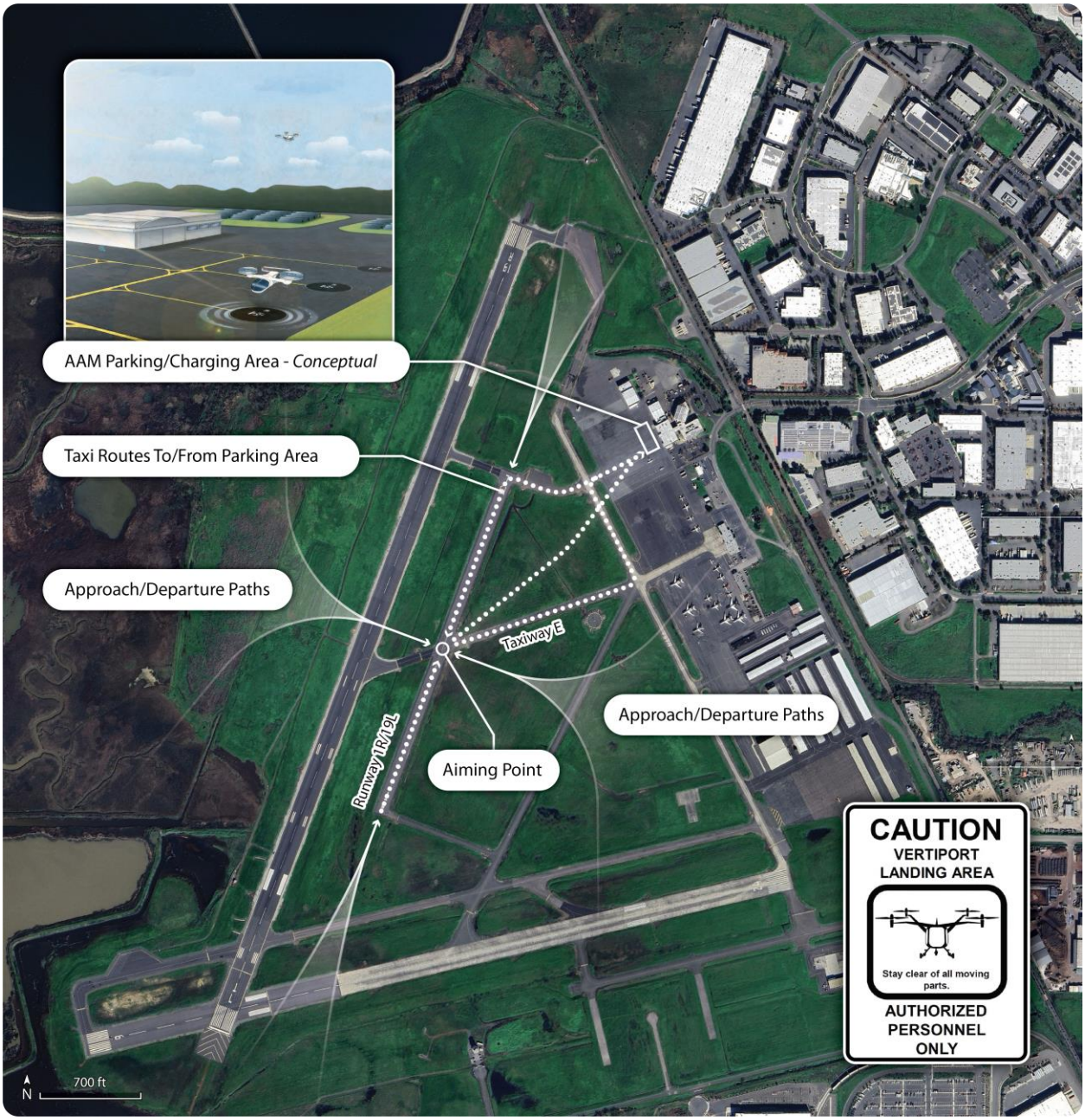
California-based AAM operators are contemplating Napa County Airport as an early part of their air taxi network (scheduled and on-demand services). As such, airport management is making plans to provide supporting infrastructure and facilities to enable AAM operations at the airport. As shown in **Exhibit 7-1**, the key components of AAM planning at Napa County Airport include:

(a) *Landing and Takeoff:* eVTOL aircraft are anticipated to operate like helicopters, in that they can take off, hover, and land vertically, or like a small fixed-wing aircraft operating from a short runway. Runway 1R/19L, the short east-side parallel runway, would be designated to support future AAM operations. An aiming point would be established about midfield to serve as a visual aiming point for a landing aircraft. eVTOL aircraft are anticipated to follow current helicopter routes and use existing visual approaches to Runway 1R or Runway 19L ends or approach/depart at a right angle to the aiming point. From there, eVTOL aircraft could ground or hover taxi along existing taxiways or take a more direct route from the aiming point to parking areas. As AAM operational tempos increase in speed and intensity, a dedicated vertipad (landing/takeoff area) would be established through the FAA's Airport Layout Plan (ALP) process.

(b) *Parking and Charging Infrastructure:* eVTOL aircraft parking and charging stations would be positioned at the north end of the apron in front of the former Japan Airlines training facility. The location has adequate power capacity to accommodate two Direct Current Fast Charging (DCFC) stations, either with one double-head or two single-head chargers. Two parking positions would be established adjacent to the chargers, each one containing a 50-foot square parking spot with a 100-foot separation distance between.

[80] *Federal Aviation Administration, Advanced Air Mobility (AAM) Implementation Plan (July 2023).*

EXHIBIT 7-1: KEY COMPONENTS OF AAM PLANNING AT NAPA COUNTY AIRPORT



Source: Mead & Hunt, Inc. 2024

As with any emerging technology, the potential impact of the technology (both positive and negative) is not yet known. However, the FAA, industry stakeholders, and other government agencies are assessing eVTOL characteristics to better understand potential impacts such as noise, safety, security, environmental, and public benefit. As it relates to airport land use compatibility planning, the following insights are provided:

(a) *Noise*: eVTOL-capable aircraft are anticipated to have similar performance characteristics to helicopters (e.g., take off, hover, and land vertically like helicopters). [81] A key distinction, however, is that eVTOLs are being designed to be quieter in certain phases of flight. [82]

(b) *Overflight*: It is anticipated that cruise altitude for most UAM operations will be at least 1,500 feet above ground level (AGL). [83]

(c) *Safety*: eVTOL aircraft will initially have a pilot-on-board then move towards semiautonomous (pilot controlled) and fully autonomous operations. [83] No accident data exists for these new vehicles.

(d) *Airspace*: It is expected that eVTOL aircraft will operate under Visual Flight Rules within existing or modified airspace operations. [81]

7.3 SURROUNDING LAND USES

Napa County Airport is situated in an unincorporated area of southern Napa County between the Cities of Napa and American Canyon. The airport was once surrounded by little other than agricultural and wetlands; however, over the last 30 years, extensive light industrial, warehousing, and business park uses have been developed east of the airport along Highway 29. Today, surrounding lands contain a mixture of agricultural and wetlands to the west and southwest and industrial land uses to the north, east, and southeast.

Within the City of Napa to the north and northwest, land use designations include agricultural, hospitality, commercial, business park, and the Napa Pipe mixed-use planned development (north of Highway 29). Planned land uses reflect existing land use patterns.

The City of American Canyon, which was incorporated in 1992, has experienced more industrial development immediately south of the airport. Vacant land remains available for industrial development in this area. The nearest residential uses are approximately two miles south of the airport property.

The airport has few noise complaints. The complaints that do occur are generally to the west in unincorporated Napa County along Milton Road. This area is subject to frequent overflight by aircraft operating southwest of the airfield. Noise complaints also occur to the north within the City of Napa and appear to result from times when the traffic pattern extends farther from the airport because of high traffic volume, or perhaps from aircraft on a low-altitude circling approach to Runway 19R. Nearby uses remain largely compatible with airport activities.

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[81] *Federal Aviation Administration, Engineering Brief No. 105, Vertiport Design (September 2022).*

[82] *Airport Noise Report, Volume 35, Number 17 (May 2023).*

[83] *NASA, UAM Vision Concept of Operations (ConOps) UAM Maturity Level (UML) 4, Version 1.0 (January 2021).*

7.4 EXHIBITS

The following exhibits illustrate the compatibility factors and background information which serve as the basis for this *ALUCP*.

- **Exhibit 7-2: Airport Features Summary**—Summarizes information pertaining to the airport configuration, operational characteristics, and applicable planning documents.
- **Exhibit 7-3, Exhibit 7-4: FAA-Approved Airport Layout Plan and Data Sheet**—Present the 2016 FAA-approved ALP depicting the airport configuration and airport building areas.
- **Exhibit 7-5: Airport Activity Summary**—Summarizes existing and forecast activity levels for the airport provided in the 2007 Master Plan, as adjusted by airport management.
- **Exhibit 7-6, Exhibit 7-7, Exhibit 7-8, and Exhibit 7-9: Compatibility Factors**—Depict the extents of the four compatibility factors upon which the compatibility zones for Napa County Airport were derived. The four compatibility factors are defined by:
  - *Noise*—Future noise contours reflecting a forecasted aircraft activity level of 260,000 annual operations.
  - *Overflight*—Primary traffic patterns reflecting where aircraft and helicopters operating at Napa County Airport routinely fly.
  - *Safety*—Generic safety zones, as provided in the *California Airport Land Use Planning Handbook* (October 2011), are applied to each runway as follows: Long General Aviation Runway Zones apply to Runway 1L/19R (primary) given the runway's use by business jets; Short General Aviation Runway Zones apply to existing Runway 1R/19L (parallel) and Runway 6-24 (crosswind); Medium General Aviation Runway Zones apply to future Runway 1R/19L (parallel) to reflect the proposed runway extension.
  - *Airspace Protection*—FAA notification and obstruction surfaces as defined by Code of Federal Regulation (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*.
  - *Compatibility Zones*—Policy zones developed for this *ALUCP* will be based on the above four factors. Airport-specific considerations used to develop these zones will be summarized in **Chapter 5**.
- **Exhibit 7-10 and Exhibit 7-11: Flight Track Heat Maps**—These maps show relative frequency of aircraft flight track density around Napa County Airport based on radar data. **Exhibit 7-10** reflects flight track data for a full year from July 1, 2023, to June 30, 2024. **Exhibit 7-11** presents flight track data segregated to reflect arrivals and departures separately for a representative quarter to reflect operational and seasonal variations in flight patterns.
- **Exhibit 7-12: Airport Environs Information**—Summarizes information about current and planned land uses in the environs of the Napa County Airport. Airport land use compatibility policies contained in the county's and cities' general plans are also summarized.
- **Exhibit 7-13 and Exhibit 7-14: General Plan Land Use Designations**—Show planned land use designations as reflected in the 2008 General Plan for Napa County, the 2022 General Plan for the City of Napa, and the 1994 General Plan for the City of American Canyon. Planned city land use designations for the unincorporated areas within the cities' spheres of influence are consistent with the county's designations shown on the map.
- **Exhibit 7-15: Aerial**—Presents a 2023 aerial photo of the airport environs.

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EXHIBIT 7-2: AIRPORT FEATURES SUMMARY

GENERAL INFORMATION [a]

- Airport Ownership: County of Napa
- Property Size
  - Fee title: 820.5 acres
  - Avigation easements: 18.6 acres; future 32.2 acres
- Airport Classification: General Aviation
- Airport Elevation: 35.5 ft. MSL (surveyed)

RUNWAY/TAXIWAY DESIGN [a]

Runway 1L-19R

- Runway Design Code: C-II-4000; future: C-III-2400
- Critical Aircraft: Gulfstream III; future: Global Express
- Dimensions: 5,930 ft. long, 150 ft. wide
- Runway OFA Width: 800 ft.
- Pavement Strength (main landing gear configuration)
  - Current: 30,000 lbs. (single-wheel), 50,000 lbs. (dual-wheel), 120,000 lbs. (dual-tandem-wheel)
  - Future: 85,000 / 110,000 / 176,000
- Effective Gradient: 0.25%
- Runway Lighting:
  - Current: Medium-Intensity Runway Edge Lighting (MIRL); Runway 1L Medium-Intensity Approach Lighting System (MALS)
  - Future: High-Intensity Runway Edge Lighting (HIRL)
- Runway Markings:
  - Runway 1L: precision
  - Runway 19R: non-precision

Runway 1R-19L

- Runway Design Code: B-I (small)-VIS; future: C-III-2400
- Critical Aircraft: Piper PA-28R; future: no change
- Dimensions:
  - Current: 2,510 ft. long, 75 ft. wide
  - Future: 4,301 ft. long, 75 ft. wide
- Runway OFA Width: 250 ft.
- Pavement Strength (main landing gear configuration)
  - 12,500 lbs. (single-wheel)
- Effective Gradient: 0.34%
- Runway Lighting: None
- Runway Markings:
  - Runway 1R: visual
  - Runway 19L: visual

Runway 6-24

- Runway Design Code: C-II-5000; future: C-III-5000
- Critical Aircraft: Gulfstream III; future: Global Express
- Dimensions: 5,007 ft. long, 150 ft. wide
- Runway OFA Width: 734 ft.
- Pavement Strength (main landing gear configuration)
  - Current: 30,000 lbs. (single-wheel), 50,000 lbs. (dual-wheel), 120,000 (dual-tandem-wheel)
  - Future: 85,000 / 110,000 / 176,000
- Effective Gradient: 0.44%
- Runway Lighting:
  - Medium-Intensity Runway Edge Lighting (MIRL)
- Runway Markings:
  - Runway 6: non-precision
  - Runway 24: non-precision

APPROACH PROTECTION [a]

Runway Protection Zones (RPZs)

- Runway 1L:
  - Based on C-II with visibility min. ¾ mile
  - Width 1,000 ft. inner, 1,510 ft. outer; length 1,700 ft.
  - Less than 5% extends beyond airport property
- Runway 19R:
  - Based on C-II visual
  - Width 500 ft. inner, 1,010 ft. outer; length 1,700 ft.
  - Less than 5% extends beyond airport property
- Runway 1R:
  - Based on B-I visual
  - Width 250 ft. inner, 450 ft. outer; length 1,000 ft.
  - All on airport property
- Runway 19L:
  - Based on B-I visual
  - Width 250 ft. inner, 450 ft. outer; length 1,000 ft.
  - All on airport property
- Runway 6:
  - Based on C-II with >1 mile visibility
  - Width 500 ft. inner, 1,010 ft. outer; length 1,700 ft.
  - Mostly beyond airport property
- Runway 24:
  - Based on C-II with >1 mile visibility
  - Width 500 ft. inner, 1,010 ft. outer; length 1,700 ft.
  - Approximately 50% beyond airport property.

Approach Obstacles

- All Runways: None

BUILDING AREA [a/c]

Locations

- Area east of Taxiway A:
  - Airport administrative office, pilot shop, restaurant
  - FBOs and flight training facilities
  - Transient and based aircraft tiedowns
  - Hangars of various shapes and sizes
- Area south of Runway 6/24:
  - California Highway Patrol (CHP) facility
  - FAA Air Traffic Control Facility
  - Box hangars

Services

- Transient Aircraft Parking
- On-Airport Restaurant
- Aircraft Fuel: 100LL and Jet A
- Charter Services
- Aircraft Sales & Maintenance
- Aircraft Management
- Ground Transportation

Continued on next page

TRAFFIC PATTERNS AND APPROACH PROCEDURES

Airplane Traffic Patterns [b]

- Runway 1L: Left traffic
- Runway 19R: Right traffic
- Runway 1R: Right traffic
- Runway 19L: Left traffic
- Runway 6: Left traffic
- Runway 24: Left traffic
- Pattern Altitude: 1,033 MSL

Helicopter/AAM Traffic Patterns [c]

- Operate on Runway 1L/19R

Instrument Approaches [d]

- Runway 1L ILS or LOC Z:
  - ILS Straight-in – 200 ft. AGL Min. Descent Altitude; ¾ mile Visibility
  - LOC Straight-in (Category A/B) – 500 ft. AGL Min. Descent Altitude; ¾ mile Visibility
  - LOC Straight-in (Category C/D) – 500 ft. AGL Min. Descent Altitude; 11/8 mile Visibility
  - Circling (Category A/B) – 1 mile Visibility; 600 ft. Min. Descent Altitude (Cat. A), 700 ft. (Cat. B)
  - Circling (Category C/D) – 1,300 ft. AGL Min. Descent Altitude; 3 mile Visibility
- Runway 19R RNAV (GPS):
  - LNAV with Final Approach Course offset 20° westward
    Category A/B – 650 ft. AGL Min. Decent Altitude; 1 mile Visibility
    Category C/D – 650 ft. AGL Min. Decent Altitude; 1-7/8 mile Visibility
  - Circling
    Category A/B – 644 ft. AGL Min. Decent Altitude; 1 mile Visibility
    Category C – 1,244 ft. AGL Min. Decent Altitude; 3 mile Visibility
    Category D – 1,264 ft. AGL Min. Decent Altitude; 3 mile Visibility
- Runway 1L RNAV (GPS) Y:
  - LPV Straight-in – 1,300 ft. AGL Min. Descent Altitude; 5 mile Visibility
  - LNAV/VNAV Straight-in – 1,100 ft. AGL Min. Descent Altitude; 4 mile Visibility
  - LNAV Straight-in (Category A/B) – 1,300 ft. AGL Min. Descent Altitude; 1 mile Visibility (Cat. A), 1¼ (Cat. B)
  - LNAV Straight-in (Category C/D) – 1,300 ft. AGL Min. Descent Altitude; 3 mile Visibility
  - Circling – 1,300 ft. AGL Min. Descent Altitude; 1¼ mile Visibility (Cat. A), 1½ (Cat. B), 3 (Cat. C/D)
- Runway 1L RNAV (GPS) Z:
  - LPV Straight-in –200 ft. AGL Min. Descent Altitude; ¾ mile Visibility
  - LNAV/VNAV Straight-in – 300 ft. AGL Minimum Descent Altitude; ¾ mile Visibility
  - LNAV Straight-in – 600 ft. AGL Minimum Descent Altitude; ¾ mile Visibility (Category A/B), 13/8 (Cat. C/D)
- Runway 6 RNAV (GPS):
  - LNAV Straight-in with minimum missed approach climb rate 410 ft./n.m. – 500 ft. AGL Minimum Descent Altitude; 1 mile Visibility (Category A/B), 13/8 (Cat. C/D)
- Runway 6 VOR:
  - 050° Alignment – 1,100 ft. AGL Min. Descent Altitude; 1¼ mile Visibility (Category A), 1½ (Cat. B), 3 (Cat. C/D)
  - Circling (Category A/B) – 1,000 ft. AGL Min. Descent Altitude; 1¼ mile Visibility (Category A), 1½ (Cat. B)

Circling (Category C/D) – 3 mile visibility; 1,300 ft. AGL Min. Descent Altitude

Visual Navigational Aids [a]

- Airport: Rotating Beacon
- Runway 1L: Medium Intensity Approach Lights (MALS)
- Runway 19R: Precision Approach Path Indicator (PAPI)
- Runway 1R: None
- Runway 19L: None
- Runway 6: Runway End Identifier Lights (REILS)
- Runway 24: None

AIRPORT PLANNING DOCUMENTS

Airport Master Plan

- Adopted by County of Napa, March 2007

Airport Layout Plan

- Approved by FAA May 2016

PROPOSED FACILITY IMPROVEMENTS [a]

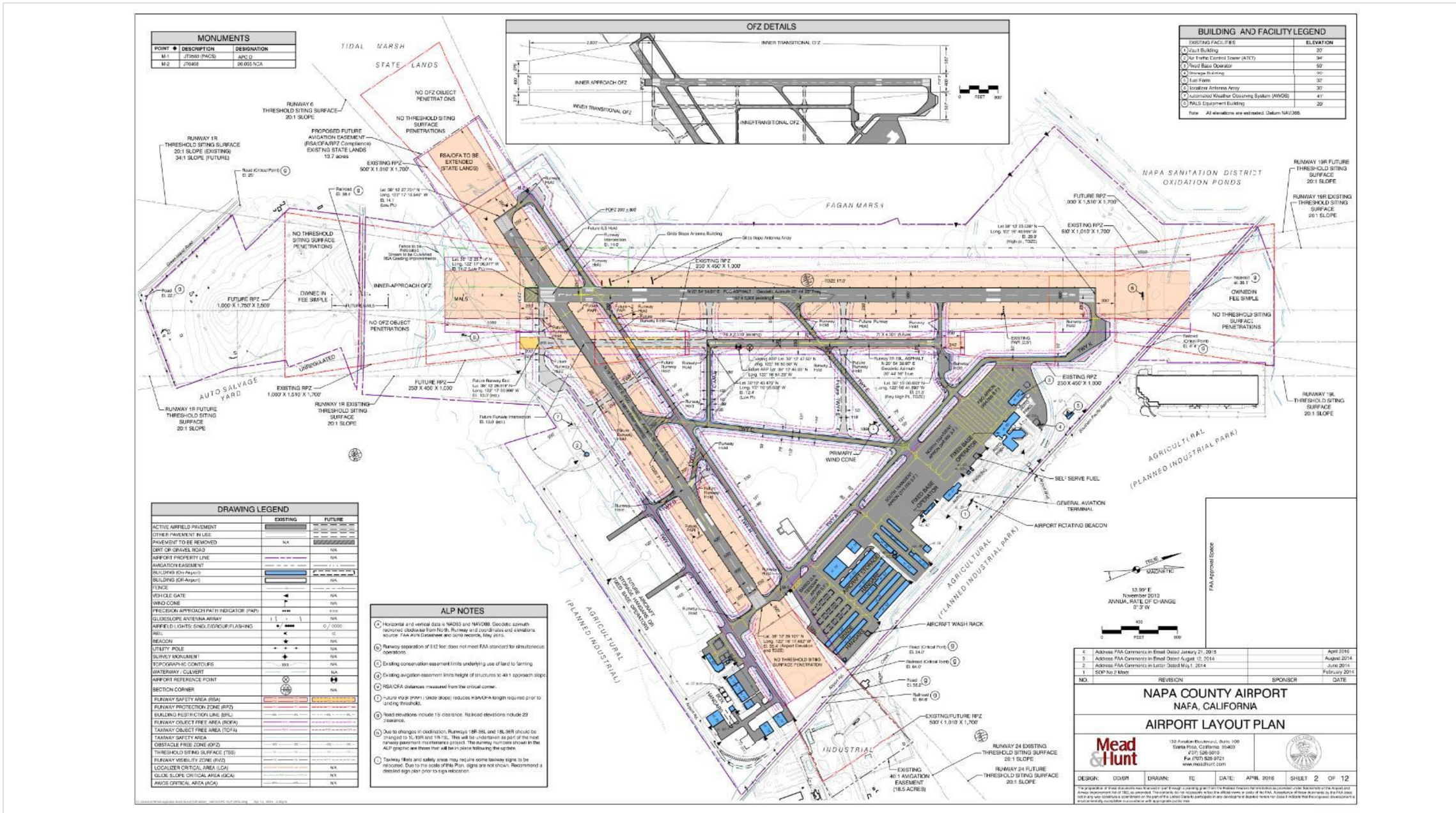
Airfield

- Southeastward extension of Runway 1R-19L from 2,510 feet to 4,301 feet
- Extension of RSA for Runway Ends 1L and 19R to meet FAA requirements
- Expansion of RPZ for Runway Ends 1L and 19R
- Change of CFR Part 77 Approach Category
  - Rwy 19R from Visual [B(V)] to Non-precision [D]
  - Rwy 24 from Visual [B(V)] to Non-precision [C]
- Change of CFR Part 77 Slope
  - Rwy 19R from 20:1 to 34:1
  - Rwy 24 from 20:1 to 34:1
- Change of Approach Visibility Minimums
  - Rwy 19R from Visual to ¾-mile (4,000 ft.)
  - Rwy 1L from ¾-mile (4,000 ft.) to ½-mile (2,400 ft.)
  - Rwy 24 from Visual to >1 Mile (5,000 ft.)
- Expansion of ROFA
  - Rwy 19R from 654 ft. to 1,000 ft.
  - Rwy 1L from 491 ft. to 1,000 ft.
  - Rwy 6 from 275 ft. to 1,000 ft.
- Visual Aids
  - Rwy 1L from MALS to MALSR/PAPI
  - Rwy 6 from none to PAPI
  - Rwy 24 from none to PAPI

Notes:
[a] Napa County Airport, Airport Layout Plan, April 2016
[b] County of Napa, Flight Planning, March 2023. (https://www.countyofnapa.org/1012/Flight-Planning)
[c] Napa County Airport, Master Plan, March 2007 and discussions with Airport Manager
[d] FAA Airport Data and Information Portal, Instrument Approach Procedures, March 2023 (https://adip.faa.gov/agis/public/#/airportCharts/APC)

Source: data compiled by Mead & Hunt, 2024

EXHIBIT 7-3: FAA-APPROVED AIRPORT LAYOUT PLAN (ALP)



Mead & Hunt, Inc., 2016

EXHIBIT 7-4: FAA-APPROVED ALP – DATA SHEET

RUNWAY DATA

		RUNWAY 19R-1L (b)		RUNWAY 19L-1R (b)		RUNWAY 6-24	
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
UTILITY / GREATER THAN UTILITY		Greater than Utility	No Change	Utility	No Change	Greater than Utility	No Change
RUNWAY DESIGN CODE		C-II-4000	C-III-2400	B- I (small)-VIS	No Change	C-II-5000	C-III-5000
RUNWAY REFERENCE CODE		C/II/4000	C/III/2400	B/ I (small)/VIS	No Change	C/II/5000	C/III/5000
CRITICAL AIRCRAFT	AIRCRAFT	Gulfstream III	Global Express	Piper PA-28R	No Change	Gulfstream III	Global Express
	WINGSPAN	77' 10"	93' 6"	35' 5"	No Change	77' 10"	93' 6"
	APPROACH SPEED (kts)	135	106	55	No Change	135	106
	MAX. TAKEOFF WT. (lbs.)	69,700	91,000	2,900	No Change	69,700	91,000
	COCKPIT TO MAIN GEAR	35' (e)	42.8' (e)	6' (E)	No Change	35' (e)	42.8' (e)
	MAIN GEAR WIDTH	16' (e)	13.9'	12'	No Change	16' (e)	13.9'
	TAXIWAY DESIGN GROUP	TDG-2	No Change	TDG-1	No Change	TDG-2	No Change
PAVEMENT STRENGTH AND MATERIAL TYPE	SURFACE MATERIAL	PCC/Asphalt	No Change	Asphalt	No Change	PCC	No Change
	DESIGN STRENGTH (1,000#) - S/D/T	30/50/120	85/110/176	12.5/-/-	No Change	30/50/120	85/110/176
	STRENGTH BY PCI	51	100	44	100	54	100
	SURFACE TREATMENT	None	No Change	None	No Change	None	No Change
EFFECTIVE GRADIENT (%)		0.25%	No Change	0.34%	No Change	0.44%	No Change
MAXIMUM GRADIENT (%)		0.41%	No Change	0.50%	No Change	0.70%	No Change
VERTICAL LINE OF SIGHT PROVIDED		Yes	No Change	Yes	No Change	Yes	No Change
RUNWAY LENGTH		5,930'	No Change	2,510'	4,301'	5,007'	No Change
RUNWAY WIDTH		150'	No Change	75'	No Change	150'	No Change
DISPLACED THRESHOLD		19R None	19R No Change	19L None	19L No Change	6 None	6 No Change
		1L None	1L No Change	1R None	1R No Change	24 None	24 No Change
RUNWAY END ELEVATIONS (a)		19R 28.9'	19R No Change	19L 21.3'	19L No Change	6 14.1'	6 No Change
		1L 14.0'	1L No Change	1R 12.4'	1R 13.0' (est)	24 35.4'	24 No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS		19R 28.9'	19R No Change	19L 21.3'	19L No Change	6 21.2'	6 No Change
		1L 17.0'	1L No Change	1R 21.3'	1R No Change	24 35.4'	24 No Change
RUNWAY HIGH POINT		28.9'	No Change	21.3'	No Change	35.4'	No Change
RUNWAY LOW POINT		14.0	No Change	12.4'	13.0' (est)	14.1'	No Change
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RUNWAY END	REQUIRED	19R 1,000'	19R No Change	19L 240'	19L No Change	6 1,000'	6 No Change
		1L 1,000'	1L No Change	1R 240'	1R No Change	24 1,000'	24 No Change
	ACTUAL	19R 335'	19R 1,000'	19L 240'	19L No Change	6 315'	6 1,000'
		1L 571'	1L 1,000'	1R 240'	1R No Change	24 1,000'	24 No Change
RUNWAY SAFETY AREA WIDTH	REQUIRED	500'	No Change	120'	No Change	500'	No Change
	ACTUAL	500'	No Change	120'	No Change	500'	No Change
RUNWAY EDGE LIGHTING		MIRL	MIRL	None	No Change	MIRL	No Change
RUNWAY PROTECTION ZONE (RPZ) (Inner Width x Outer Width x Length)		19R 500 x 1010' x 1700'	19R 1000' x 1510' x 1700'	19L 250' x 450' x 1000'	19L No Change	6 500' x 1010' x 1700'	6 No Change
		1L 1000' x 1510' x 1700'	1L 1000' x 1750' x 2500'	1R 250' x 450' x 1000'	1R No Change	24 500' x 1010' x 1700'	24 No Change
RUNWAY MARKING		19R Nonprecision	19R No Change	19L Visual	19L No Change	6 Nonprecision	6 No Change
		1L Precision	1L No Change	1R Visual	1R No Change	24 Nonprecision	24 No Change
PART 77 APPROACH CATEGORY		19R Visual [B(V)]	19R Nonprecision [D]	19L Visual [A(V)]	19L No Change	6 Nonprecision [C]	6 No Change
		1L Precision [PIR]	1L No Change	1R Visual [A(V)]	1R No Change	24 Visual [B(V)]	24 Nonprecision [C]
PART 77 APPROACH SLOPE		19R 20:1	19R 34:1	19L 20:1	19L No Change	6 34:1	6 No Change
		1L 50:1	1L No Change	1R 20:1	1R No Change	24 20:1	24 34:1
APPROACH VISIBILITY MINIMUMS (RVR Value)		19R Visual	19R 3/4 Mile (4,000)	19L Visual	19L No Change	6 ≥1 Mile (5,000)	6 No Change
		1L 3/4 Mile (4,000')	1L 1/2 Mile (2,400)	1R Visual	1R No Change	24 Visual	24 ≥1 Mile (5,000')
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)		19R Vertically guided	19R No Change	19L Not vertically guided	19L No Change	6 Vertically guided	6 No Change
		1L Vertically guided	1L No Change	1R Not vertically guided	1R No Change	24 Vertically guided	24 No Change
RUNWAY DEPARTURE SURFACE		19R Yes (40:1 OCS)	19R No Change	19L N/A	19L No Change	6 Yes (40:1 OCS)	6 No Change
		1L Yes (40:1 OCS)	1L No Change	1R N/A	1R No Change	24 Yes (40:1 OCS)	24 No Change
RUNWAY OBJECT FREE AREA (ROFA) (Length Beyond Runway End)		19R 654'	19R 1,000'	19L 240'	19L No Change	6 275'	6 1,000'
		1L 491'	1L 1,000'	1R 240'	1R No Change	24 1,000'	24 No Change
RUNWAY OBJECT FREE AREA WIDTH		800'	No Change	250'	No Change	734'	No Change
OBSTACLE FREE ZONE (OFZ) (Length Beyond Runway End)		19R 200'	19R No Change	19L 200'	19L No Change	6 200'	6 No Change
		1L 200'	1L No Change	1R 200'	1R No Change	24 200'	24 No Change
OBSTACLE FREE ZONE WIDTH		400'	No Change	250'	No Change	400'	No Change
INNER-APPROACH OFZ LENGTH (For Reys w/ Approach Lighting System. Begins 200 from Rwy end @ 50:1		19R N/A	19R No Change	19L N/A	19L No Change	6 N/A	6 No Change
		1L 2,600'	1L No Change	1R N/A	1R No Change	24 N/A	24 No Change
INNER-APPROACH OFZ WIDTH		400'	No Change	N/A	No Change	N/A	No Change
INNER-TRANSITIONAL OFZ WIDTH (For Runways w/ <3/4-mile Approach Visibility Minimums)		19R 587'	19R No Change	19L N/A	19L No Change	6 N/A	6 No Change
		1L 587'	1L No Change	1R N/A	1R No Change	24 N/A	24 No Change
PRECISION OBSTACLE FREE ZONE (Length x Width) (For Reys w/vert. guided approach and <250' ceiling/<3/4 mile visibility)		19R N/A	19R N/A	19L N/A	19L No Change	6 N/A	6 No Change
		1L N/A	1L 200' x 800'	1R N/A	1R No Change	24 N/A	24 No Change
THRESHOLD SITING SURFACE (Per AC 150/5300-13A, Table 3-2 - Change 1. See Airspace Plan for more information.)		19R 20:1 - Expected to serve large airplanes (visual, day/night)	19R 20:1 - Accommodates instrument approaches w/ visibility minimums =/≥ mile, =/≥ mile, day or night	19L 20:1 - Expected to serve small airplanes with approach speeds ≤ 50 knots, visual, day/night	19L No Change	6 20:1 - Expected to support instrument night operations serving > Approach Category B aircraft	6 No Change
		1L 20:1 - Accommodates instrument approaches w/ visibility minimums =/≥ mile, <1 mile, day or night	1L 34:1 - Accommodates instrument approaches having visibility minimums =/≥ mile	1R 20:1 - Expected to serve small airplanes with approach speeds ≤ 50 knots, visual, day/night	1R No Change	24 20:1 - Expected to serve large airplanes (visual, day/night)	24 20:1 - Expected to support instrument night operations serving > Approach Category B aircraft
NAVIGATION AIDS		19R None	19R No Change	19L None	19L No Change	6 VOR, GPS	6 No Change
		1L ILS, DME, GPS	1L No Change	1R None	1R No Change	24 None	24 No Change
VISUAL AIDS		19R PAPI	19R No Change	19L None	19L No Change	6 REIL	6 PAPI
		1L MALS	1L MALSR/PAPI	1R None	1R No Change	24 None	24 PAPI

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT REFERENCE CODE		C-II	C-III
MEAN MAX. TEMP. (Hottest Month)		78.4° F (Jul, Aug)	No Change
AIRPORT ELEVATION (Above Mean Sea Level) (a)		35.4'	No Change
AIRPORT NAVIGATIONAL AIDS		Beacon, ILS, MALS GPS	No Change
AIRPORT REFERENCE POINT (a)	Latitude	38° 12' 47.50" N	38° 12' 46.03" N
	Longitude	122° 16' 50.50" W	122° 16' 51.23" W
MISCELLANEOUS FACILITIES		AWOS III, lighted taxiways, lighted wind cone	No Change
CRITICAL AIRCRAFT		Gulfstream III	Global Express
MAGNETIC VARIATION		13.99° East	Moving 0° 3' West / Year
AIRPORT ACREAGE	Fee Simple	820.5	No Change
	Avigation Easement	18.6	32.3
NPIAS SERVICE LEVEL		Reliever	No Change
STATE SERVICE LEVEL		Regional	No Change

NONSTANDARD CONDITIONS

DEVIATION	FAA STANDARD DIMENSION	ACTUAL DIMENSION	PROPOSED DISPOSITION
Taxiways B, C and E are acute angle taxiways not intended to serve as high-speed exit taxiways.	Right angle intersection.	Acute angle intersection.	Realign or replace all three taxiways.
The intersection where Taxiways A, C and E cross is a four-node intersection.	Maximum three-node intersection.	Four-node intersection.	Realign Taxiway E so that it does not join at this intersection.
The RSA in the approach to Runway 6 is substandard with respect to length and slope.	Width: 500' Length beyond departure end: 1,000' Length prior to threshold: 600'	Length with full width: 315' prior to threshold	Establish easement/agreement to place the drainage channel into a culvert, realign the fence, and regrade the area to meet slope requirements. This will require permission from California Department of Fish and Game, the property owner.
The RSA in the approach to Runway 19R does not meet length and gradient requirements. Regrading the RSA would require repositioning the localizer antenna. If the RSA was graded to meet standards the RSA would not meet length requirements at the critical corner due to a railroad track that cuts across the northeast corner of the RSA. The rail line limits the RSA beyond the runway end to approximately 84.9% of standard.	Width: 500' Length beyond departure end: 1,000' Length prior to threshold: 600' Longitudinal grade First 200' ≤ 3% Beyond 200' ≤ 5%	Length with full width and standard grade: 335' prior to threshold; grade becomes more steep prior to ILS antenna. Length with full width: 791' prior to threshold; corner of RSA clipped by railroad tracks. Length without full width: 1,000' prior to threshold	Regrade the RSA to meet gradient standards. Request an RSA Determination from the FAA on the rail line.
The OFA in the approach to Runway 19R does not meet the length requirements due to a railroad track that cuts across the northeast corner of the OFA.	Width: 800' Length beyond runway end: 1,000' Length prior to threshold: 600'	Length with full width: 654' prior to threshold; corner of RSA clipped by railroad tracks. Length without full width: 1,000' prior to threshold	Existing nonstandard condition. To remain.
The RSA in the approach to Runway 1L is substandard with respect to length and slope.	Width: 500' Length beyond departure end: 1,000' Length prior to threshold: 600' Longitudinal grade First 200' ≤ 3% Beyond 200' ≤ 5%	Length with full width and standard grade: 571' prior to threshold; grade becomes more steep prior to creek. Length with standard grade but without full width: 697' prior to threshold	Place the stream into a culvert, realign fences, and regrade the area to meet slope requirements.
The OFA in the approach to Runway 24 does not meet the width requirement due to the intrusion of portions of two hangars and a tiedown apron.	Width: 800' Length beyond runway end: 1,000' Length prior to threshold: 600'	Length with full width: 581' prior to threshold at nearest intruding tiedown. Length without full width: 1,000' prior to threshold	Existing nonstandard condition. To remain.
Fillets on many taxiways do not meet current standards.	Taxiway fillet geometry is defined in AC 150/5300-13A	Fillets meet old standards based upon judgmental steering	Widen fillets to meet current standards when each taxiway is rehabilitated.
Glide slope antenna lies within the RSA and ROFZ for Runway 1L-19R.	RSA width: 500' OFA width: 800'	Nearest point on antenna array is 97' from centerline. At this point the RSA is 347' wide and the OFA 497' wide	Antenna recently installed by FAA. Location fixed by function.
Localizer antenna lies within the RSA in Runway 19R.	Width: 500' Length beyond departure end: 1,000' Length prior to threshold: 600'	Face of localizer antenna nearest the runway end is 494' from the runway end	To remain.

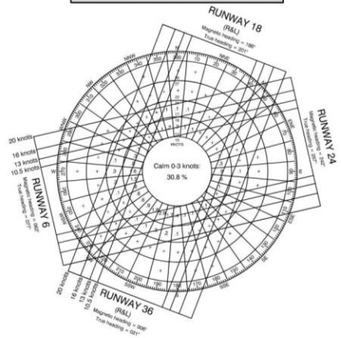
DATA NOTES

(a) Horizontal and vertical data is NAD83 and NAVD88. Geodetic azimuth reckoned clockwise from North. Runway end coordinates and elevations source: FAA AVN Datasheet and 5010 records, May 2015.

(b) Due to changes in declination, Runways 18R-36L and 18L-36R should be changed to 1L-19R and 1R-19L. This will be undertaken as part of the next runway pavement maintenance project. The runway numbers shown in the ALP graphic are those that will be in place following the update.

(c) Taxiway fillets and safety areas may require some taxiway signs to be relocated. Due to the scale of this Plan, signs are not shown. Recommend a detailed sign plan prior to sign relocation.

ALL WEATHER WIND ROSE

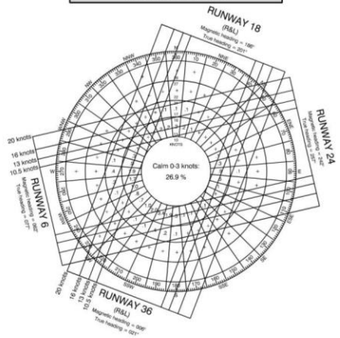


ALL WEATHER WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
18-36 (R&L)	92.57%	95.97%	99.05%	99.87%
6-24	93.00%	96.76%	99.20%	99.86%
Combined	99.57%	99.88%	99.98%	100.0%

Number of Observations: 163,794

VFR WIND ROSE



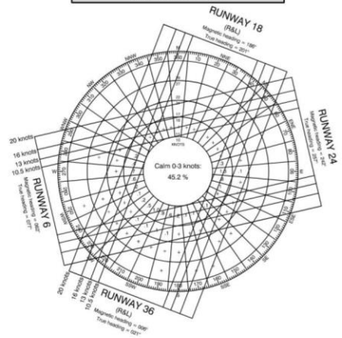
VFR WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
18-36 (R&L)	91.85%	95.58%	98.91%	99.85%
6-24	91.99%	96.30%	99.09%	99.85%
Combined	99.97%	99.86%	99.97%	100.0%

Number of Observations: 132,139

Wind Data Source: NOAA Weather Station 724955, Napa County, California
Period of Time: May 2005 - May 2015
Note: Windrose compass headings are true north.

IFR WIND ROSE



IFR WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
18-36 (R&L)	95.46%	97.54%	99.66%	99.95%
6-24	97.15%	98.67%	99.64%	99.92%
Combined	99.80%	99.95%	99.99%	100.0%

Number of Observations: 33,338

RUNWAY END COORDINATES NAD83 (a)

RUNWAY 1L-19R				RUNWAY 1R-19L				RUNWAY 6-24			
EXISTING		FUTURE		EXISTING		FUTURE		EXISTING		FUTURE	
19R	LAT. 38° 13' 23.538" N LONG. 122° 16' 40.665" W	19R	No Change	19L	38° 13' 06.683" N 122° 16' 41.890" W	19L	No Change	6	38° 12' 27.751" N 122° 17' 18.546" W	6	No Change
1L	LAT. 38° 12' 28.714" N LONG. 122° 17' 06.977" W	1L	No Change	1R	38° 12' 43.476" N 122° 16' 53.028" W	1R	38° 12' 26.919" N 122° 17' 00.966" W	24	38° 12' 39.101" N 122° 16' 17.482" W	24	No Change

TAXIWAY DATA (c)

	A		B		C		D		E[1]		F		G		H		J		K	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAXIWAY DESIGN GROUP	TDG-2	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	TDG-1	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	N/A	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3	TDG-2	TDG-3
AIRCRAFT DESIGN GROUP	C-II	C-III	C-II	C-III	C-II	C-III	B-I	C-III	C-II	C-III	C-II	C-III	N/A	C-III	C-II	C-III	C-II	C-III	C-II	C-III
WIDTH	50'	No Change	50'	No Change	35'	50'	49'	118'	79'	118'	79'	118'	N/A	118'	79'	118'	79'	118'	79'	118'
TAXIWAY SAFETY AREA WIDTH	79'	118'	79'	118'	79'	118'	49'	118'	79'	118'	79'	118'	N/A	118'	79'	118'	79'	118'	79'	118'
TAXIWAY EDGE SAFETY MARGIN	7.5'	10'	7.5'	10'	7.5'	10'	5'	10'	7.5'	10'	7.5'	10'	N/A	10'	7.5'	10'	7.5'	10'	7.5'	10'
TAXIWAY SHOULDER WIDTH	15'	20'	15'	20'	15'	20'	10'	20'	15'	20'	15'	20'	N/A	20'	15'	20'	15'	20'	15'	20'
TAXIWAY OBJECT FREE AREA WIDTH	131'	186'	131'	186'	131'	186'	89'	186'	131'	186'	131'	186'	N/A	186'	131'	186'	131'	186'	131'	186'
DISTANCE from RWY ℄ to FIXED/MOVABLE OBJECT	65.5'	93'	65.5'	93'	65.5'	93'	44.5'	93'	65.5'	93'	65.5'	93'	N/A	93'	65.5'	93'	65.5'	93'	65.5'	93'
TAXIWAY WINGTIP CLEARANCE	26'	34'	26'	34'	26'	34'	20'	34'	26'	34'	26'	34'	N/A	34'	26'	34'	26'	34'	26'	34'
DISTANCE from RUNWAY ℄ to TAXIWAY ℄	N/A	No Change	400'	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	N/A	No Change	400'	No Change	400'	No Change	685'	No Change
TAXIWAY LIGHTING	MITL	No Change	MITL	No Change	MITL	No Change	None	MITL	MITL	No Change	MITL	No Change	N/A	MITL	MITL	No Change	MITL	No Change	MITL	No Change
DISTANCE FROM RUNWAY ℄ to HOLD BARS	250'	No Change	250'	No Change	250'	No Change	125'	125'/250'	125'/250'	No Change	125'/250'	No Change	N/A	250'	250'	No Change	250'	No Change	250'	No Change

NOTES: 1. Taxiway E is to be realigned to eliminate 4-node intersection with Taxiway A.

C:\Users\ll309\ml appdata\local\temp\AcPublish_15616\APC-ALP-2015.dwg — Apr 15, 2016 - 3:31pm

NO.	REVISION	SPONSOR	DATE
4	Address FAA Comments in Email Dated January 21, 2015		April 2016
3	Address FAA Comments in Email Dated August 12, 2014		August 2014
2	Address FAA Comments in Letter Dated May 1, 2014		June 2014
1	SOP No.2 Mods		February 2014

NAPA COUNTY AIRPORT
NAPA, CALIFORNIA

AIRPORT DATA

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

DESIGN: DD/BM | DRAWN: TE | DATE: APRIL 2016 | SHEET 3 OF 12

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Mead & Hunt, Inc., 2016

EXHIBIT 7-5: AIRPORT ACTIVITY SUMMARY

BASED AIRCRAFT [a]

	Current	Future
Aircraft Type		
Single-Engine	183	260
Twin-Engine	19	24
Turboprop	13	30
Business jet	7	20
Helicopter/AAM[c]	2	6
Total	**224**	**340**

AIRCRAFT OPERATIONS [a]

	Current	Future
ALUCP Total		
Annual	68,900	84,000
Average Day	188	230
2007 AMP Total (noise contours) [b]		
Annual	126,000	260,000
Average Day	345	712
Distribution by Aircraft Type		
Single-Engine	63%	45%
Twin-Engine	2%	0%
Turboprop	5%	2%
Business Jet	25%	38%
Helicopter/AAM[c]	5%	15%
Distribution by Type of Operation		
Local (incl. touch-and-goes)	40%	no change
Itinerant	60%	no change

TIME OF DAY DISTRIBUTION [b]

	Current	Future
Single-Engine		
Day (7 am to 7pm)	95%	no change
Evening (7 pm to 10 pm)	4%	no change
Night (10 pm to 7 am)	1%	
Twin-Engine		
Day (7 am to 7pm)	97%	no change
Evening (7 pm to 10 pm)	2%	no change
Night (10 pm to 7 am)	1%	no change
Turboprop		
Day (7 am to 7pm)	97%	no change
Evening (7 pm to 10 pm)	2%	no change
Night (10 pm to 7 am)	1%	no change
Business Jet		
Day (7 am to 7pm)	99%	no change
Evening (7 pm to 10 pm)	1%	no change
Night (10 pm to 7 am)	0%	no change
Helicopter/AAM[c]		
Day (7 am to 7pm)	75%	no change
Evening (7 pm to 10 pm)	16%	no change
Night (10 pm to 7 am)	9%	no change

RUNWAY USE DISTRIBUTION [b]

	Current	Future
Single-Engine		
Takeoffs and Landings		
Day, Evening, Night		
Runway 19R	60%	no change
Runway 1L	2.5%	no change
Runway 19L	20%	no change
Runway 1R	0.5%	no change
Runway 6	2%	no change
Runway 24	15%	no change
Twin-Engine		
Takeoffs and Landings		
Day, Evening, Night		
Runway 19R	60%	no change
Runway 1L	2.5%	small increase
Runway 19L	20%	small increase
Runway 1R	0.5%	no change
Runway 6	20%	no change
Runway 24	15%	no change
Turboprop		
Takeoffs and Landings		
Day, Evening, Night		
Runway 19R	75%	no change
Runway 1L	5%	no change
Runway 6	5%	no change
Runway 24	15%	no change
Business Jet		
Takeoffs and Landings		
Day, Evening, Night		
Runway 19R	75%	no change
Runway 1L	5%	no change
Runway 6	5%	no change
Runway 24	15%	no change
Helicopter/AAM[c]		
Takeoffs and Landings		
Day, Evening, Night		
Helipad	100%	no change

Continued on next page

FLIGHT TRACK USAGE [b]

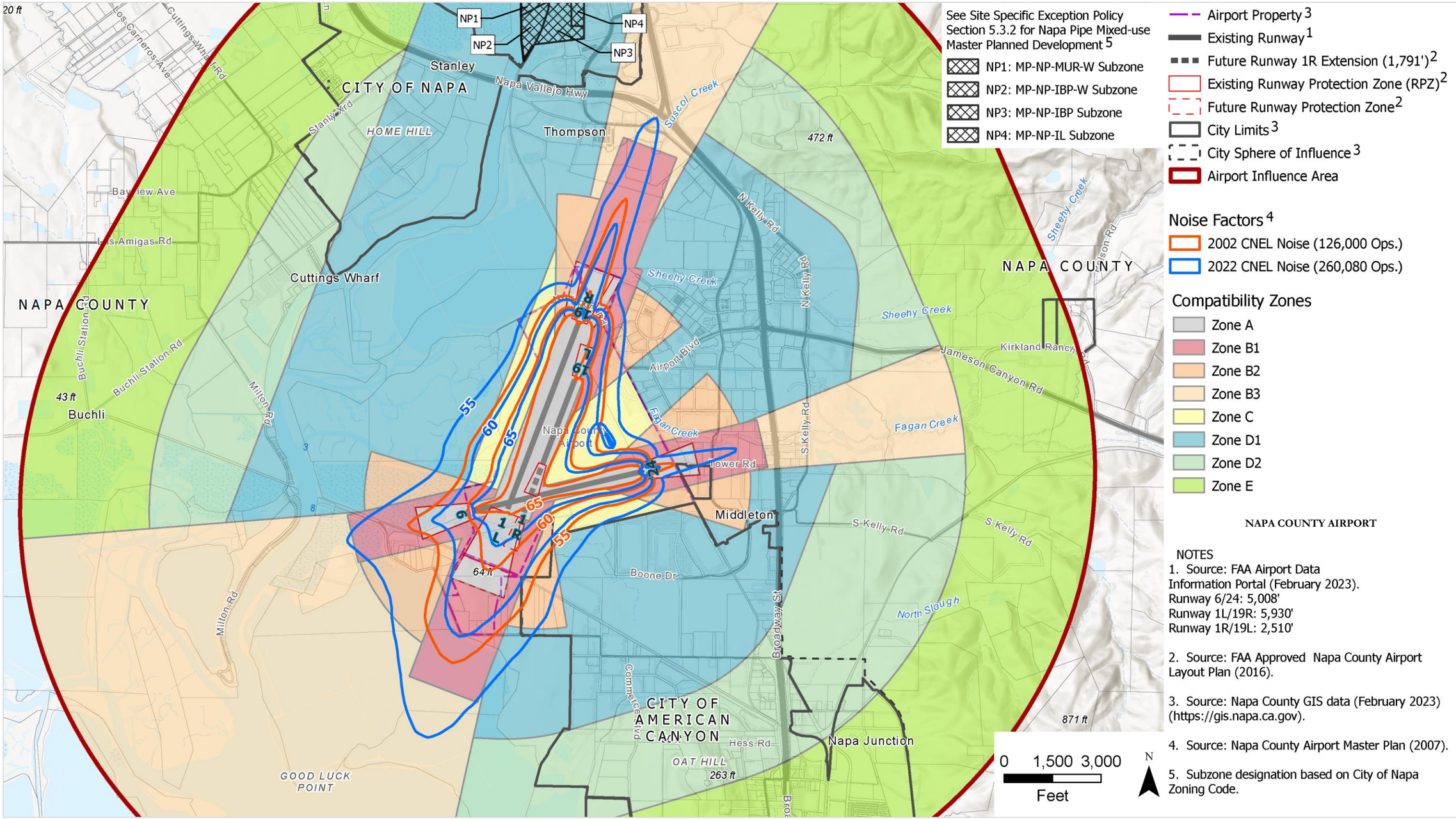
Takeoffs	Straight Out	Right Turn	Left Turn
	Current Distributions No Future Changes		
Single-Engine			
Runway 1L	*80%*		*20%*
Runway 19R	50%	30%	20%
Runway 1R	100%		
Runway 19L	50%	30%	20%
Runway 6	70%	15%	15%
Runway 24	40%	20%	40%
Twin-Engine			
Runway 1L	80%		20%
Runway 19R	50%	30%	20%
Runway 1R	100%		
Runway 19L	50%	30%	50%
Runway 6	70%	15%	15%
Runway 24	40%	20%	40%
Turboprop			
Runway 1L	30%	70%	
Runway 19R	20%	60%	20%
Runway 1R	100%		
Runway 19L	20%	60%	20%
Runway 6	70%	15%	15%
Runway 24	40%	20%	40%
Business Jet			
Runway 1L	100%		
Runway 19R	100%		
Runway 1R			
Runway 19L			
Runway 6	100%		
Runway 24	100%		
Helicopter/AAM[c]			
Runway 1R/19L	100%c		

Landings	Straight In	Right Turn	Close-In Right Turn	Left Turn
	Current Distributions No Future Changes			
Single-Engine				
Runway 1L	*100%*			
Runway 19R	20%	40%	40%	
Runway 1R	100%			
Runway 19L	20%			80%
Runway 6	100%			
Runway 24	20%	40%	40%	
Twin-Engine				
Runway 1L	100%			
Runway 19R	10%	40%	50%	
Runway 1R	100%			
Runway 19L	20%			80%
Runway 6	100%			
Runway 24	10%	40%	50%	
Turboprop				
Runway 1L	100%			
Runway 19R	20%	60%	20%	
Runway 1R				
Runway 19L				
Runway 6	100%			
Runway 24	20%	60%	20%	
Business Jet				
Runway 1L	100%			
Runway 19R	100%			
Runway 1R				
Runway 19L				
Runway 6	100%			
Runway 24	100%			
Helicopter/AAM[c]				
Runway 1R/19L	100%c			

Notes:
[a] Napa County Airport Master Plan, March 2007. Table 2A, Master Plan Activity Forecasts
[b] Napa County Airport Master Plan, March 2007. Appendix E, Noise Model Calculation Data
[c] Future Advanced Air Mobility (AAM) operations anticipated to occur on 1R/19L. See Section 7.2.4.

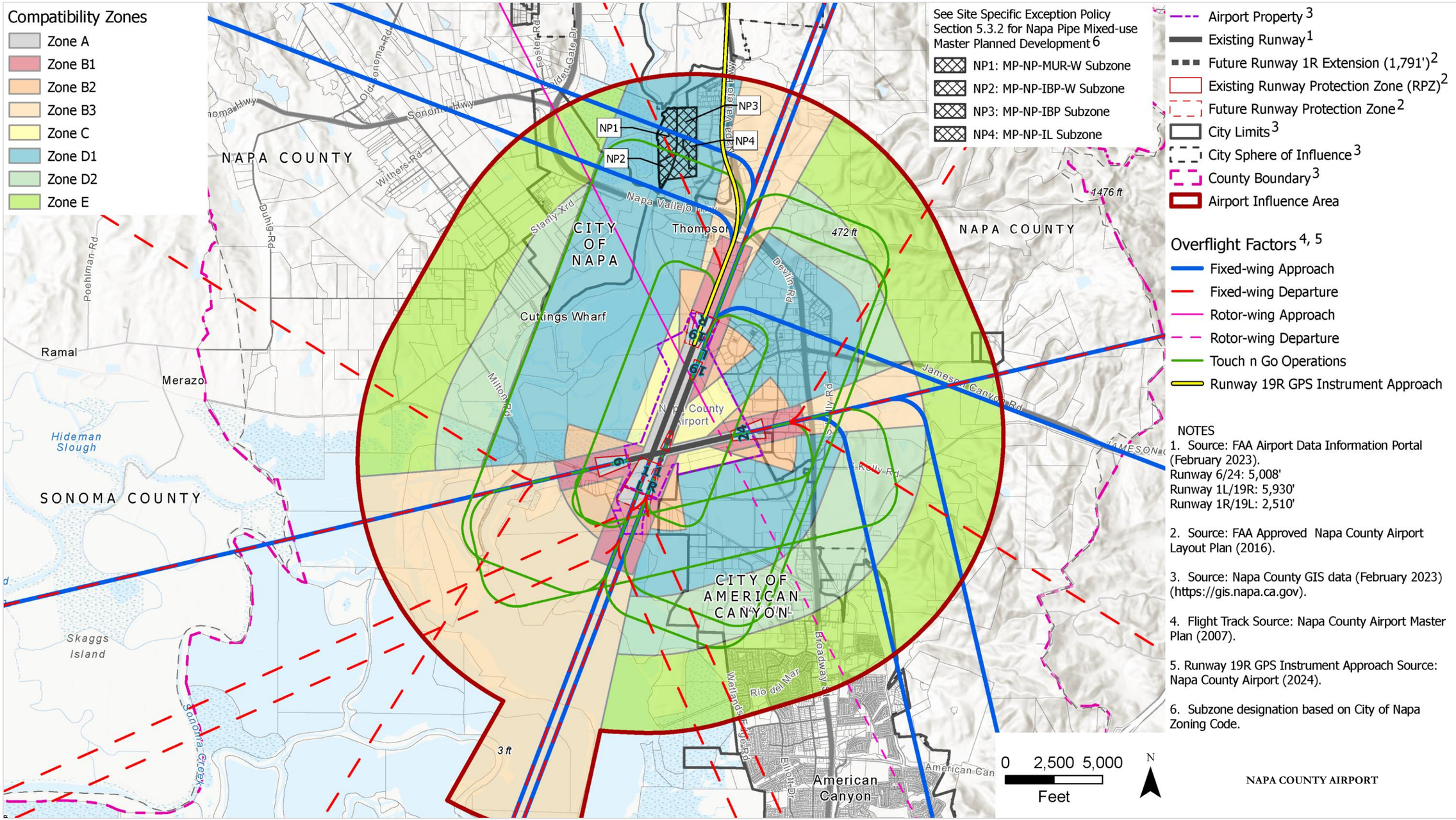
Source: data compiled by Mead & Hunt, 2023

EXHIBIT 7-6: COMPATIBILITY FACTOR – NOISE



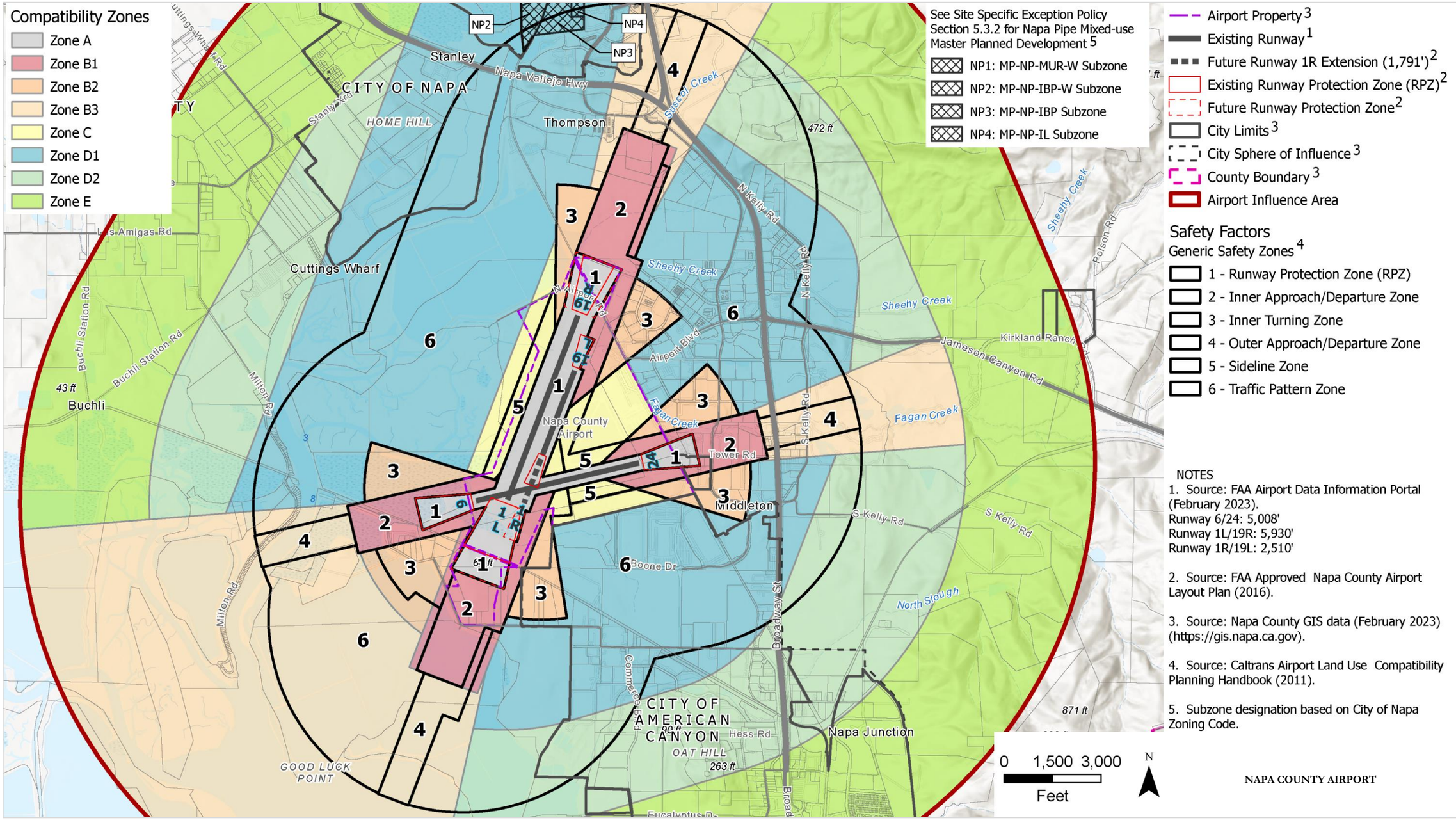
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EXHIBIT 7-7: COMPATIBILITY FACTOR – OVERFLIGHT



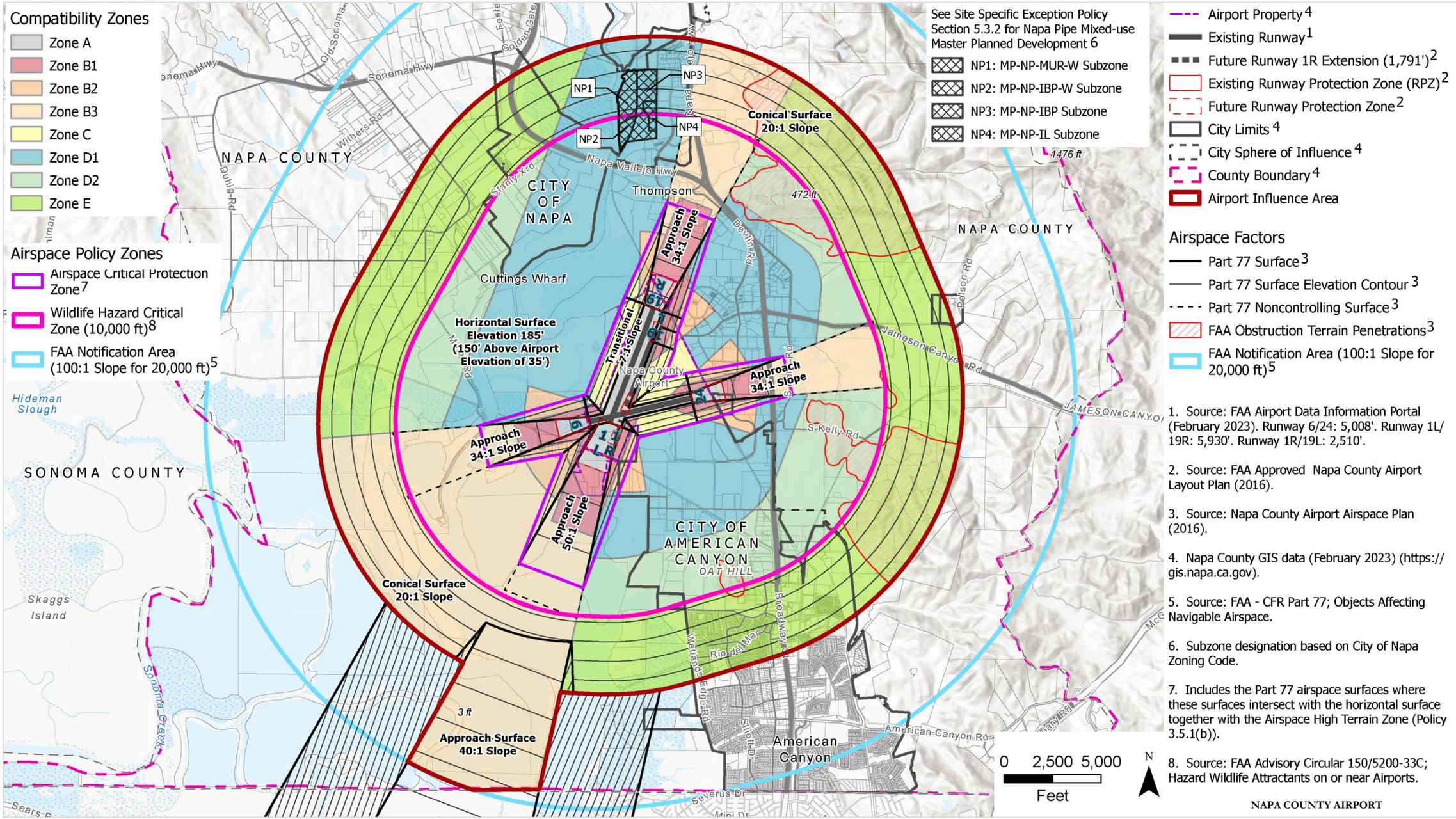
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EXHIBIT 7-8: COMPATIBILITY FACTORS – SAFETY



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EXHIBIT 7-9: COMPATIBILITY FACTOR – AIRSPACE PROTECTION



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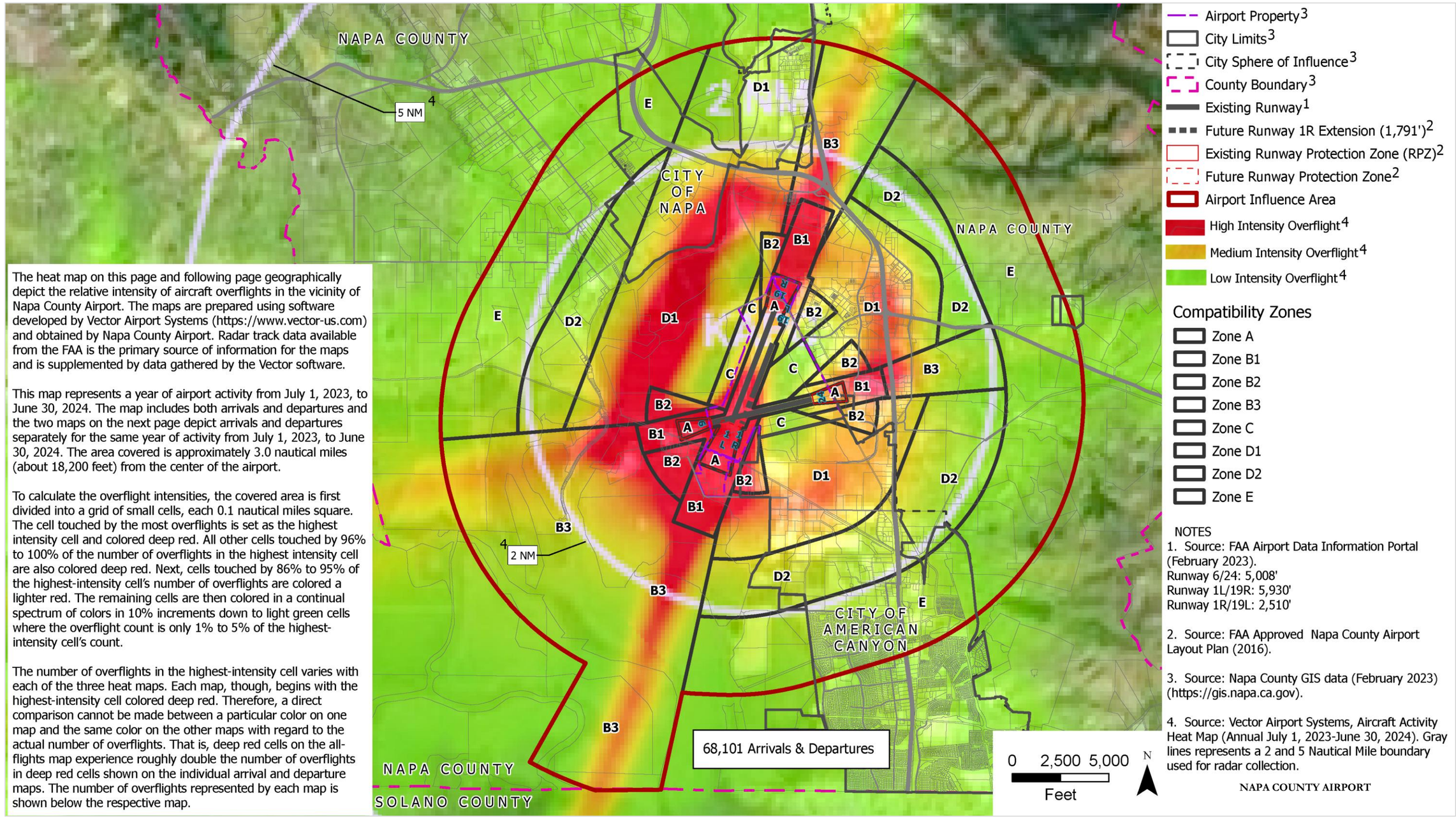
EXHIBIT 7-10: FLIGHT TRACK HEAT MAP – FULL YEAR

The heat map on this page and following page geographically depict the relative intensity of aircraft overflights in the vicinity of Napa County Airport. The maps are prepared using software developed by Vector Airport Systems (https://www.vector-us.com) and obtained by Napa County Airport. Radar track data available from the FAA is the primary source of information for the maps and is supplemented by data gathered by the Vector software.

This map represents a year of airport activity from July 1, 2023, to June 30, 2024. The map includes both arrivals and departures and the two maps on the next page depict arrivals and departures separately for the same year of activity from July 1, 2023, to June 30, 2024. The area covered is approximately 3.0 nautical miles (about 18,200 feet) from the center of the airport.

To calculate the overflight intensities, the covered area is first divided into a grid of small cells, each 0.1 nautical miles square. The cell touched by the most overflights is set as the highest intensity cell and colored deep red. All other cells touched by 96% to 100% of the number of overflights in the highest intensity cell are also colored deep red. Next, cells touched by 86% to 95% of the highest-intensity cell's number of overflights are colored a lighter red. The remaining cells are then colored in a continual spectrum of colors in 10% increments down to light green cells where the overflight count is only 1% to 5% of the highest-intensity cell's count.

The number of overflights in the highest-intensity cell varies with each of the three heat maps. Each map, though, begins with the highest-intensity cell colored deep red. Therefore, a direct comparison cannot be made between a particular color on one map and the same color on the other maps with regard to the actual number of overflights. That is, deep red cells on the all-flights map experience roughly double the number of overflights in deep red cells shown on the individual arrival and departure maps. The number of overflights represented by each map is shown below the respective map.



NOTES

1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'

2. Source: FAA Approved Napa County Airport Layout Plan (2016).

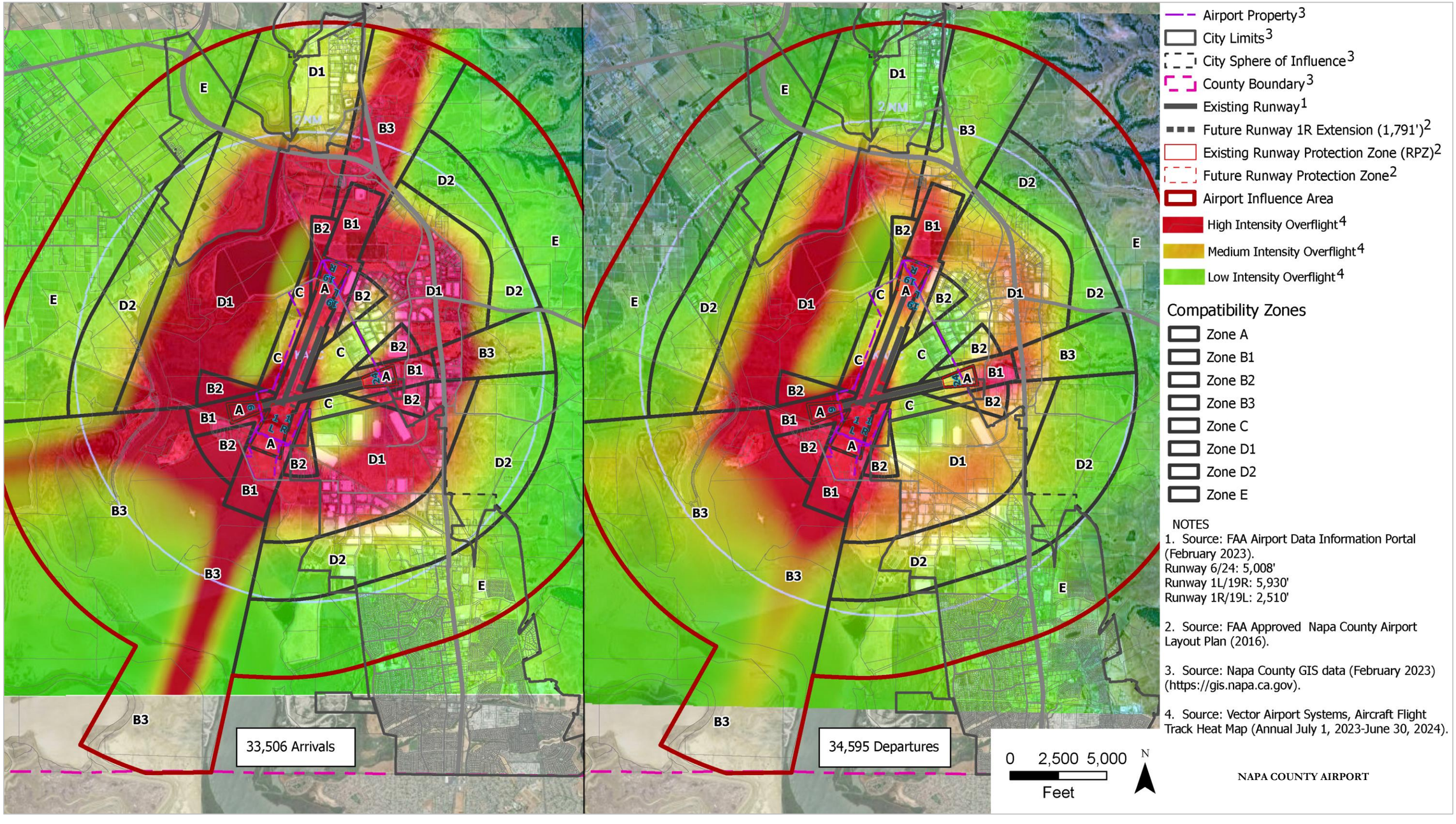
3. Source: Napa County GIS data (February 2023) (https://gis.napa.ca.gov).

4. Source: Vector Airport Systems, Aircraft Activity Heat Map (Annual July 1, 2023-June 30, 2024). Gray lines represents a 2 and 5 Nautical Mile boundary used for radar collection.

NAPA COUNTY AIRPORT

Mead & Hunt, Inc., 2024

EXHIBIT 7-11: FLIGHT TRACK HEAT MAP – ARRIVALS AND DEPARTURES REPRESENTATIVE QUARTER



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EXHIBIT 7-12: AIRPORT ENVIRONS INFORMATION

AIRPORT SITE [a]

Location

- Southern Napa County between Cities of Napa and American Canyon
- Access via Airport Road 1 mile west of State Highways 12/29 intersection

Topography

- Situated in southern end of Napa Valley with low hills to east and west
- Elevations range from 5 feet along the Napa River to 1,400 feet along the eastern county line
- Tidally influenced salt marshes located along northern and western edges of airport

AIRPORT ENVIRONS LAND USE JURISDICTIONS [a]

County of Napa

- Runway approaches and traffic pattern over unincorporated Napa County

City of Napa

- 5 miles south of Napa city center
- City sphere of influence extends within 1 mile north-west of airport

City of American Canyon

- Airport borders north side of City of American Canyon

EXISTING AIRPORT AREA LAND USES [b]

General Character

- Industrial/business park area to east
- Developing industrial/business park to south
- Agricultural and watershed lands to west
- Napa Sanitation District lands adjoin airport to north
- Scattered industrial uses to the east and south.

Runway Approaches

- Northeast Approach: Industrial, agricultural, water treatment facility
- Southwest Approach: Agricultural, watershed
- West Approach: Agriculture, watershed
- East Approach: Industrial/business park

PLANNED AIRPORT AREA LAND USES

County of Napa

- Future industrial business park planned for adjoining areas north, east, and south
- Potential mixed use planned development for area northwest of airport within the City of Napa
- Agricultural and open space designated at periphery of planning area

City of Napa

- Public Serving land uses planned east of airport

City of American Canyon

- Industrial land uses planned south of airport

STATUS OF COMMUNITY PLANS

County of Napa

- General Plan, adopted June 2008
- Napa County Land Use Map (2008-2030), revised December 2016

City of Napa

- General Plan, adopted October 2022
- Downtown Specific Plan, adopted May 2012
- Airport Industrial Area Specific Plan (AIASP), adopted July 1986
- City of Napa Municipal Code, Title 17 – Zoning, Chapter 17.34: AC – Airport Compatibility Overlay District

City of American Canyon

- General Plan, adopted November 1994

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

County of Napa - General Plan [d]

- Agricultural Preservation and Land Use Element
  - AIASP details land use and circulation standards for Industrial near Napa County Airport (Policy AG/LU-38).
  - Use zoning to ensure that land uses in airport approach zones comply with applicable *ALUC* policies. If necessary, County shall acquire development rights in airport approach zones (Policy AG/LU-49).
  - Refer General Plan land use changes, proposed rezonings, and proposed developments in Airport Approach Zones to Napa County *ALUC* for review and comment (Action Item AG/LU 49.1).
  - New land uses in the South County Industrial Area shall be compatible with or buffered from adjacent industrial uses and consistent with the *ALUCP* for Napa County Airport (Policy AG/LU-95).
  - Airport Industrial Area is planned for industrial and business/industrial park uses that support agriculture (Policy AG/LU-96).
  - New school facilities shall not be located within two miles of an airport unless approved by the State Department of Education (Policy AG/LU-123).
  - New churches or institutions providing religious instruction shall not be located within proximity to an airport, unless they are located in an area where residential uses would be compatible under the applicable *ALUCP* (Policy AG/LU-124).
- Circulation Element
  - County shall work with Napa County Transportation and Planning Agency to develop effective connections between public transit in Napa County (Policy CIR-31).
  - Maintain Napa County Airport as a General Aviation facility and avoid land use conflicts via land use compatibility planning (Policy CIR-38).
  - County supports runway and other technological improvements to Napa County Airport to improve its safety and usefulness as a civil aviation center (Policy CIR-39).
  - County shall review Circulation Element periodically to ensure it embraces future technological innovations that improve … airport operations (Policy CIR-41).

Continued on next page

- Community Character Element
  - Development in the area covered by any *ALUCP* shall be consistent with noise levels projected for the airport (Policy CC-45).
  - County shall use avigation easements, disclosure statements, and other appropriate measures to ensure that residents and businesses within any airport influence area are informed of the presence of the airport and its potential for creating current and future noise (Action CC-45.1).
- Economic Development Element
  - Ancillary uses in the Airport Industrial Area shall be limited to locally-serving (i.e., business park supporting) uses, with regard to both nature and extent, as specified in the AIASP (Policy E-10).
- Housing Element (2014)
  - Napa Pipe Site has a realistic capacity of 700-945 housing units on 43.5-acre portion of the site located north of the airport (Page H-45).
- Recreation and Open Space Element
  - County to plan for and reserve land for recreational facilities (i.e., recreational alignment of San Francis-co Bay Trail between American Canyon and Napa adjacent to tidal wetlands west of airport.) (Policy ROS-15).
- Safety Element
  - For maximum safety, all land uses and zoning within airport areas shall be reviewed for compatibility with the adopted plans for the airport and other general aviation facilities in the county (Policy SAF-33).

City of American Canyon - General Plan [h]

- Land Use Element
  - Ensure compatibility of development within American Canyon with airport (Goal 1N)
  - Associated Policies: 1.27.2-1.27.7
- Economic Element
  - Work with County and LAFCOM to modify City's sphere to include areas on north side of Green Island Road and south of airport for future industrial development (Policy 3.5.2).
- Noise Element
  - Restrict development of uses located within the 65 CNEL contour to industrial, agricultural, or other open space uses (Policy 11.4.1).
  - Require that development in the vicinity of Napa County Airport comply with noise standards in the *ALUCP* (Policy 11.4.2).
  - Work with airport to ensure airport's operations do not generate adverse noise conditions in the City of American Canyon (Policy 11.4.3).

City of Napa - General Plan [e]

- Air, Water, Truck, and Rail Transport
  - Coordinate with Napa County and other agencies to continue safe and efficient operation of the Napa County Airport (Goal TE-8).
  - Promote the expansion of airport services to connect major airports to Downtown via rail or shuttle services (Goal TE 8-1).
- Other Public Safety and Hazards
  - Consider long-term compatibility between proposed new land uses and Napa County Airport.
- Airport Industrial Area Specific Plan
  - General Goal 3. Provide a specific plan which is compatible with operations, plans and development policies of airport.
  - Economic Goal 5. Establish land use and circulation policies for the planning area which will enhance the potential of airport.
  - Land Use Goal 2. Maintain compatibility between planning area land uses and Napa County Airport activities.
  - Land Use Goal 5.g. Organize the planning area into various land use components distinguished by proximity to existing planning area features including the airport.
  - Land Use Goal 11. Limit commercial activities in the planning area to those businesses which are directly related to needs generated by airport.
  - Land Use Goal 12. Where warranted, establish special noise abatement criteria for areas that fall within the 55 dB (CNEL) noise contour of airport.
  - Land Use Goal 14. Retain planning area lands adjacent and convenient to airport for air transport related industrial activities.
  - Internal Improvements Goal 3.g. Provide a circulation system configuration in the airport vicinity for safe and convenient taxiway links to the airport.
  - Aviation Goal 4.a. Require that land uses surrounding the airport be compatible with airport activity and the *ALUCP*.
  - Aviation Goal 4.b. Place a total prohibition on urban development in designated airport approach Clear Zones.
  - Aviation Goal 4.c. In the AIA, place special restrictions on development to reduce safety and noise conflicts between aviation activity and industrial activity.
  - Aviation Goal 4.d. Provide for future private construction of aircraft taxiways between Napa County Airport and adjacent industrial sites.

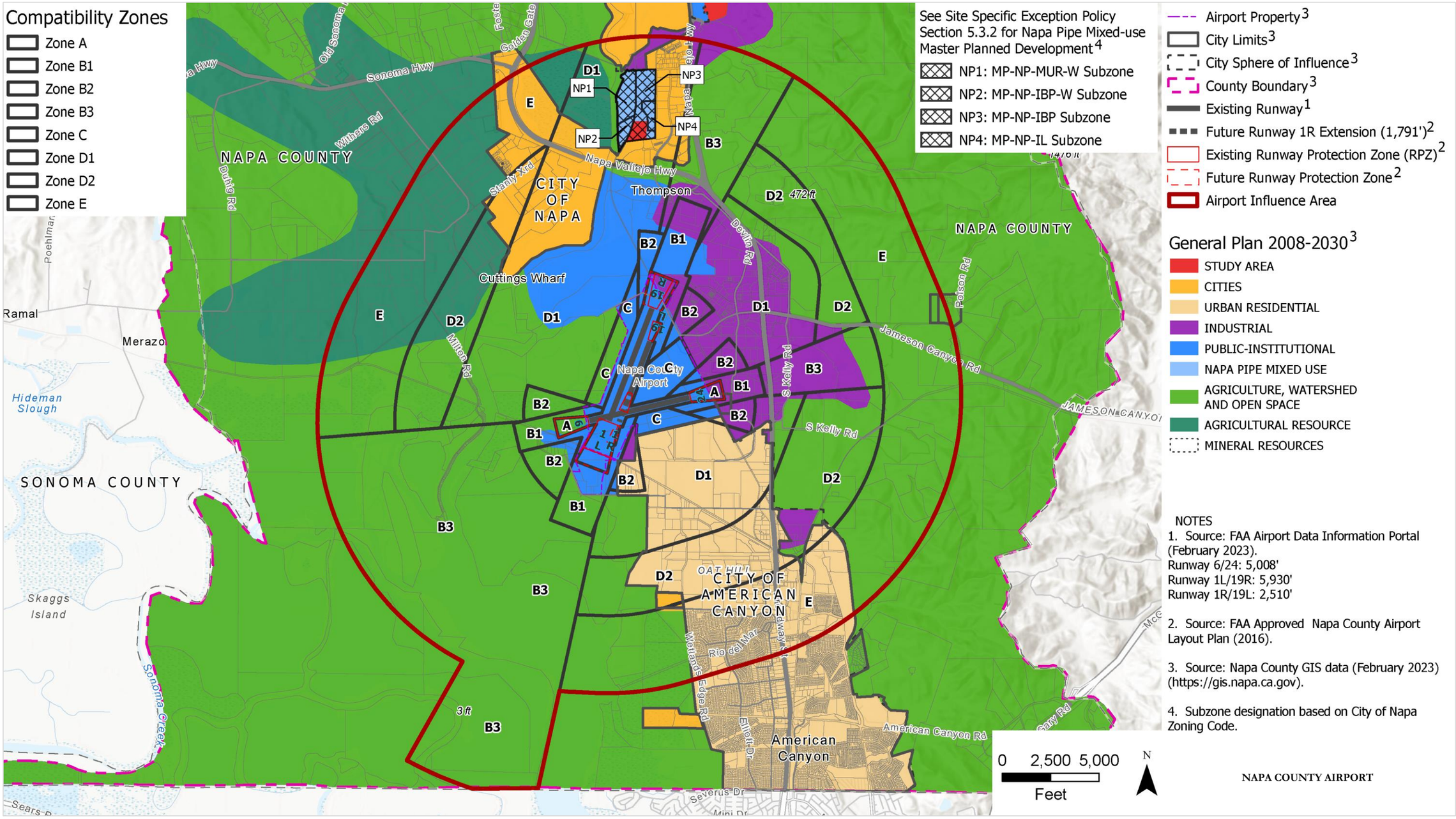
City of Napa - Title 17 – Zoning, Chapter 17.34: AC – Airport Compatibility Overlay District

- Protect public health, safety, and welfare within the land use compatibility zones of Napa County Airport identified by the *ALUCP* (17.34.020 Purpose).
- May overlay or be combined with any zoning district consistent with the purpose and provisions of this district (17.34.030 Designation).

Notes:
[a] Napa County Airport, Master Plan, March 2007
[b] Napa County Airport Land Use Compatibility Plan, Adopted April 22, 1991, Revised December 15, 1999
[c] Napa County Land Use Plan Map, December 20, 2016
[d] Napa County General Plan, June 2008
[e] City of Napa General Plan, October 2022
[f] Airport Industrial Area Specific Plan, July 1968 (Amended through October 2013)
[g] City of Napa, General Plan, October 2022
[h] City of American Canyon, General Plan, November 1994

Source: data compiled by Mead & Hunt, 2023.

EXHIBIT 7-13: GENERAL PLAN LAND USE DESIGNATIONS – COUNTY OF NAPA



NOTES

1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'

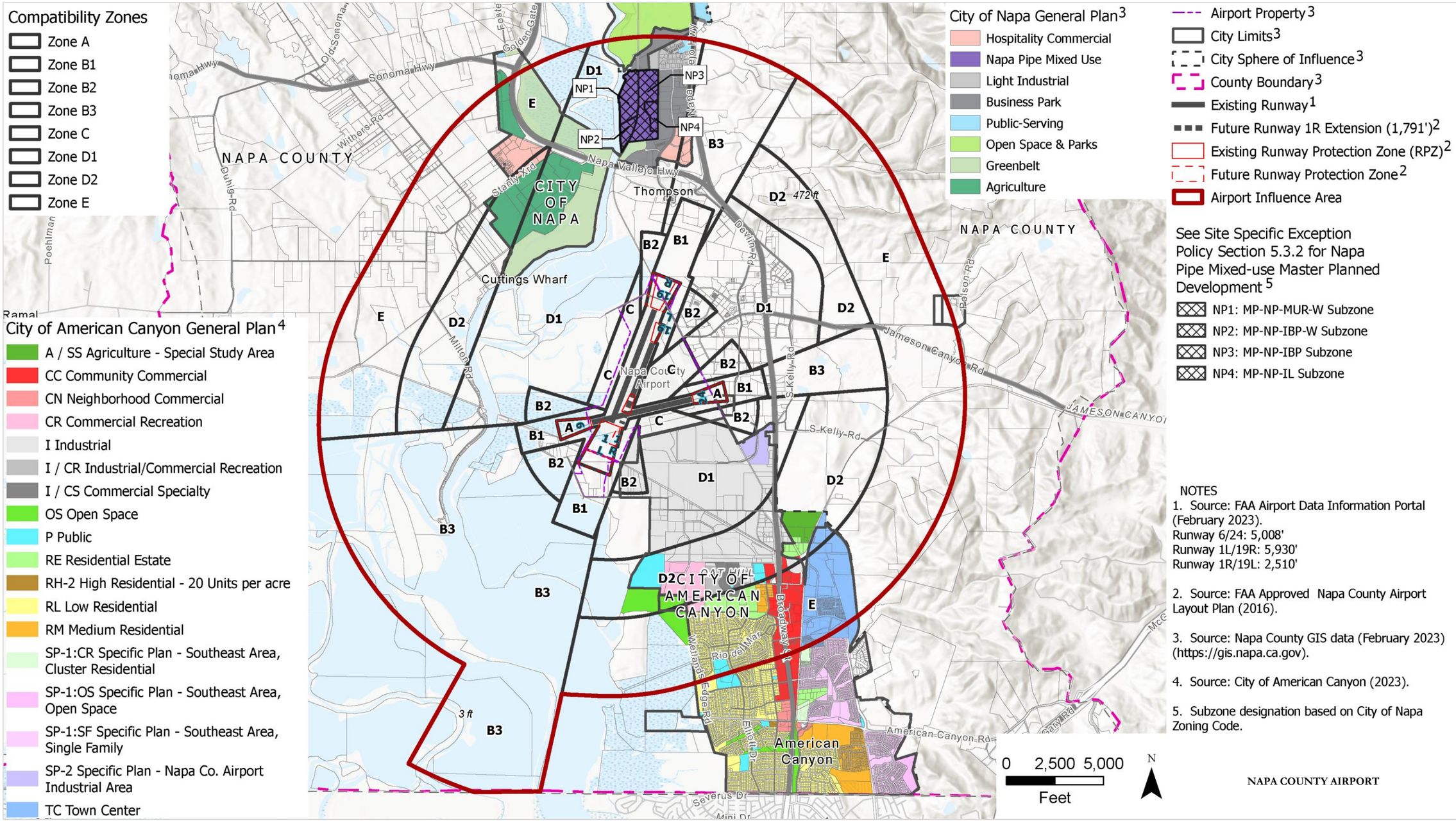
2. Source: FAA Approved Napa County Airport Layout Plan (2016).

3. Source: Napa County GIS data (February 2023) (https://gis.napa.ca.gov).

4. Subzone designation based on City of Napa Zoning Code.

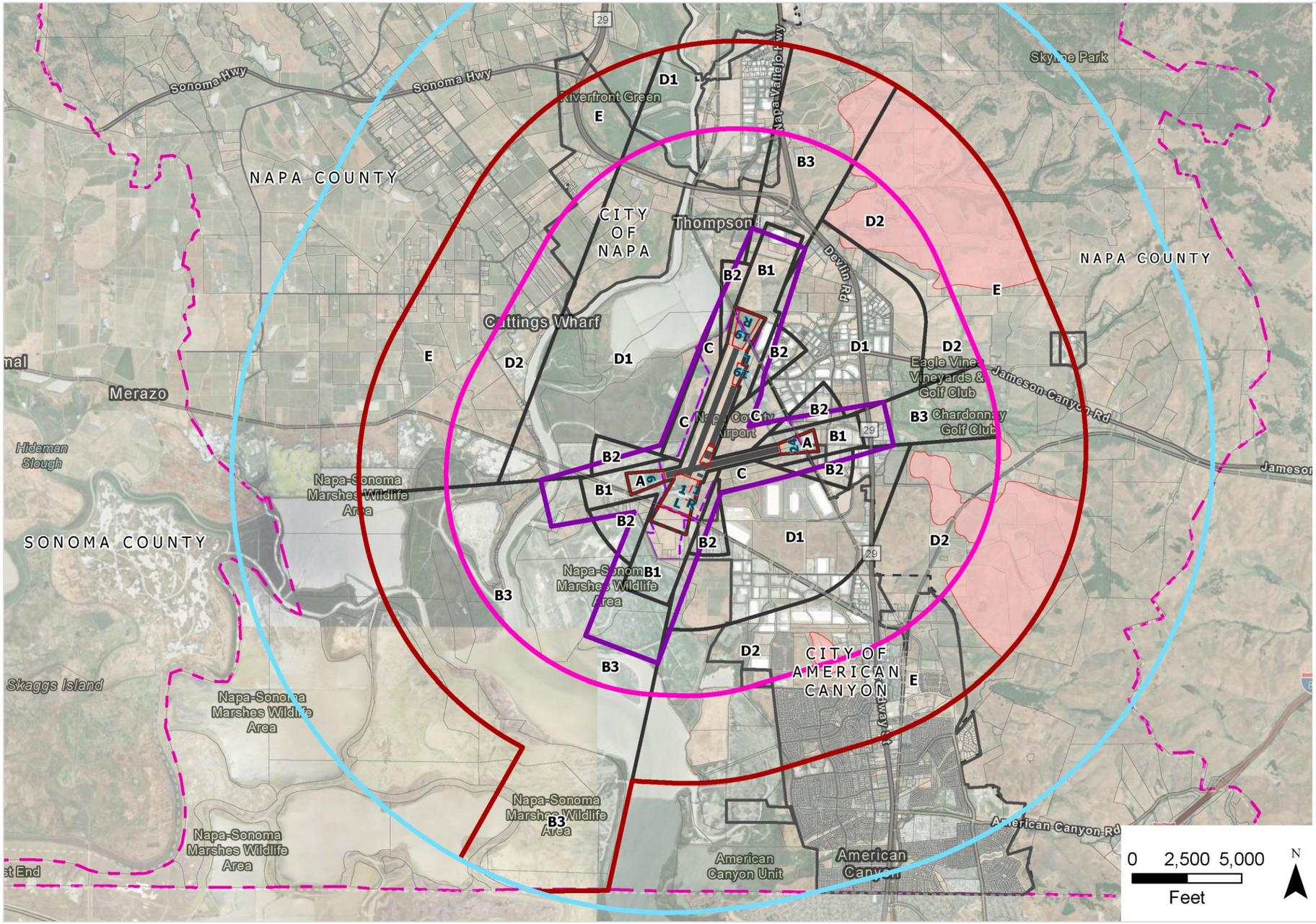
Mead & Hunt, Inc., 2024

EXHIBIT 7-14: GENERAL PLAN LAND USE DESIGNATIONS – CITY OF NAPA AND CITY OF AMERICAN CANYON



Mead & Hunt, Inc., 2024

EXHIBIT 7-15: AERIAL



- Airport Property[4]
- City Limits[4]
- City Sphere of Influence[4]
- County Boundary[4]
- Existing Runway[1]
- Future Runway 1R Extension (1,791')[2]
- Existing Runway Protection Zone (RPZ)[2]
- Future Runway Protection Zone[2]
- Airport Influence Area
- Compatibility Zones A - E

Airspace Policy Zones

- Airspace Critical Protection Zone[5]
- Airspace High Terrain Zone[3]
- Wildlife Hazard Critical Zone (10,000 ft)[6]
- FAA Notification Area (100:1 Slope for 20,000 ft)[7]

1. Source: FAA Airport Data Information Portal (February 2023).
Runway 6/24: 5,008'
Runway 1L/19R: 5,930'
Runway 1R/19L: 2,510'

2. Source: FAA Approved Napa County Airport Layout Plan (2016).

3. Source: Napa County Airport Airspace Plan (2016).

4. Source: Napa County GIS data (https://gis.napa.ca.gov).

5. Includes the Part 77 airspace surfaces where these surfaces intersect with the horizontal surface together with the Airspace High Terrain Zone (Policy 3.5.1(b)).

6. Source: FAA Advisory Circular 150/5200-33C; Hazard Wildlife Attractants on or near Airports.

7. Source: FAA - CFR Part 77; Objects Affecting Navigable Airspace.

NAPA COUNTY AIRPORT

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Appendix **A**

State Laws Related to Airport Land Use Planning

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(as of August 2023)

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21208 Department of Transportation A-23

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66455.9 School Site Review A-52
(excerpts applicable to ALUCs)

65852.21, 65852.24 Adoption of Regulations A-53
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66314, 66316, 66321 Accessory Dwelling Unit Approvals A-65
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(excerpts pertaining to Department of Transportation review of community college sites)

Health and Safety Code Sections

1597.40 – 1597.46 Licensing Provisions, Family Day Care Homes A-75
(excerpts)

50710.1 Special Housing Program for Migratory Workers A-79
(excerpt)

California Environmental Quality Act Statutes

Public Resources Code Section

21096 California Environmental Quality Act, Airport Planning A-82
(excerpts pertaining to projects near airports)

Business and Professions Code Section

11010 Regulation of Real Estate Transactions, Subdivided Lands A-83
(excerpts regarding airport influence area disclosure requirements)

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AERONAUTICS LAW

PUBLIC UTILITIES CODE

D9(P1) – CH4(3.5)

Division 9–Aviation
Part 1–State Aeronautics Act
Chapter 4–Airports and Air Navigation Facilities
Article 3.5–Airport Land Use Commission

21670 Creation; Membership; Selection

(a) The Legislature hereby finds and declares that:

(1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.

(2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission, except that the board of supervisors of the county may, after consultation with the appropriate airport operators and affected local entities and after a public hearing, adopt a resolution finding that there are no noise, public safety, or land use issues affecting any airport in the county which require the creation of a commission and declaring the county exempt from that requirement. The board shall, in this event, transmit a copy of the resolution to the Director of Transportation. For purposes of this section, "commission" means an airport land use commission. Each commission shall consist of seven members to be selected as follows:

(1) Two representing the cities in the county, appointed by a city selection committee comprised of the mayors of all the cities within that county, except that if there are any cities contiguous or adjacent to the qualifying airport, at least one representative shall be appointed therefrom. If there are no cities within a county, the number of representatives provided for by paragraphs (2) and (3) shall each be increased by one.

(2) Two representing the county, appointed by the board of supervisors.

(3) Two having expertise in aviation, appointed by a selection committee comprised of the managers of all of the public airports within that county.

(4) One representing the general public, appointed by the other six members of the commission.

(c) Public officers, whether elected or appointed, may be appointed and serve as members of the commission during their terms of public office.

(d) Each member shall promptly appoint a single proxy to represent him or her in commission affairs and to vote on all matters when the member is not in attendance. The proxy shall be designated in a signed written instrument which shall be kept on file at the commission offices, and the proxy shall serve at the pleasure of the appointing member. A vacancy in the office of proxy shall be filled promptly by appointment of a new proxy.

(e) A person having an "expertise in aviation" means a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation, and role of airports, or is an elected official of a local agency which owns or operates an airport.

(f) It is the intent of the Legislature to clarify that, for the purposes of this article that special districts, school districts and community college districts are included among the local agencies that are subject to airport land use laws and other requirements of this article.

21670.1 Action by Designated Body Instead of Commission

(a) Notwithstanding any other provision of this article, if the board of supervisors and the city selection committee of mayors in the county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated body, then the body so designated shall assume the planning responsibilities of an airport land use commission as provided for in this article, and a commission need not be formed in that county.

(b) A body designated pursuant to subdivision (a) that does not include among its membership at least two members having expertise in aviation, as defined in subdivision (e) of Section 21670, shall, when acting in the capacity of an airport land use commission, be augmented so that body, as augmented, will have at least two members having that expertise. The commission shall be constituted pursuant to this section on and after March 1, 1988.

(c) (1) Notwithstanding subdivisions (a) and (b), and subdivision (b) of Section 21670, if the board of supervisors of a county and each affected city in that county each makes a determination that proper land use planning pursuant to this article can be accomplished pursuant to this subdivision, then a commission need not be formed in that county.

(2) If the board of supervisors of a county and each affected city makes a determination that proper land use planning may be accomplished and a commission is not formed pursuant to paragraph (1), that county and the appropriate affected cities having jurisdiction over an airport, subject to the review and approval by the Division of Aeronautics of the department, shall do all of the following:

(A) Adopt processes for the preparation, adoption, and amendment of the airport land use compatibility plan for each airport that is served by a scheduled airline or operated for the benefit of the general public.

(B) Adopt processes for the notification of the general public, landowners, interested groups, and other public agencies regarding the preparation, adoption, and amendment of the airport land use compatibility plans.

(C) Adopt processes for the mediation of disputes arising from the preparation, adoption, and amendment of the airport land use compatibility plans.

(D) Adopt processes for the amendment of general and specific plans to be consistent with the airport land use compatibility plans.

(E) Designate the agency that shall be responsible for the preparation, adoption, and amendment of each airport land use compatibility plan.

(3) The Division of Aeronautics of the department shall review the processes adopted pursuant to paragraph (2), and shall approve the processes if the division determines that the processes are consistent with the procedure required by this article and will do all of the following:

(A) Result in the preparation, adoption, and implementation of plans within a reasonable amount of time.

(B) Rely on the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations.

(C) Provide adequate opportunities for notice to, review of, and comment by the general public, landowners, interested groups, and other public agencies.

(4) If the county does not comply with the requirements of paragraph (2) within 120 days, then the airport land use compatibility plan and amendments shall not be considered adopted pursuant to this article and a commission shall be established within 90 days of the determination of noncompliance by the division and an airport land use compatibility plan shall be adopted pursuant to this article within 90 days of the establishment of the commission.

(d) A commission need not be formed in a county that has contracted for the preparation of airport land use compatibility plans with the Division of Aeronautics under the California Aid to Airports Program (Chapter 4 (commencing with Section 4050 of Division 2.5 of Title 21 of the California Code of Regulations), and that submits all of the following information to the Division of Aeronautics for review and comment that the county and the cities affected by the airports within the county, as defined by the airport land use compatibility plans:

(1) Agree to adopt and implement the airport land use compatibility plans that have been developed under contract.

(2) Incorporated the height, use, noise, safety, and density criteria that are compatible with airport operations as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations as part of the general and specific plans for the county and for each affected city.

(3) If the county does not comply with this subdivision on or before May 1, 1995, then a commission shall be established in accordance with this article.

(e) (1) A commission need not be formed in a county if all of the following conditions are met:

(A) The county has only one public use airport that is owned by a city.

(B) (i) The county and the affected city adopt the elements in paragraph (2) of subdivision (d), as part of their general and specific plans for the county and the affected city.

(ii) The general and specific plans shall be submitted, upon adoption, to the Division of Aeronautics. If the county and the affected city do not submit the elements specified in paragraph (2) of subdivision (d), on or before May 1, 1996, then a commission shall be established in accordance with this article.

(*Amended by Stats. 2018, Ch. 198, Sec. 5. (AB 3246) Effective January 1, 2019.)*

21670.2 Application to Counties Having Over 4 Million in Population

(a) Sections 21670 and 21670.1 do not apply to the County of Los Angeles. In that county, the county regional planning commission has the responsibility for coordinating the airport planning of public agencies within the county. In instances where impasses result relative to this planning, an appeal may be made to the county regional planning commission by any public agency involved. The action taken by the county regional planning commission on an appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.

(b) By January 1, 1992, the county regional planning commission shall adopt the airport land use compatibility plans required pursuant to Section 21675.

(c) Sections 21675.1, 21675.2, and 21679.5 do not apply to the County of Los Angeles until January 1, 1992. If the airport land use compatibility plans required pursuant to Section 21675 are not adopted by the county regional planning commission by January 1, 1992, Sections 21675.1 and 21675.2 shall apply to the County of Los Angeles until the airport land use compatibility plans are adopted.

(Amended by Stats. 2002, Ch. 438, Sec. 11. Effective January 1, 2003.)

21670.3 San Diego County

(a) Sections 21670 and 21670.1 do not apply to the County of San Diego. In that county, the San Diego County Regional Airport Authority, as established pursuant to Section 170002, shall be responsible for the preparation, adoption, and amendment of an airport land use compatibility plan for each airport in San Diego County.

(b) The San Diego County Regional Airport Authority shall engage in a public collaborative planning process when preparing and updating an airport land use compatibility plan.

21670.4 Intercounty Airports

(a) As used in this section, "intercounty airport" means any airport bisected by a county line through its runways, runway protection zones, inner safety zones, inner turning zones, outer safety zones, or sideline safety zones, as defined by the department's Airport Land Use Planning Handbook and referenced in the airport land use compatibility plan formulated under Section 21675.

(b) It is the purpose of this section to provide the opportunity to establish a separate airport land use commission so that an intercounty airport may be served by a single airport land use planning agency, rather than having to look separately to the airport land use commissions of the affected counties.

(c) In addition to the airport land use commissions created under Section 21670 or the alternatives established under Section 21670.1, for their respective counties, the boards of supervisors and city selection committees for the affected counties, by independent majority vote of each county's two delegations, for any intercounty airport, may do either of the following:

(1) Establish a single separate airport land use commission for that airport. That commission shall consist of seven members to be selected as follows:

(A) One representing the cities in each of the counties, appointed by that county's city selection committee.

(B) One representing each of the counties, appointed by the board of supervisors of each county.

(C) One from each county having expertise in aviation, appointed by a selection committee comprised of the managers of all the public airports within that county.

(D) One representing the general public, appointed by the other six members of the commission.

(2) In accordance with subdivision (a) or (b) of Section 21670.1, designate an existing appropriate entity as that airport's land use commission.

(Amended by Stats. 2002, Ch. 438, Sec. 12. Effective January 1, 2003.)

21670.6 Court and Mediation Proceedings

Any action brought in the superior court relating to this article may be subject to mediation proceeding conducted pursuant to Chapter 9.3 (commencing with Section 66030) of Division I of Title 7 of the Government Code.

(Added by Stats. 2010, Ch. 699, Sec. 37. (SB 894) Effective January 1, 2011.)

21671 Airports Owned by a City, District or County

In any county where there is an airport operated for the general public which is owned by a city or district in another county or by another county, one of the representatives provided by paragraph (1) of subdivision (b) of Section 21670 shall be appointed by the city selection committee of mayors of the cities of the county in which the owner of that airport is located, and one of the representatives provided by paragraph (2) of subdivision (b) of Section 21670 shall be appointed by the board of supervisors of the county in which the owner of that airport is located.

(Amended (as amended by Stats. 1984, Ch. 1117, Sec. 4) by Stats. 1987, Ch. 1018, Sec. 5.)

21671.5 Term of Office

(a) Except for the terms of office of the members of the first commission, the term of office of each member shall be four years and until the appointment and qualification of his or her successor. The members of the first commission shall classify themselves by lot so that the term of office of one member is one year, of two members is two years, of two members is three years, and of two members is four years. The body that originally appointed a member whose term has expired shall appoint his or her successor for a full term of four years. Any member may be removed at any time and without cause by the body appointing that member. The expiration date of the term of office of each member shall be the first Monday in May in the year in which that member's

term is to expire. Any vacancy in the membership of the commission shall be filled for the unexpired term by appointment by the body which originally appointed the member whose office has become vacant. The chairperson of the commission shall be selected by the members thereof.

(b) Compensation, if any, shall be determined by the board of supervisors.

(c) Staff assistance, including the mailing of notices and the keeping of minutes and necessary quarters, equipment, and supplies, shall be provided by the county. The usual and necessary operating expenses of the commission shall be a county charge.

(d) Notwithstanding any other provisions of this article, the commission shall not employ any personnel either as employees or independent contractors without the prior approval of the board of supervisors.

(e) The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.

(f) The commission may establish a schedule of fees necessary to comply with this article. Those fees shall be charged to the proponents of actions, regulations, or permits, shall not exceed the estimated reasonable cost of providing the service, and shall be imposed pursuant to Section 66016 of the Government Code. Except as provided in subdivision (g), after June 30, 1991, a commission that has not adopted the airport land use compatibility plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan.

(g) In any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county, the commission may continue to charge fees necessary to comply with this article until June 30, 1992, and, if the airport land use compatibility plans are complete by that date, may continue charging fees after June 30, 1992. If the airport land use compatibility plans are not complete by June 30, 1992, the commission shall not charge fees pursuant to subdivision (f) until the commission adopts the land use plans.

(Amended by Stats. 2002, Ch. 438, Sec. 13. Effective January 1, 2003.)

21672 Rules and Regulations

Each commission shall adopt rules and regulations with respect to the temporary disqualification of its members from participating in the review or adoption of a proposal because of conflict of interest and with respect to appointment of substitute members in such cases.

(Added by Stats. 1967, Ch. 852.)

21673 Initiation of Proceedings for Creation by Owner of Airport

In any county not having a commission or a body designated to carry out the responsibilities of a commission, any owner of a public airport may initiate proceedings for the creation of a commission by presenting a request to the board of supervisors that a commission be created and showing the need therefor to the satisfaction of the board of supervisors.

(Amended by Stats. 2002, Ch. 438, Sec. 14. Effective January 1, 2003.)

21674 Powers and Duties

The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 21676:

(a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.

(b) To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.

(c) To prepare and adopt an airport land use compatibility plan pursuant to Section 21675.

(d) To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.

(e) The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.

(f) In order to carry out its responsibilities, the commission may adopt rules and regulations consistent with this article.

21674.5 Training of Airport Land Use Commission's Staff

(a) The Department of Transportation shall develop and implement a program or programs to assist in the training and development of the staff of airport land use commissions, after consulting with airport land use commissions, cities, counties, and other appropriate public entities.

(b) The training and development program or programs are intended to assist the staff of airport land use commissions in addressing high priority needs, and may include, but need not be limited to, the following:

  (1) The establishment of a process for the development and adoption of airport land use compatibility plans.

  (2) The development of criteria for determining the airport influence area.

  (3) The identification of essential elements that should be included in the airport land use compatibility plans.

  (4) Appropriate criteria and procedures for reviewing proposed developments and determining whether proposed developments are compatible with the airport use.

  (5) Any other organizational, operational, procedural, or technical responsibilities and functions that the department determines to be appropriate to provide to commission staff and for which it determines there is a need for staff training or development.

(c) The department may provide training and development programs for airport land use commission staff pursuant to this section by any means it deems appropriate. Those programs may be presented in any of the following ways:

  (1) By offering formal courses or training programs.

(2) By sponsoring or assisting in the organization and sponsorship of conferences, seminars, or other similar events.

(3) By producing and making available written information.

(4) Any other feasible method of providing information and assisting in the training and development of airport land use commission staff.

(Amended by Stats. 2004, Ch. 615, Sec. 3. Effective January 1, 2005.)

21674.7 Airport Land Use Planning Handbook

(a) An airport land use commission that formulates, adopts or amends an airport land use compatibility plan shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation.

(b) It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, to the extent that the criteria has been incorporated into the plan prepared by a commission pursuant to Section 21675. This subdivision does not limit the jurisdiction of a commission as established by this article. This subdivision does not limit the authority of local agencies to overrule commission actions or recommendations pursuant to Sections 21676, 21676.5, or 21677.

(Amended by Stats. 2003, Ch. 351, Sec. 2. Effective January 1, 2004.)

21675 Land Use Plan

(a) Each commission shall formulate an airport land use compatibility plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission airport land use compatibility plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation that reflects the anticipated growth of the airport during at least the next 20 years. In formulating an airport land use compatibility plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the airport influence area. The airport land use compatibility plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.

(b) The commission shall include, within its airport land use compatibility plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any military airport for all of the purposes specified in subdivision (a). The airport land use compatibility plan shall be consistent with the safety and noise standards in the Air Installation Compatible Use

Zone prepared for that military airport. This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport.

(c) The airport influence area shall be established by the commission after hearing and consultation with the involved agencies.

(d) The commission shall submit to the Division of Aeronautics of the department one copy of the airport land use compatibility plan and each amendment to the plan.

(e) If an airport land use compatibility plan does not include the matters required to be included pursuant to this article, the Division of Aeronautics of the department shall notify the commission responsible for the plan.

(Amended by Stats. 2004, Ch. 615, Sec. 4. Effective January 1, 2005.)

21675.1 Adoption of Land Use Plan

(a) By June 30, 1991, each commission shall adopt the airport land use compatibility plan required pursuant to Section 21675, except that any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county, shall adopt that airport land use compatibility plan on or before June 30, 1992.

(b) Until a commission adopts an airport land use compatibility plan, a city or county shall first submit all actions, regulations, and permits within the vicinity of a public airport to the commission for review and approval. Before the commission approves or disapproves any actions, regulations, or permits, the commission shall give public notice in the same manner as the city or county is required to give for those actions, regulations, or permits. As used in this section, "vicinity" means land that will be included or reasonably could be included within the airport land use compatibility plan. If the commission has not designated an airport influence area for the airport land use compatibility plan, then "vicinity" means land within two miles of the boundary of a public airport.

(c) The commission may approve an action, regulation, or permit if it finds, based on substantial evidence in the record, all of the following:

(1) The commission is making substantial progress toward the completion of the airport land use compatibility plan.

(2) There is a reasonable probability that the action, regulation, or permit will be consistent with the airport land use compatibility plan being prepared by the commission.

(3) There is little or no probability of substantial detriment to or interference with the future adopted airport land use compatibility plan if the action, regulation, or permit is ultimately inconsistent with the airport land use compatibility plan.

(d) If the commission disapproves an action, regulation, or permit, the commission shall notify the city or county. The city or county may overrule the commission, by a two-thirds vote of its governing body, if it makes specific findings that the proposed action, regulation, or permit is consistent with the purposes of this article, as stated in Section 21670.

(e) If a city or county overrules the commission pursuant to subdivision (d), that action shall not relieve the city or county from further compliance with this article after the commission adopts the airport land use compatibility plan.

(f) If a city or county overrules the commission pursuant to subdivision (d) with respect to a publicly owned airport that the city or county does not operate, the operator of the airport is not liable for damages to property or personal injury resulting from the city's or county's decision to proceed with the action, regulation, or permit.

(g) A commission may adopt rules and regulations that exempt any ministerial permit for single-family dwellings from the requirements of subdivision (b) if it makes the findings required pursuant to subdivision (c) for the proposed rules and regulations, except that the rules and regulations may not exempt either of the following:

(1) More than two single-family dwellings by the same applicant within a subdivision prior to June 30, 1991.

(2) Single-family dwellings in a subdivision where 25 percent or more of the parcels are undeveloped.

(Amended by Stats. 2004, Ch. 615, Sec. 5. Effective January 1, 2005.)

21675.2 Approval or Disapproval of Actions, Regulations, or Permits

(a) If a commission fails to act to approve or disapprove any actions, regulations, or permits within 60 days of receiving the request pursuant to Section 21675.1, the applicant or his or her representative may file an action pursuant to Section 1094.5 of the Code of Civil Procedure to compel the commission to act, and the court shall give the proceedings preference over all other actions or proceedings, except previously filed pending matters of the same character.

(b) The action, regulation, or permit shall be deemed approved only if the public notice required by this subdivision has occurred. If the applicant has provided seven days advance notice to the commission of the intent to provide public notice pursuant to this subdivision, then, not earlier than the date of the expiration of the time limit established by Section 21675.1, an applicant may provide the required public notice. If the applicant chooses to provide public notice, that notice shall include a description of the proposed action, regulation, or permit substantially similar to the descriptions which are commonly used in public notices by the commission, the location of any proposed development, the application number, the name and address of the commission, and a statement that the action, regulation, or permit shall be deemed approved if the commission has not acted within 60 days. If the applicant has provided the public notice specified in this subdivision, the time limit for action by the commission shall be extended to 60 days after the public notice is provided. If the applicant provides notice pursuant to this section, the commission shall refund to the applicant any fees which were collected for providing notice and which were not used for that purpose.

(c) Failure of an applicant to submit complete or adequate information pursuant to Sections 65943 to 65946, inclusive, of the Government Code, may constitute grounds for disapproval of actions, regulations, or permits.

(d) Nothing in this section diminishes the commission's legal responsibility to provide, where applicable, public notice and hearing before acting on an action, regulation, or permit.

(Added by Stats. 1989, Ch. 306, Sec. 5.)

21676 Review of Local General Plans

(a) Each local agency whose general plan includes areas covered by an airport land use compatibility plan shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the airport land use compatibility plan. If the plan or plans are inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its airport land use compatibility plans. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(b) Prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the public record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(c) Each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the airport land use commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The public agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time

limit, the public agency governing body may act without them. The comments by the division or the commission are advisory to the public agency governing body. The public agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(d) Each commission determination pursuant to subdivision (b) or (c) shall be made within 60 days from the date of referral of the proposed action. If a commission fails to make the determination within that period, the proposed action shall be deemed consistent with the airport land use compatibility plan.

(Amended by Stats. 2003, Ch. 351, Sec. 3. Effective January 1, 2004.)

21676.5 Review of Local Plans

(a) If the commission finds that a local agency has not revised its general plan or specific plan or overruled the commission by a two-thirds vote of its governing body after making specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670, the commission may require that the local agency submit all subsequent actions, regulations, and permits to the commission for review until its general plan or specific plan is revised or the specific findings are made. If, in the determination of the commission, an action, regulation, or permit of the local agency is inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall hold a hearing to reconsider its plan. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(b) Whenever the local agency has revised its general plan or specific plan or has overruled the commission pursuant to subdivision (a), the proposed action of the local agency shall not be subject to further commission review, unless the commission and the local agency agree that individual projects shall be reviewed by the commission.

(Amended by Stats. 2003, Ch. 351, Sec. 4. Effective January 1, 2004.)

21677 Marin County Override Provisions

Notwithstanding the two-thirds vote required by Section 21676, any public agency in the County of Marin may overrule the Marin County Airport Land Use Commission by a majority vote of its governing body. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the public agency governing body may act

without them. The comments by the division or the commission are advisory to the public agency governing body. The public agency governing body shall include comments from the commission and the division in the public record of the final decision to overrule the commission, which may be adopted by a majority vote of the governing body.

(Amended by Stats. 2003, Ch. 351, Sec. 5. Effective January 1, 2004.)

21678 Airport Owner's Immunity

With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676, 21676.5, or 21677 overrules a commission's action or recommendation, the operator of the airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to overrule the commission's action or recommendation.

(Amended by Stats. 2003, Ch. 351, Sec. 6. Effective January 1, 2004.)

21679 Court Review

(a) In any county in which there is no airport land use commission or other body designated to assume the responsibilities of an airport land use commission, or in which the commission or other designated body has not adopted an airport land use compatibility plan, an interested party may initiate proceedings in a court of competent jurisdiction to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, that directly affects the use of land within one mile of the boundary of a public airport within the county.

(b) The court may issue an injunction that postpones the effective date of the zoning change, zoning variance, permit, or regulation until the governing body of the local agency that took the action does one of the following:

  (1) In the case of an action that is a legislative act, adopts a resolution declaring that the proposed action is consistent with the purposes of this article stated in Section 21670.

  (2) In the case of an action that is not a legislative act, adopts a resolution making findings based on substantial evidence in the record that the proposed action is consistent with the purposes of this article stated in Section 21670.

  (3) Rescinds the action.

  (4) Amends its action to make it consistent with the purposes of this article stated in Section 21670, and complies with either paragraph (1) or (2), whichever is applicable.

(c) The court shall not issue an injunction pursuant to subdivision (b) if the local agency that took the action demonstrates that the general plan and any applicable specific plan of the agency accomplishes the purposes of an airport land use compatibility plan as provided in Section 21675.

(d) An action brought pursuant to subdivision (a) shall be commenced within 30 days of the decision or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever is longer.

(e) If the governing body of the local agency adopts a resolution pursuant to subdivision (b) with respect to a publicly owned airport that the local agency does not operate, the operator of the

airport shall be immune from liability for damages to property or personal injury from the local agency's decision to proceed with the zoning change, zoning variance, permit, or regulation.

(f) As used in this section, "interested party" means any owner of land within two miles of the boundary of the airport or any organization with a demonstrated interest in airport safety and efficiency.

(Amended by Stats. 2002, Ch. 438, Sec. 21. Effective January 1, 2003.)

21679.5 Deferral of Court Review

(a) Until June 30, 1991, no action pursuant to Section 21679 to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport, shall be commenced in any county in which the commission or other designated body has not adopted an airport land use compatibility plan, but is making substantial progress toward the completion of the airport land use compatibility plan.

(b) If a commission has been prevented from adopting the airport land use compatibility plan by June 30, 1991, or if the adopted airport land use compatibility plan could not become effective, because of a lawsuit involving the adoption of the airport land use compatibility plan, the June 30, 1991 date in subdivision (a) shall be extended by the period of time during which the lawsuit was pending in a court of competent jurisdiction.

(c) Any action pursuant to Section 21679 commenced prior to January 1, 1990, in a county in which the commission or other designated body has not adopted an airport land use compatibility plan, but is making substantial progress toward the completion of the airport land use compatibility plan, which has not proceeded to final judgment, shall be held in abeyance until June 30, 1991. If the commission or other designated body adopts an airport land use compatibility plan on or before June 30, 1991, the action shall be dismissed. If the commission or other designated body does not adopt an airport land use compatibility plan on or before June 30, 1991, the plaintiff or plaintiffs may proceed with the action.

(d) An action to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport for which an airport land use compatibility plan has not been adopted by June 30, 1991, shall be commenced within 30 days of June 30, 1991, or within 30 days of the decision by the local agency, or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever date is later.

(Amended by Stats. 2002, Ch. 438, Sec. 22. Effective January 1, 2003.)

D9(P1) – CH3(EXCERPTS)

Division 9–Aviation
Part 1–State Aeronautics Act
Chapter 3–Regulation of Aeronautics (excerpts)

21402 Ownership; Prohibited Use of Airspace

The ownership of the space above the land and waters of this State is vested in the several owners of the surface beneath, subject to the right of flight described in Section 21403. No use shall be made of such airspace which would interfere with such right of flight; provided that any use of property in conformity with an original zone of approach of an airport shall not be rendered unlawful by reason of a change in such zone of approach.

(Amended by Stats. 1957, Ch. 1651.)

21403 Lawful Flight; Flight Within Airport Approach Zone

(a) Flight in aircraft over the land and waters of this state is lawful, unless at altitudes below those prescribed by federal authority, or unless conducted so as to be imminently dangerous to persons or property lawfully on the land or water beneath. The landing of an aircraft on the land or waters of another, without his or her consent, is unlawful except in the case of a forced landing or pursuant to Section 21662.1. The owner, lessee, or operator of the aircraft is liable, as provided by law, for damages caused by a forced landing.

(b) The landing, takeoff, or taxiing of an aircraft on a public freeway, highway, road, or street is unlawful except in the following cases:

(1) A forced landing.

(2) A landing during a natural disaster or other public emergency if the landing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road, or street.

(3) When the landing, takeoff, or taxiing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road or street.

The prosecution bears the burden of proving that none of the exceptions apply to the act which is alleged to be unlawful.

(c) The right of flight in aircraft includes the right of safe access to public airports, which includes the right of flight within the zone of approach of any public airport without restriction or hazard. The zone of approach of an airport shall conform to the specifications of Part 77 of the Federal Aviation Regulations of the Federal Aviation Administration, Department of Transportation.

(Amended by Stats. 1987, Ch. 1215, Sec. 3.)

D9(P1) – CH4(2.7 EXCERPTS)

Division 9–Aviation
Part 1–State Aeronautics Act
Chapter 4–Airports and Air Navigation Facilities
Article 2.7–Regulation of Obstructions (excerpts)

21655 Proposed Site for Construction of State Building Within Two Miles of Airport Boundary

Notwithstanding any other provision of law, if the proposed site of any state building or other enclosure is within two miles, measured by air line, of that point on an airport runway, or runway proposed by an airport master plan, which is nearest the site, the state agency or office which proposes to construct the building or other enclosure shall, before acquiring title to property for the new state building or other enclosure site or for an addition to a present site, notify the Department of Transportation, in writing, of the proposed acquisition. The department shall investigate the proposed site and, within 30 working days after receipt of the notice, shall submit to the state agency or office which proposes to construct the building or other enclosure a written report of the investigation and its recommendations concerning acquisition of the site.

If the report of the department does not favor acquisition of the site, no state funds shall be expended for the acquisition of the new state building or other enclosure site, or the expansion of the present site, or for the construction of the state building or other enclosure, provided that the provisions of this section shall not affect title to real property once it is acquired.

21658 Construction of Utility Pole or Line in Vicinity of Aircraft Landing Area

No public utility shall construct any pole, pole line, distribution or transmission tower, or tower line, or substation structure in the vicinity of the exterior boundary of an aircraft landing area of any airport open to public use, in a location with respect to the airport and at a height so as to constitute an obstruction to air navigation, as an obstruction is defined in accordance with Part 77 of the Federal Aviation Regulations, Federal Aviation Administration, or any corresponding rules or regulations of the Federal Aviation Administration, unless the Federal Aviation Administration has determined that the pole, line, tower, or structure does not constitute a hazard to air navigation. This section shall not apply to existing poles, lines, towers, or structures or to the repair, replacement, or reconstruction thereof if the original height is not materially exceeded and this section shall not apply unless compensation shall have first been paid to the public utility by the owner of any airport for any property or property rights which would be taken or damaged hereby.

(Amended by Stats. 1982, Ch. 681, Sec. 37.)

21659 Hazards Near Airports Prohibited

(a) No person shall construct or alter any structure or permit any natural growth to grow at a height which exceeds the obstruction standards set forth in the regulations of the Federal Aviation Administration relating to objects affecting navigable airspace contained in Title 14 of the Code of Federal Regulations, Part 77, Subpart C, unless the Federal Aviation Administration has determined that the construction, alteration, or growth does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation.

(b) Subdivision (a) does not apply to a pole, pole line, distribution or transmission tower, or tower line or substation of a public utility, as specified in Section 21658.

(Amended by Stats. 2018, Ch. 198, Sec. 3. (AB 3246) Effective January 1, 2019.)

D(9) – CH4(3 EXCERPTS)

Division 9–Aviation
Part 1–State Aeronautics Act
Chapter 4–Airports and Air Navigation Facilities
Article 3–Regulation of Airports (excerpts)

21661.5 City Council or Board of Supervisors and *ALUC* Approvals

(a) No political subdivision, any of its officers or employees, or any person may submit any application for the construction of a new airport to any local, regional, state, or federal agency unless the plan for construction is first approved by the board of supervisors of the county, or the city council of the city, in which the airport is to be located and unless the plan is submitted to the appropriate commission exercising powers pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9, and acted upon by that commission in accordance with the provisions of that article.

(b) A county board of supervisors or a city council may, pursuant to Section 65100 of the Government Code, delegate its responsibility under this section for the approval of a plan for construction of new helicopter landing and takeoff areas, to the county or city planning agency.

(Amended by Stats. 2005, Ch. 22, Sec. 172. Effective January 1, 2006.)

21664.5 Amended Airport Permits; Airport Expansion Defined

(a) An amended airport permit shall be required for every expansion of an existing airport. An applicant for an amended airport permit shall comply with each requirement of this article pertaining to permits for new airports. The department may by regulation provide for exemptions from the operation of this section pursuant to Section 21661, except that no exemption shall be made limiting the applicability of subdivision (e) of Section 21666, pertaining to environmental considerations, including the requirement for public hearings in connection therewith.

(b) As used in this section, "airport expansion" includes any of the following:

(1) The acquisition of runway protection zones, as defined in Federal Aviation Administration Advisory Circular 150/1500-13 or of any interest in land for the purpose of any other expansion as set forth in this section.

(2) The construction of a new runway.

(3) The extension or realignment of an existing runway.

(4) Any other expansion of the airport's physical facilities for the purpose of accomplishing or which are related to the purpose of paragraph (1), (2), or (3).

(c) This section does not apply to any expansion of an existing airport if the expansion commenced on or prior to the effective date of this section and the expansion met the approval, on or prior to that effective date, of each governmental agency that required the approval by law.

(Amended by Stats. 1998, Ch. 877, Sec. 1. Effective January 1, 1999.)

D(9) – CH2(1)

Division 9–Aviation
Part 1–State Aeronautics Act
Chapter 2–Department of Transportation and State Aeronautics Board
Article 1–Department of Transportation

21208

(a) The department shall establish an advisory panel to be known as the Advanced Air Mobility, Zero-Emission, and Electrification Aviation Advisory Panel to assess all of the following:

(1) The feasibility and readiness of existing infrastructure in the state to support a vertiport network to facilitate the development of advanced air mobility services.

(2) The development of a three-year prioritized workplan that maps out medium-term state activities necessary for the state to advance advanced air mobility services for Californians.

(3) Pathways for promoting equity of access to advanced air mobility infrastructure to ensure open access and prohibit the monopolization of advanced air mobility infrastructure ownership and operations.

(b) Members of the advisory panel shall be appointed by the department as follows:

(1) Representatives from appropriate state agencies and departments, as determined by the department, including, but not limited to, the Office of Planning and Research and the State Air Resources Board.

(2) A representative from the general aviation industry.

(3) A representative from commercial airports.

(4) Representatives of local government.

(5) Representatives of the advanced air mobility industry.

(6) Other representatives as deemed necessary by the department.

(c) (1) Not later than January 1, 2025, the department shall report to the Legislature on the infrastructure feasibility and readiness study and the three-year prioritized workplan described in subdivision (a).

(2) A report to be submitted to the Legislature pursuant to this subdivision shall be submitted in compliance with Section 9795 of the Government Code.

(d) The Bagley-Keene Open Meeting Act (Article 9 (commencing with Section 11120) of Chapter 1 of Part 1 of Division 3 of Title 2 of the Government Code) shall not apply to meetings of the advisory panel established pursuant to this section.

(e) This section shall remain in effect only until January 1, 2026, and as of that date is repealed.

(Added by Stats. 2023, Ch. 416, Sec. 1. (SB 800) Effective January 1, 2024. Repealed as of January 1, 2026, by its own provisions.)

PLANNING AND ZONING LAW

GOVERNMENT CODE

T7(D1) – CH3(5 EXCERPTS)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 3–Local Planning
Article 5–Authority for and Scope of General Plans (excerpts)

65302.3 General and Applicable Specific Plans; Consistency with Airport Land Use Plans; Amendment; Nonconcurrence Findings

(a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.

(b) The general plan, and any applicable specific plan, shall be amended, as necessary, within 180 days of any amendment to the plan required under Section 21675 of the Public Utilities Code.

(c) If the legislative body does not concur with any provision of the plan required under Section 21675 of the Public Utilities Code, it may satisfy the provisions of this section by adopting findings pursuant to Section 21676 of the Public Utilities Code.

(d) In each county where an airport land use commission does not exist, but where there is a military airport, the general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport.

(Amended by Stats. 2002, Ch. 971, Sec. 4. Effective January 1, 2003.)

T7(D1) – CH3(10.6 EXCERPTS)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 3–Local Planning
Article 10–Housing Elements (excerpts)

65589.5 (d)

A local agency shall not disapprove a housing development project, including farmworker housing as defined in subdivision (h) of Section 50199.7 of the Health and Safety Code, for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following:

(1) The jurisdiction has adopted a housing element pursuant to this article that has been revised in accordance with Section 65588, is in substantial compliance with this article, and the jurisdiction has met or exceeded its share of the regional housing need allocation pursuant to Section 65584 for the planning period for the income category proposed for the housing development project, provided that any disapproval or conditional approval shall not be based on any of the reasons prohibited by Section 65008. If the housing development project includes a mix of income categories, and the jurisdiction has not met or exceeded its share of the regional housing need for one or more of those categories, then this paragraph shall not be used to disapprove or conditionally approve the housing development project. The share of the regional housing need met by the jurisdiction shall be calculated consistently with the forms and definitions that may be adopted by the Department of Housing and Community Development pursuant to Section 65400. In the case of an emergency shelter, the jurisdiction shall have met or exceeded the need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. Any disapproval or conditional approval pursuant to this paragraph shall be in accordance with applicable law, rule, or standards.

(2) The housing development project or emergency shelter as proposed would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. The following shall not constitute a specific, adverse impact upon the public health or safety:

   (A) Inconsistency with the zoning ordinance or general plan land use designation.

   (B) The eligibility to claim a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code.

(3) The denial of the housing development project or imposition of conditions is required in order to comply with specific state or federal law, and there is no feasible method to comply without

rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible.

(4) The housing development project or emergency shelter is proposed on land zoned for agriculture or resource preservation that is surrounded on at least two sides by land being used for agricultural or resource preservation purposes, or which does not have adequate water or wastewater facilities to serve the project.

(5) The housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete, and the jurisdiction has adopted a revised housing element in accordance with Section 65588 that is in substantial compliance with this article. For purposes of this section, a change to the zoning ordinance or general plan land use designation subsequent to the date the application was deemed complete shall not constitute a valid basis to disapprove or condition approval of the housing development project or emergency shelter.

(A) This paragraph cannot be utilized to disapprove or conditionally approve a housing development project if the housing development project is proposed on a site that is identified as suitable or available for very low, low-, or moderate-income households in the jurisdiction's housing element, and consistent with the density specified in the housing element, even though it is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation.

(B) If the local agency has failed to identify in the inventory of land in its housing element sites that can be developed for housing within the planning period and are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels pursuant to Section 65584, then this paragraph shall not be utilized to disapprove or conditionally approve a housing development project proposed for a site designated in any element of the general plan for residential uses or designated in any element of the general plan for commercial uses if residential uses are permitted or conditionally permitted within commercial designations. In any action in court, the burden of proof shall be on the local agency to show that its housing element does identify adequate sites with appropriate zoning and development standards and with services and facilities to accommodate the local agency's share of the regional housing need for the very low, low-, and moderate-income categories.

(C) If the local agency has failed to identify a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit, has failed to demonstrate that the identified zone or zones include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7) of subdivision (a) of Section 65583, or has failed to demonstrate that the identified zone or zones can accommodate at least one emergency shelter, as required by paragraph (4) of subdivision (a) of Section 65583, then this paragraph shall not be utilized to disapprove or conditionally approve an emergency shelter proposed for a site designated in any element of the general plan for industrial, commercial, or multifamily residential uses. In any action in court, the burden of proof shall be on the local agency to show that its housing element does satisfy the requirements of paragraph (4) of subdivision (a) of Section 65583.

(Amended by Stats. 2023, Ch. 768, Sec. 2. (AB 1633) Effective January 1, 2024. Inoperative January 1, 2031, pursuant to Sec. 1 of Stats. 2023, Ch. 768.)

T7(D1) – CH4.1(2 EXCERPTS)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 4.1– Affordable Housing and High Road Jobs Act of 2022
Article 2–Affordable Housing Developments in Commercial Zones (excerpts)

65912.110

Notwithstanding any inconsistent provision of a local government's general plan, specific plan, zoning ordinance, or regulation, a development proponent may submit an application for a housing development that shall be a use by right and that shall be subject to a streamlined, ministerial review pursuant to Section 65912.114 if the proposed housing development satisfies all of the requirements in Sections 65912.111, 65912.112, and 65912.113.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.111

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.114 unless the development is proposed to be located on a site that satisfies all of the following criteria:

(a) It is located in a zone where office, retail, or parking are a principally permitted use.

(b) It is a legal parcel or parcels that meet either of the following:

  (1) It is within a city where the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau.

  (2) It is in an unincorporated area, and the legal parcel or parcels are wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

(c) At least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses. For purposes of this subdivision, parcels that are only separated by a street or highway shall be considered to be adjoined.

(d) (1) It is not on a site or adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use.

  (2) For purposes of this subdivision, parcels only separated by a street or highway shall be considered to be adjoined.

  (3) For purposes of this subdivision, "dedicated to industrial use" means any of the following:

    (A) The square footage is currently being used as an industrial use.

    (B) The most recently permitted use of the square footage is an industrial use.

    (C) The site was designated for industrial use in the latest version of a local government's general plan adopted before January 1, 2022.

(e) It satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.

(f) It is not an existing parcel of land or site that is governed under the Mobilehome Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobilehome Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).

(g) For a site within a neighborhood plan area, the site satisfies either of the following conditions:

(1) As of January 1, 2022, there was a neighborhood plan applicable to the site that permitted multifamily housing development on the site.

(2) As of January 1, 2024, there was a neighborhood plan applicable to the site that permitted multifamily housing development on the site and all of the following occurred:

(A) A notice of preparation for the neighborhood plan was issued before January 1, 2022, pursuant to the requirements of Sections 21080.4 and 21092 of the Public Resources Code.

(B) The neighborhood plan was adopted on or after January 1, 2022, and before January 1, 2024.

(C) The environmental review for the neighborhood plan was completed before January 1, 2024.

(h) For a vacant site, the site satisfies both of the following:

(1) It does not contain tribal cultural resources, as defined by Section 21074 of the Public Resources Code, that could be affected by the development that were found pursuant to a consultation as described by Section 21080.3.1 of the Public Resources Code and the effects of which cannot be mitigated pursuant to the process described in Section 21080.3.2 of the Public Resources Code.

(2) It is not within a very high fire hazard severity zone, as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code or as designated pursuant to subdivisions (a) and (b) of Section 51179.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.112

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.114 unless the development proposal meets all of the following affordability criteria:

(a) One hundred percent of the units within the development project, excluding managers' units, shall be dedicated to lower income households at an affordable cost, as defined by Section 50052.5 of the Health and Safety Code, or an affordable rent set in an amount consistent with the rent limits established by the California Tax Credit Allocation Committee.

(b) The units shall be subject to a recorded deed restriction for a period of 55 years for rental units and 45 years for owner-occupied units.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.113

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.114 unless the development proposal meets all of the following objective development standards:

(a) The development shall be a multifamily housing development project.

(b) The residential density for the development will meet or exceed the applicable density deemed appropriate to accommodate housing for lower income households in that jurisdiction as specified in paragraph (3) of subdivision (c) of Section 65583.2.

(c) (1) The development proponent shall complete a phase I environmental assessment, as defined in Section 78090 of the Health and Safety Code.

(2) If a recognized environmental condition is found, the development proponent shall undertake a preliminary endangerment assessment, as defined in Section 78095 of the Health and Safety Code, prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with current state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with current state and federal requirements.

(d) None of the housing on the site is located within 500 feet of a freeway, as defined in Section 332 of the Vehicle Code.

(e) None of the housing on the site is located within 3,200 feet of a facility that actively extracts or refines oil or natural gas.

(f) The development will meet the following objective zoning standards, objective subdivision standards, and objective design review standards:

(1) The applicable objective standards shall be those for the zone that allows residential use at a greater density between the following:

(A) The existing zoning designation for the parcel if existing zoning allows multifamily residential use.

(B) The zoning designation for the closest parcel that allows residential use at a density that meets the requirements of subdivision (b).

(2) The applicable objective standards shall be those in effect at the time that the development application is submitted to the local government pursuant to this article.

(g) For purposes of this section, "objective zoning standards," "objective subdivision standards," and "objective design review standards" mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances, subject to the following:

(1) A development shall be deemed consistent with the objective zoning standards related to housing density, as applicable, if the density proposed is compliant with the maximum density allowed within that land use designation, notwithstanding any specified maximum unit allocation that may result in fewer units of housing being permitted.

(2) In the event that objective zoning, general plan, subdivision, or design review standards are mutually inconsistent, a development shall be deemed consistent with the objective zoning and subdivision standards pursuant to this section if the development is consistent with the standards set forth in the general plan.

(Amended by Stats. 2023, Ch. 131, Sec. 97. (AB 1754) Effective January 1, 2024. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.114

(a) (1) If the local government determines that a development submitted pursuant to this article is consistent with the objective planning standards specified in this article, it shall approve the development.

(2) If a local government determines that a development submitted pursuant to this article is in conflict with any of the objective planning standards specified in this article, it shall provide the development proponent written documentation of which standard or standards the development conflicts with, and an explanation for the reason or reasons the development conflicts with that standard or standards, within the following timeframes:

(A) Within 60 days of submittal of the development proposal to the local government if the development contains 150 or fewer housing units.

(B) Within 90 days of submittal of the development proposal to the local government if the development contains more than 150 housing units.

(b) If the local government fails to provide the required documentation pursuant to subdivision (a), the development shall be deemed to satisfy the required objective planning standards.

(c) (1) For purposes of this section, a development is consistent with the objective planning standards if there is substantial evidence that would allow a reasonable person to conclude that the development is consistent with the objective planning standards.

(2) For purposes of this section, a development is not in conflict with the objective planning standards solely on the basis that application materials are not included, if the application contains substantial evidence that would allow a reasonable person to conclude that the development is consistent with the objective planning standards.

(d) The determination of whether a proposed project submitted pursuant to this section is or is not in conflict with the objective planning standards is not a "project" as defined in Section 21065 of the Public Resources Code.

(e) Design review of the development may be conducted by the local government's planning commission or any equivalent board or commission responsible for review and approval of development projects, or the city council or board of supervisors, as appropriate. That design review shall be objective and be strictly focused on assessing compliance with criteria required for streamlined, ministerial review of projects, as well as any reasonable objective design standards published and adopted by ordinance or resolution by a local jurisdiction before submittal of the development to the local government, and shall be broadly applicable to developments within the jurisdiction. That design review shall be completed as follows and shall not in any way inhibit, chill, or preclude the ministerial approval provided by this section or its effect, as applicable:

(1) Within 90 days of submittal of the development proposal to the local government pursuant to this section if the development contains 150 or fewer housing units.

(2) Within 180 days of submittal of the development proposal to the local government pursuant to this section if the development contains more than 150 housing units.

(f) A development proposed pursuant to this article shall be eligible for a density bonus, incentives or concessions, waivers or reductions of development standards, and parking ratios pursuant to Section 65915.

(g) The local government shall ensure that the project satisfies the requirements specified in Article 2 (commencing with Section 66300.5) of Chapter 12, regardless of whether the development is within or not within an affected city or within or not within an affected county.

(h) If the development is consistent with all objective subdivision standards in the local subdivision ordinance, an application for a subdivision pursuant to the Subdivision Map Act (Division 2 (commencing with Section 66410)) shall be exempt from the requirements of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(i) A local government may, by ordinance adopted to implement this article, exempt a parcel from this section before a development proponent submits a development application on a parcel pursuant to this article if the local government makes written findings establishing all of the following:

(1) The local government has identified one or more parcels that meet the criteria described in subdivisions (b) through (f) of Section 65912.111.

(2) (A) If a parcel identified in paragraph (1) would not otherwise be eligible for development pursuant to this chapter, the implementing ordinance authorizes the parcel to be developed pursuant to the requirements of this chapter. A parcel reclassified for development pursuant to this subparagraph shall be suitable for residential development. For purposes of this subparagraph, a parcel suitable for residential development shall have the same meaning as "land suitable for residential development," as defined in Section 65583.2.

(B) If a parcel identified in paragraph (1) would otherwise be eligible for development pursuant to this chapter, the implementing ordinance authorizes the parcel to be developed ministerially at residential densities above the residential density required in subdivision (b) of Section 65912.113.

(3) The substitution of the parcel or parcels identified in this subdivision for parcels reclassified pursuant to paragraph (2) will result in all of the following:

(A) No net loss of the total potential residential capacity in the jurisdiction relative to the total capacity that existed in the jurisdiction through the combined effect of this chapter and local law as of the date of the adoption of the ordinance. In making the no net loss calculation specified by this subparagraph, the local government need only factor in the parcels substituted and reclassified pursuant to this subdivision.

(B) No net loss of the total potential residential capacity of housing affordable to lower income households in the jurisdiction relative to the total capacity that existed in the jurisdiction through the combined effect of this chapter and local law as of the date of the adoption of the ordinance. In making the no net loss calculation specified by this subparagraph, the local government need only factor in the parcels substituted and reclassified pursuant to this subdivision.

(C) Affirmative furthering of fair housing.

(4) A parcel or parcels reclassified for development pursuant to subparagraph (A) of paragraph (2) shall be eligible for development pursuant to this chapter notwithstanding any contrary provision of the local government's charter, general plan, or ordinances, and a parcel or parcels reclassified for development pursuant to subparagraph (B) of paragraph (2) shall be developed ministerially at the densities and heights specified in the ordinance notwithstanding any contrary provision of the local government's charter, general plan, or ordinances.

(5) The local government has completed all of the rezonings required pursuant to subdivision (c) of Section 65583 for the sixth revision of its housing element.

(j) A local government's approval of a development pursuant to this section shall, notwithstanding any other law, be subject to the expiration timeframes specified in subdivision (f) of Section 65913.4.

(k) Any proposed modifications to a development project approved pursuant to this section shall be undertaken pursuant to subdivision (g) of Section 65913.4.

(l) A local government shall not adopt or impose any requirement, including, but not limited to, increased fees or inclusionary housing requirements, that applies to a project solely or partially on the basis that the project is eligible to receive streamlined, ministerial review pursuant to this section.

(m) A local government shall issue a subsequent permit required for a development approved under this section pursuant to paragraph (2) of subdivision (h) of Section 65913.4.

(n) A public improvement that is necessary to implement a development that is approved pursuant to this section shall be undertaken pursuant to paragraph (3) of subdivision (h) of Section 65913.4.

(o) A local government may adopt an ordinance to implement the provisions of this article. An ordinance adopted to implement this section shall not be considered a "project" under Division 13 (commencing with Section 21000) of the Public Resources Code.

(Amended by Stats. 2023, Ch. 754, Sec. 1. (AB 1218) Effective January 1, 2024. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

T7(D1) – CH4.1(3 EXCERPTS)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 4.1– Affordable Housing and High Road Jobs Act of 2022
Article 3–Mixed-Income Housing Developments Along Commercial Corridors (excerpts)

65912.120

Notwithstanding any inconsistent provision of a local government's general plan, specific plan, zoning ordinance, or regulation, a development proponent may submit an application for a housing development that shall be a use by right and that shall be subject to a streamlined, ministerial review pursuant to Section 65912.124 if the proposed housing development satisfies all of the requirements in Sections 65912.121, 65912.122, and 65912.123.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.121

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.124 unless the development project is on a site that satisfies all of the following criteria:

(a) It is located within a zone where office, retail, or parking are principally permitted use.

(b) It is located on a legal parcel or parcels that meet either of the following:

  (1) It is within a city where the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau.

  (2) It is in an unincorporated area, and the legal parcel or parcels are wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

(c) The project site abuts a commercial corridor and has a frontage along the commercial corridor of a minimum of 50 feet.

(d) The site is not greater than 20 acres.

(e) At least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses. For purposes of this subdivision, parcels that are only separated by a street or highway shall be considered to be adjoined.

(f) (1) It is not on a site or adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use.

  (2) For purposes of this subdivision, parcels only separated by a street or highway shall be considered to be adjoined.

  (3) For purposes of this subdivision, "dedicated to industrial use" means any of the following:

    (A) The square footage is currently being used as an industrial use.

    (B) The most recently permitted use of the square footage is an industrial use.

(C) The site was designated for industrial use in the latest version of a local government's general plan adopted before January 1, 2022.

(g) It satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.

(h) The development is not located on a site where any of the following apply:

(1) The development would require the demolition of the following types of housing:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

(B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

(C) Housing that has been occupied by tenants within the past 10 years, excluding any manager's units.

(2) The site was previously used for permanent housing that was occupied by tenants, excluding any manager's units, that was demolished within 10 years before the development proponent submits an application under this article.

(3) The development would require the demolition of a historic structure that was placed on a national, state, or local historic register.

(4) The property contains one to four dwelling units.

(5) The property is vacant and zoned for housing but not for multifamily residential use.

(6) The existing parcel of land or site is governed under the Mobilehome Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobilehome Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).

(i) For a site within a neighborhood plan area, the site satisfies either of the following conditions:

(1) As of January 1, 2022, there was a neighborhood plan applicable to the site that permitted multifamily housing development on the site.

(2) As of January 1, 2024, there was a neighborhood plan applicable to the site that permitted multifamily housing development on the site and all of the following occurred:

(A) A notice of preparation for the neighborhood plan was issued before January 1, 2022, pursuant to the requirements of Sections 21080.4 and 21092 of the Public Resources Code.

(B) The neighborhood plan was adopted on or after January 1, 2022, and before January 1, 2024.

(C) The environmental review for the neighborhood plan was completed before January 1, 2024.

(j) For a vacant site, the site satisfies both of the following:

(1) It does not contain tribal cultural resources, as defined by Section 21074 of the Public Resources Code, that could be affected by the development that were found pursuant to a consultation as described by Section 21080.3.1 of the Public Resources Code and the effects of which cannot be mitigated pursuant to the process described in Section 21080.3.2 of the Public Resources Code.

(2) It is not within a very high fire hazard severity zone, as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code or as designated pursuant to subdivisions (a) and (b) of Section 51179.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.122

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.124 unless the development project meets all of the following affordability criteria:

(a) (1) A rental housing development shall include either of the following:

(A) Eight percent of the units for very low income households and 5 percent of the units for extremely low income households.

(B) Fifteen percent of the units for lower income households.

(2) The development proponent shall agree to, and the local government shall ensure, the continued affordability of all affordable rental units included pursuant to this subdivision for 55 years. Rents shall be set at an affordable rent, as defined in Section 50053 of the Health and Safety Code.

(b) (1) An owner-occupied housing development shall include either of the following:

(A) Thirty percent of the units must be offered at an affordable housing cost, as defined in Section 50052.5 of the Health and Safety Code, to moderate-income households.

(B) Fifteen percent of the units must be offered at an affordable housing cost, as defined in Section 50052.5 of the Health and Safety Code, to lower income households.

(2) The development proponent shall agree to, and the local government shall ensure, the continued affordability of all affordable ownership units for a period of 45 years.

(c) If the local government has a local affordable housing requirement, the housing development project shall comply with all of the following:

(1) The development project shall include the percentage of affordable units required by this section or the local requirement, whichever is higher.

(2) The development project shall meet the lowest income targeting in either policy.

(3) If the local affordable housing requirement requires greater than 15 percent of the units to be dedicated for lower income households and does not require the inclusion of units affordable to very low and extremely low income households, then the rental housing development shall do both of the following:

(A) Include 8 percent of the units for very low income households and 5 percent of the units for extremely low income households.

(B) Fifteen percent of units affordable to lower income households shall be subtracted from the percentage of units required by the local policy at the highest required affordability level.

(d) Affordable units in the development project shall have the same bedroom and bathroom count ratio as the market rate units, be equitably distributed within the project, and have the same type or quality of appliances, fixtures, and finishes.

(Added by Stats. 2022, Ch. 647, Sec. 3. (AB 2011) Effective January 1, 2023. Operative July 1, 2023, pursuant to Sec. 7 of Stats. 2022, Ch. 647. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

65912.123

A development project shall not be subject to the streamlined, ministerial review process provided by Section 65912.124 unless the development project meets all of the following objective development standards:

(a) The development shall be a multifamily housing development project.

(b) The residential density for the development shall be determined as follows:

(1) In a metropolitan jurisdiction, as determined pursuant to subdivisions (d) and (e) of Section 65583.2, the residential density for the development shall meet or exceed the greater of the following:

(A) The residential density allowed on the parcel by the local government.

(B) For sites of less than one acre in size, 30 units per acre.

(C) For sites of one acre in size or greater located on a commercial corridor of less than 100 feet in width, 40 units per acre.

(D) For sites of one acre in size or greater located on a commercial corridor of 100 feet in width or greater, 60 units per acre.

(E) Notwithstanding subparagraph (B), (C), or (D), for sites within one-half mile of a major transit stop, 80 units per acre.

(2) In a jurisdiction that is not a metropolitan jurisdiction, as determined pursuant to subdivisions (d) and (e) of Section 65583.2, the residential density for the development shall meet or exceed the greater of the following:

(A) The residential density allowed on the parcel by the local government.

(B) For sites of less than one acre in size, 20 units per acre.

(C) For sites of one acre in size or greater located on a commercial corridor of less than 100 feet in width, 30 units per acre.

(D) For sites of one acre in size or greater located on a commercial corridor of 100 feet in width or greater, 50 units per acre.

(E) Notwithstanding subparagraph (B), (C), or (D), for sites within one-half mile of a major transit stop, 70 units per acre.

(c) The height limit applicable to the housing development shall be the greater of the following:

(1) The height allowed on the parcel by the local government.

(2) For sites on a commercial corridor of less than 100 feet in width, 35 feet.

(3) For sites on a commercial corridor of 100 feet in width or greater, 45 feet.

(4) Notwithstanding paragraphs (2) and (3), 65 feet for sites that meet all of the following criteria:

(A) They are within one-half mile of a major transit stop.

(B) They are within a city with a population of greater than 100,000.

(C) They are not within a coastal zone, as defined in Division 20 (commencing with Section 30000) of the Public Resources Code.

(d) The property meets the following setback standards:

(1) For the portion of the property that fronts a commercial corridor, the following shall occur:

(A) No setbacks shall be required.

(B) All parking must be set back at least 25 feet.

(C) On the ground floor, a building or buildings must abut within 10 feet of the property line for at least 80 percent of the frontage.

(2) For the portion of the property that fronts a side street, a building or buildings must abut within 10 feet of the property line for at least 60 percent of the frontage.

(3) For the portion of the property that abuts an adjoining property that also abuts the same commercial corridor as the property, no setbacks are required unless the adjoining property contains a residential use that was constructed prior to the enactment of this chapter, in which case the requirements of subparagraph (A) of paragraph (4) apply.

(4) For the portion of the property line that does not abut a commercial corridor, a side street, or an adjoining property that also abuts the same commercial corridor as the property, the following shall occur:

(A) Along property lines that abut a property that contains a residential use, the following shall occur:

(i)The ground floor of the development project shall be set back at 10 feet. The amount required to be set back may be decreased by the local government.

(ii) Starting with the second floor of the property, each subsequent floor of the development project shall be stepped back in an amount equal to seven feet multiplied by the floor number. For purposes of this paragraph, the ground floor counts as the first floor. The amount required to be stepped back may be decreased by the local government.

(B) Along property lines that abut a property that does not contain a residential use, the development shall be set back 15 feet. The amount required to be stepped back may be decreased by the local government.

(e) No parking shall be required, except that this article shall not reduce, eliminate, or preclude the enforcement of any requirement imposed on a new multifamily residential or nonresidential development to provide bicycle parking, electric vehicle supply equipment installed parking spaces, or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development if this article did not apply.

(f) (1) The development proponent shall complete a phase I environmental assessment, as defined in Section 78090 of the Health and Safety Code.

(2) If a recognized environmental condition is found, the development proponent shall undertake a preliminary endangerment assessment, as defined in Section 78095 of the Health and Safety Code, prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with current state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with current state and federal requirements.

(g) None of the housing on the site is located within 500 feet of a freeway, as defined in Section 332 of the Vehicle Code.

(h) None of the housing on the site is located within 3,200 feet of a facility that actively extracts or refines oil or natural gas.

(i) (1) The development proponent shall provide written notice of the pending application to each commercial tenant on the parcel when the application is submitted.

(2) The development proponent shall provide relocation assistance to each eligible commercial tenant located on the site as follows:

(A) For a commercial tenant operating on the site for at least one year but less than five years, the relocation assistance shall be equivalent to six months' rent.

(B) For a commercial tenant operating on the site for at least 5 years but less than 10 years, the relocation assistance shall be equivalent to nine months' rent.

(C) For a commercial tenant operating on the site for at least 10 years but less than 15 years, the relocation assistance shall be equivalent to 12 months' rent.

(D) For a commercial tenant operating on the site for at least 15 years but less than 20 years, the relocation assistance shall be equivalent to 15 months' rent.

(E) For a commercial tenant operating on the site for at least 20 years, the relocation assistance shall be equivalent to 18 months' rent.

(3) The relocation assistance shall be provided to an eligible commercial tenant upon expiration of the lease of that commercial tenant.

(4) For purposes of this subdivision, a commercial tenant is eligible for relocation assistance if the commercial tenant meets all of the following criteria:

(A) The commercial tenant is an independently owned and operated business with its principal office located in the county in which the property on the site that is leased by the commercial tenant is located.

(B) The commercial tenant's lease expired and was not renewed by the property owner.

(C) The commercial tenant's lease expired within the three years following the development proponent's submission of the application for a housing development pursuant to this article.

(D) The commercial tenant employs 20 or fewer employees and has annual average gross receipts under one million dollars ($1,000,000) for the three-taxable-year period ending with the taxable year that precedes the expiration of their lease.

(E) The commercial tenant is still in operation on the site at the time of the expiration of its lease.

(5) Notwithstanding paragraph (4), for purposes of this subdivision, a commercial tenant is ineligible for relocation assistance if the commercial tenant meets both of the following criteria:

(A) The commercial tenant entered into a lease on the site after the development proponent's submission of the application for a housing development pursuant to this article.

(B) The commercial tenant had not previously entered into a lease on the site.

(6) (A) The commercial tenant shall utilize the funds provided by the development proponent to relocate the business or for costs of a new business.

(B) Notwithstanding paragraph (2), if the commercial tenant elects not to use the funds provided as required by subparagraph (A), the development proponent shall provide only assistance equal to three months' rent, regardless of the duration of the commercial tenant's lease.

(7) For purposes of this subdivision, monthly rent is equal to one-twelfth of the total amount of rent paid by the commercial tenant in the last 12 months.

(j) Other objective zoning standards, objective subdivision standards, and objective design review standards as follows:

(1) The applicable objective standards shall be those for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density determined pursuant to subdivision (b). If no zone exists that allows the residential density determined pursuant to subdivision (b), the applicable objective standards shall be those for the zone that allows the greatest density within the city, county, or city and county.

(2) The applicable objective standards shall be those in effect at the time that the development application is submitted to the local government pursuant to this article.

(3) The applicable objective standards may include a requirement that up to one-half of the ground floor of the housing development project be dedicated to retail use.

(4) For purposes of this section, "objective zoning standards," "objective subdivision standards," and "objective design review standards" mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances. In the event that objective zoning, general plan, subdivision, or design review standards are mutually inconsistent, a development shall be deemed consistent with the objective zoning and subdivision standards pursuant to this subdivision if the development is consistent with the standards set forth in the general plan.

(Amended by Stats. 2023, Ch. 131, Sec. 98. (AB 1754) Effective January 1, 2024. Repealed as of January 1, 2033, pursuant to Sec. 65912.105.)

T7(D1) – CH4.5(3 EXCERPTS)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 4.5–Review and Approval of Development Projects
Article 3–Application for Development Projects (excerpts)

Note: The following government code sections are referenced in Section 21675.2(c) of the ALUC statutes.

65943 Completeness of Application; Determination; Time; Specification of Parts not Complete and Manner of Completion

(a) Not later than 30 calendar days after any public agency has received an application for a development project, the agency shall determine in writing whether the application is complete and shall immediately transmit the determination to the applicant for the development project. If the application is determined to be incomplete, the lead agency shall provide the applicant with an exhaustive list of items that were not complete. That list shall be limited to those items actually required on the lead agency's submittal requirement checklist. In any subsequent review of the application determined to be incomplete, the local agency shall not request the applicant to provide any new information that was not stated in the initial list of items that were not complete. If the written determination is not made within 30 days after receipt of the application, and the application includes a statement that it is an application for a development permit, the application shall be deemed complete for purposes of this chapter. Upon receipt of any resubmittal of the application, a new 30-day period shall begin, during which the public agency shall determine the completeness of the application. If the application is determined not to be complete, the agency's determination shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete, including a list and thorough description of the specific information needed to complete the application. The applicant shall submit materials to the public agency in response to the list and description.

(b) Not later than 30 calendar days after receipt of the submitted materials, described in subdivision (a), the public agency shall determine in writing whether the application as supplemented or amended by the submitted materials is complete and shall immediately transmit that determination to the applicant. In making this determination, the public agency is limited to determining whether the application as supplemented or amended includes the information required by the list and a thorough description of the specific information needed to complete the application required by subdivision (a). If the written determination is not made within that 30-day period, the application together with the submitted materials shall be deemed complete for purposes of this chapter.

(c) If the application together with the submitted materials are determined not to be complete pursuant to subdivision (b), the public agency shall provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. A city or county shall provide that the right of appeal is to the governing body or, at their option, the planning commission, or both.

There shall be a final written determination by the agency on the appeal not later than 60 calendar days after receipt of the applicant's written appeal. The fact that an appeal is permitted to both

the planning commission and to the governing body does not extend the 60-day period. Notwithstanding a decision pursuant to subdivision (b) that the application and submitted materials are not complete, if the final written determination on the appeal is not made within that 60-day period, the application with the submitted materials shall be deemed complete for the purposes of this chapter.

(d) Nothing in this section precludes an applicant and a public agency from mutually agreeing to an extension of any time limit provided by this section.

(e) A public agency may charge applicants a fee not to exceed the amount reasonably necessary to provide the service required by this section. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

(f) Each city and each county shall make copies of any list compiled pursuant to Section 65940 with respect to information required from an applicant for a housing development project, as that term is defined in paragraph (2) of subdivision (h) of Section 65589.5, available both (1) in writing to those persons to whom the agency is required to make information available under subdivision (a) of that section, and (2) publicly available on the internet website of the city or county.

(g) For purposes of this section, "development project" includes a housing development project as defined in paragraph (3) of subdivision (b) of Section 65905.5.

(h) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

(Amended (as amended by Stats. 2019, Ch. 654, Sec. 9) by Stats. 2021, Ch. 161, Sec. 7. (SB 8) Effective January 1, 2022. Repealed as of January 1, 2030, by its own provisions. See later operative version amended by Sec. 8 of Stats. 2021, Ch. 161.)

65943.5 Applications for Development Projects

(a) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving a permit application to a board, office, or department within the California Environmental Protection Agency shall be made to the Secretary for Environmental Protection.

(b) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving an application for the issuance of an environmental permit from an environmental agency shall be made to the Secretary for Environmental Protection under either of the following circumstances:

(1) The environmental agency has not adopted an appeals process pursuant to subdivision (c) of Section 65943.

(2) The environmental agency declines to accept an appeal for a decision pursuant to subdivision (c) of Section 65943.

(c) For purposes of subdivision (b), "environmental permit" has the same meaning as defined in Section 72012 of the Public Resources Code, and "environmental agency" has the same meaning as defined in Section 71012 of the Public Resources Code, except that "environmental agency" does not include the agencies described in subdivisions (c) and (h) of Section 71011 of the Public Resources Code.

(Added by Stats. 1993, Ch. 419, Sec. 3. Effective January 1, 1994.)

65944 Acceptance of Application as Complete; Requests for Additional Information; Restrictions; Clarification, Amplification, Correction, etc; Prior to Notice of Necessary Information

(a) After a public agency accepts an application as complete, the agency shall not subsequently request of an applicant any new or additional information which was not specified in the list prepared pursuant to Section 65940. The agency may, in the course of processing the application, request the applicant to clarify, amplify, correct, or otherwise supplement the information required for the application.

(b) The provisions of subdivision (a) shall not be construed as requiring an applicant to submit with an initial application the entirety of the information which a public agency may require in order to take final action on the application. Prior to accepting an application, each public agency shall inform the applicant of any information included in the list prepared pursuant to Section 65940 which will subsequently be required from the applicant in order to complete final action on the application.

(c) This section shall not be construed as limiting the ability of a public agency to request and obtain information which may be needed in order to comply with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code.

(d) (1) After a public agency accepts an application as complete, and if the project applicant has identified that the proposed project is located within 1,000 feet of a military installation or within special use airspace or beneath a low-level flight path in accordance with Section 65940, the public agency shall provide notice of the complete application to any branch of the United States Armed Forces that has provided the Office of Planning and Research with points of contact to receive the notice.

(2) Except for a project within 1,000 feet of a military installation, the public agency is not required to provide a copy of the application if the project is located entirely in an "urbanized area." An urbanized area is any urban location that meets the definition used by the United State Department of Commerce's Bureau of Census for "urban" and includes locations with core census block groups containing at least 1,000 people per square mile and surrounding census block groups containing at least 500 people per square mile.

(e) After providing notice of the application as required in subdivision (d), and if requested by any branch of the United States Armed Forces, the public agency and the project applicant shall consult with the impacted military branch or branches to discuss the effects of the proposed project on military installations, low-level flight paths, or special use airspace, and potential alternatives and mitigation measures.

(f) The Office of Planning and Research shall maintain on its internet website and provide notice to public agencies all of the following:

(1) Maps of low-level flight paths, special use airspace, and military installations.

(2) The military points of contact to receive notifications pursuant to subdivision (d).

(3) The information required in the notice of a completed application pursuant to subdivision (d). This information shall include, at a minimum, all of the following:

(A) The project's specific location.

(B) The major physical alterations to the property on which the project will be located.

(C) A site place showing the location of the project on the property, as well as the massing, height, and approximate square footage, of each building that will be occupied.

(D) The proposed land uses by number of units or square feet using the categories in the applicable zoning ordinance.

(Amended by Stats. 2019, Ch. 142, Sec. 3. (SB 242) Effective January 1, 2020.)

65945 Notice of Proposal to Adopt or Amend Certain Plans or Ordinances by City or County, Fee; Subscription to Periodically Updated Notice as Alternative, Fee

(a) At the time of filing an application for a development permit with a city or county, the city or county shall inform the applicant that he or she may make a written request to retrieve notice from the city or county of a proposal to adopt or amend any of the following plans or ordinances:

(1) A general plan.

(2) A specific plan.

(3) A zoning ordinance.

(4) An ordinance affecting building permits or grading permits.

The applicant shall specify, in the written request, the types of proposed action for which notice is requested. Prior to taking any of those actions, the city or county shall give notice to any applicant who has requested notice of the type of action proposed and whose development project is pending before the city or county if the city or county determines that the proposal is reasonably related to the applicant's request for the development permit. Notice shall be given only for those types of actions which the applicant specifies in the request for notification.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this subdivision, the fee shall be collected as part of the application fee charged for the development permit.

(b) As an alternative to the notification procedure prescribed by subdivision (a), a city or county may inform the applicant at the time of filing an application for a development permit that he or she may subscribe to a periodically updated notice or set of notices from the city or county which lists pending proposals to adopt or amend any of the plans or ordinances specified in subdivision (a), together with the status of the proposal and the date of any hearings thereon which have been set.

Only those proposals which are general, as opposed to parcel-specific in nature, and which the city or county determines are reasonably related to requests for development permits, need be listed in the notice. No proposals shall be required to be listed until such time as the first public hearing thereon has been set. The notice shall be updated and mailed at least once every six weeks; except that a notice need not be updated and mailed until a change in its contents is required.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice, including the costs of updating the notice, for the length of time the applicant requests to be sent the notice or notices.

(Added by Stats. 1983, Ch. 1263, Sec. 11.)

65945.3 Notice of Proposal to Adopt or Amend Rules or Regulations Affecting Issuance of Permits by Local Agency other than City or County; Fee

At the time of filing an application for a development permit with a local agency, other than a city or county, the local agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a rule or regulation affecting the issuance of development permits.

Prior to adopting or amending any such rule or regulation, the local agency shall give notice to any applicant who has requested such notice and whose development project is pending before the agency if the local agency determines that the proposal is reasonably related to the applicant's request for the development permit.

The local agency may charge the applicant for a development permit, to whom notice is provided pursuant to this section, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

(Added by Stats. 1983, Ch. 1263, Sec. 12.)

65945.5 Notice of Proposal to Adopt or Amend Regulation Affecting Issuance of Permits and Which Implements Statutory Provision by State Agency

At the time of filing an application for a development permit with a state agency, the state agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a regulation affecting the issuance of development permits and which implements a statutory provision.

Prior to adopting or amending any such regulation, the state agency shall give notice to any applicant who has requested such notice and whose development project is pending before the state agency if the state agency determines that the proposal is reasonably related to the applicant's request for the development permit.

(Added by Stats. 1983, Ch. 1263, Sec. 13.)

65945.7 Actions, Inactions, or Recommendations Regarding Ordinances, Rules or Regulations; Invalidity or Setting Aside Ground of Error Only if Prejudicial

No action, inaction, or recommendation regarding any ordinance, rule, or regulation subject to this Section 65945, 65945.3, or 65945.5 by any legislative body, administrative body, or the officials of any state or local agency shall be held void or invalid or be set aside by any court on the ground of any error, irregularity, informality, neglect or omission (hereinafter called "error") as to any matter pertaining to notices, records, determinations, publications, or any matters of procedure whatever, unless after an examination of the entire case, including evidence, the court shall be of the opinion that the error complained of was prejudicial, and that by reason of such error the party complaining or appealing sustained and suffered substantial injury, and that a different result would have been probable if such error had not occurred or existed. There shall be no presumption that error is prejudicial or that injury was done if error is shown.

(Added by Stats. 1983, Ch. 1263, Sec. 14.)

T7(D1) – CH9.3(EXCERPTS)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 9.3–Mediation and Resolution of Land Use Disputes (excerpts)

66030

(a) The Legislature finds and declares all of the following:

(1) Current law provides that aggrieved agencies, project proponents, and affected residents may bring suit against the land use decisions of state and local governmental agencies. In practical terms, nearly anyone can sue once a project has been approved.

(2) Contention often arises over projects involving local general plans and zoning, redevelopment plans, the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), development impact fees, annexations and incorporations, and the Permit Streamlining Act (Chapter 4.5 (commencing with Section 65920)).

(3) When a public agency approves a development project that is not in accordance with the law, or when the prerogative to bring suit is abused, lawsuits can delay development, add uncertainty and cost to the development process, make housing more expensive, and damage California's competitiveness. This litigation begins in the superior court, and often progresses on appeal to the Court of Appeal and the Supreme Court, adding to the workload of the state's already overburdened judicial system.

(b) It is, therefore, the intent of the Legislature to help litigants resolve their differences by establishing formal mediation processes for land use disputes. In establishing these mediation processes, it is not the intent of the Legislature to interfere with the ability of litigants to pursue remedies through the courts.

(Added by Stats. 1994, Ch. 300, Sec. 1. Effective January 1, 1995.)

66031

(a) Notwithstanding any other provision of law, any action brought in the superior court relating to any of the following subjects may be subject to a mediation proceeding conducted pursuant to this chapter:

(1) The approval or denial by a public agency of any development project.

(2) Any act or decision of a public agency made pursuant to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(3) The failure of a public agency to meet the time limits specified in Chapter 4.5 (commencing with Section 65920), commonly known as the Permit Streamlining Act, or in the Subdivision Map Act (Division 2 (commencing with Section 66410)).

(4) Fees determined pursuant to Chapter 6 (commencing with Section 17620) of Division 1 of Part 10.5 of the Education Code or Chapter 4.9 (commencing with Section 65995).

(5) Fees determined pursuant to the Mitigation Fee Act Chapter 5 (commencing with Section 66000), Chapter 6 (commencing with Section 66010), Chapter 7 (commencing with Section 66012), Chapter 8 (commencing with Section 66016), and Chapter 9 (commencing with Section 66020)).

(6) The adequacy of a general plan or specific plan adopted pursuant to Chapter 3 (commencing with Section 65100).

(7) The validity of any sphere of influence, urban service area, change of organization or reorganization, or any other decision made pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Division 3 (commencing with Section 56000) of Title 5).

(8) The adoption or amendment of a redevelopment plan pursuant to the Community Redevelopment Law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code).

(9) The validity of any zoning decision made pursuant to Chapter 4 (commencing with Section 65800).

(10) The validity of any decision made pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code.

(b) Within five days after the deadline for the respondent or defendant to file its reply to an action, the court may invite the parties to consider resolving their dispute by selecting a mutually acceptable person to serve as a mediator, or an organization or agency to provide a mediator.

(c) In selecting a person to serve as a mediator, or an organization or agency to provide a mediator, the parties shall consider the following:

(1) The council of governments having jurisdiction in the county where the dispute arose.

(2) Any subregional or countywide council of governments in the county where the dispute arose.

(3) Any other person with experience or training in mediation including those with experience in land use issues, or any other organization or agency that can provide a person with experience or training in mediation, including those with experience in land use issues.

(d) If the court invites the parties to consider mediation, the parties shall notify the court within 30 days if they have selected a mutually acceptable person to serve as a mediator. If the parties have not selected a mediator within 30 days, the action shall proceed. The court shall not draw any implication, favorable or otherwise, from the refusal by a party to accept the invitation by the court to consider mediation. Nothing in this section shall preclude the parties from using mediation at any other time while the action is pending.

(Amended by Stats. 2010, Ch. 699, Sec. 24. (SB 894) Effective January 1, 2011.)

T7(D2) – CH1(EXCERPTS)

Title 7—Planning and Land Use
Division 2—Subdivisions
Chapter 1—General Provisions and Definitions (excerpts)

66412

This division shall be inapplicable to any of the following:

(a) The financing or leasing of apartments, offices, stores, or similar space within apartment buildings, industrial buildings, commercial buildings, mobilehome parks, or trailer parks.

(b) Mineral, oil, or gas leases.

(c) Land dedicated for cemetery purposes under the Health and Safety Code.

(d) A lot line adjustment between four or fewer existing adjoining parcels, where the land taken from one parcel is added to an adjoining parcel, and where a greater number of parcels than originally existed is not thereby created, if the lot line adjustment is approved by the local agency, or advisory agency. A local agency or advisory agency shall limit its review and approval to a determination of whether or not the parcels resulting from the lot line adjustment will conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances. An advisory agency or local agency shall not impose conditions or exactions on its approval of a lot line adjustment except to conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances, to require the prepayment of real property taxes prior to the approval of the lot line adjustment, or to facilitate the relocation of existing utilities, infrastructure, or easements. No tentative map, parcel map, or final map shall be required as a condition to the approval of a lot line adjustment. The lot line adjustment shall be reflected in a deed, which shall be recorded. No record of survey shall be required for a lot line adjustment unless required by Section 8762 of the Business and Professions Code. A local agency shall approve or disapprove a lot line adjustment pursuant to the Permit Streamlining Act (Chapter 4.5 (commencing with Section 65920) of Division 1).

(e) Boundary line or exchange agreements to which the State Lands Commission or a local agency holding a trust grant of tide and submerged lands is a party.

(f) Any separate assessment under Section 2188.7 of the Revenue and Taxation Code.

(g) The conversion of a community apartment project, as defined in Section 4105 of the Civil Code, to a condominium, as defined in Section 783 of the Civil Code, but only if all of the following requirements are met:

  (1) The property was subdivided before January 1, 1982, as evidenced by a recorded deed creating the community apartment project.

  (2) Subject to compliance with Sections 4290 and 4295 of the Civil Code, all conveyances and other documents necessary to effectuate the conversion shall be executed by the required number of owners in the project as specified in the bylaws or other organizational documents. If the bylaws or other organizational documents do not expressly specify the number of owners necessary to execute the conveyances and other documents, a majority of owners in the project shall be required to execute the conveyances or other documents.

Conveyances and other documents executed under the foregoing provisions shall be binding upon and affect the interests of all parties in the project.

(3) If subdivision, as defined in Section 66424, of the property occurred after January 1, 1964, both of the following requirements are met:

(A) A final or parcel map of that subdivision was approved by the local agency and recorded, with all of the conditions of that map remaining in effect after the conversion.

(B) No more than 49 percent of the units in the project were owned by any one person as defined in Section 17, including an incorporator or director of the community apartment project, on January 1, 1982.

(4) The local agency certifies that the above requirements were satisfied if the local agency, by ordinance, provides for that certification.

(h) The conversion of a stock cooperative, as defined in Section 4190 or 6566 of the Civil Code, to a condominium, as defined in Section 783 of the Civil Code, but only if all of the following requirements are met:

(1) The property was subdivided before January 1, 1982, as evidenced by a recorded deed creating the stock cooperative, an assignment of lease, or issuance of shares to a stockholder.

(2) A person renting a unit in a cooperative shall be entitled at the time of conversion to all tenant rights in state or local law, including, but not limited to, rights respecting first refusal, notice, and displacement and relocation benefits.

(3) Subject to compliance with Sections 4290 and 4295, or with Sections 6626 and 6628, of the Civil Code, all conveyances and other documents necessary to effectuate the conversion shall be executed by the required number of owners in the cooperative as specified in the bylaws or other organizational documents. If the bylaws or other organizational documents do not expressly specify the number of owners necessary to execute the conveyances and other documents, a majority of owners in the cooperative shall be required to execute the conveyances or other documents. Conveyances and other documents executed under the foregoing provisions shall be binding upon and affect the interests of all parties in the cooperative.

(4) If subdivision, as defined in Section 66424, of the property occurred after January 1, 1980, both of the following requirements are met:

(A) A final or parcel map of that subdivision was approved by the local agency and recorded, with all of the conditions of that map remaining in effect after the conversion.

(B) No more than 49 percent of the shares in the project were owned by any one person as defined in Section 17, including an incorporator or director of the cooperative, on January 1, 1982.

(5) The local agency certifies that the above requirements were satisfied if the local agency, by ordinance, provides for that certification.

(i) The leasing of, or the granting of an easement to, a parcel of land, or any portion or portions thereof, in conjunction with the financing, erection, and sale or lease of a wind powered electrical

generation device on the land, if the project is subject to discretionary action by the advisory agency or legislative body.

(j) The leasing or licensing of a portion of a parcel, or the granting of an easement, use permit, or similar right on a portion of a parcel, to a telephone corporation as defined in Section 234 of the Public Utilities Code, exclusively for the placement and operation of cellular radio transmission facilities, including, but not limited to, antennae support structures, microwave dishes, structures to house cellular communications transmission equipment, power sources, and other equipment incidental to the transmission of cellular communications, if the project is subject to discretionary action by the advisory agency or legislative body.

(k) Leases of agricultural land for agricultural purposes. As used in this subdivision, "agricultural purposes" means the cultivation of food or fiber, or the grazing or pasturing of livestock.

(l) The leasing of, or the granting of an easement to, a parcel of land, or any portion or portions thereof, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the project is subject to review under other local agency ordinances regulating design and improvement or, if the project is subject to other discretionary action by the advisory agency or legislative body.

(m) The leasing of, or the granting of an easement to, a parcel of land or any portion or portions of the land in conjunction with a biogas project that uses, as part of its operation, agricultural waste or byproducts from the land where the project is located and reduces overall emissions of greenhouse gases from agricultural operations on the land if the project is subject to review under other local agency ordinances regulating design and improvement or if the project is subject to discretionary action by the advisory agency or legislative body.

(n) The leasing of, or the granting of an easement to, a parcel of land, or any portion or portions thereof, in conjunction with the financing, erection, and sale or lease of an electrical energy storage system on the land, if the project is subject to discretionary action by the advisory agency or legislative body. For the purposes of this subdivision, "energy storage system" has the same meaning as defined in Section 2835 of the Public Utilities Code.

(Amended by Stats. 2022, Ch. 212, Sec. 1. (AB 2625) Effective January 1, 2023.)

66412.1

This division shall also be inapplicable to:

(a) The financing or leasing of any parcel of land, or any portion thereof, in conjunction with the construction of commercial or industrial buildings on a single parcel, unless the project is not subject to review under other local agency ordinances regulating design and improvement.

(b) The financing or leasing of existing separate commercial or industrial buildings on a single parcel.

(Amended by Stats. 1982, Ch. 87, Sec. 4. Effective March 1, 1982.)

T7(D2) – CH3(3 EXCERPTS)

Title 7—Planning and Land Use
Division 2—Subdivisions
Chapter 3—Procedure
Article 3—Review of Tentative Map by Other Agencies (excerpts)

66455.9

Whenever there is consideration of an area within a development for a public schoolsite, the advisory agency shall give the affected districts and the State Department of Education written notice of the proposed site. The written notice shall include the identification of any existing or proposed runways within the distance specified in Section 17215 of the Education Code. If the site is within the distance of an existing or proposed airport runway as described in Section 17215 of the Education Code, the department shall notify the State Department of Transportation as required by the section and the site shall be investigated by the State Department of Transportation required by Section 17215.

(Amended by Stats. 2000, Ch. 1058, Sec. 120. Effective January 1, 2001.)

T7(D1) – CH4(2)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 4–Zoning Regulations
Article 2–Adoption of Regulations

65852.21

(a) A proposed housing development containing no more than two residential units within a single-family residential zone shall be considered ministerially, without discretionary review or a hearing, if the proposed housing development meets all of the following requirements:

(1) The parcel subject to the proposed housing development is located within a city, the boundaries of which include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau, or, for unincorporated areas, a legal parcel wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

(2) The parcel satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.

(3) Notwithstanding any provision of this section or any local law, the proposed housing development would not require demolition or alteration of any of the following types of housing:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

(B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

(C) Housing that has been occupied by a tenant in the last three years.

(4) The parcel subject to the proposed housing development is not a parcel on which an owner of residential real property has exercised the owner's rights under Chapter 12.75 (commencing with Section 7060) of Division 7 of Title 1 to withdraw accommodations from rent or lease within 15 years before the date that the development proponent submits an application.

(5) The proposed housing development does not allow the demolition of more than 25 percent of the existing exterior structural walls, unless the housing development meets at least one of the following conditions:

(A) If a local ordinance so allows.

(B) The site has not been occupied by a tenant in the last three years.

(6) The development is not located within a historic district or property included on the State Historic Resources Inventory, as defined in Section 5020.1 of the Public Resources Code, or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.

(b) (1) Notwithstanding any local law and except as provided in paragraph (2), a local agency may impose objective zoning standards, objective subdivision standards, and objective design review standards that do not conflict with this section.

(2) (A) The local agency shall not impose objective zoning standards, objective subdivision standards, and objective design standards that would have the effect of physically precluding the construction of up to two units or that would physically preclude either of the two units from being at least 800 square feet in floor area.

(B) (i) Notwithstanding subparagraph (A), no setback shall be required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure.

(ii) Notwithstanding subparagraph (A), in all other circumstances not described in clause (i), a local agency may require a setback of up to four feet from the side and rear lot lines.

(c) In addition to any conditions established in accordance with subdivision (b), a local agency may require any of the following conditions when considering an application for two residential units as provided for in this section:

(1) Off-street parking of up to one space per unit, except that a local agency shall not impose parking requirements in either of the following instances:

(A) The parcel is located within one-half mile walking distance of either a high-quality transit corridor, as defined in subdivision (b) of Section 21155 of the Public Resources Code, or a major transit stop, as defined in Section 21064.3 of the Public Resources Code.

(B) There is a car share vehicle located within one block of the parcel.

(2) For residential units connected to an onsite wastewater treatment system, a percolation test completed within the last 5 years, or, if the percolation test has been recertified, within the last 10 years.

(d) Notwithstanding subdivision (a), a local agency may deny a proposed housing development project if the building official makes a written finding, based upon a preponderance of the evidence, that the proposed housing development project would have a specific, adverse impact, as defined and determined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

(e) A local agency shall require that a rental of any unit created pursuant to this section be for a term longer than 30 days.

(f) Notwithstanding Article 2 (commencing with Section 66314) or Article 3 (commencing with Section 6633) of Chapter 13. a local agency shall not be required to permit an accessory dwelling unit or a junior accessory dwelling unit on parcels that use both the authority contained within this section and the authority contained in Section 66411.7.

(g) Notwithstanding subparagraph (B) of paragraph (2) of subdivision (b), an application shall not be rejected solely because it proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

(h) Local agencies shall include units constructed pursuant to this section in the annual housing element report as required by subparagraph (I) of paragraph (2) of subdivision (a) of Section 65400.

(i) For purposes of this section, all of the following apply:

(1) A housing development contains two residential units if the development proposes no more than two new units or if it proposes to add one new unit to one existing unit.

(2) The terms "objective zoning standards," "objective subdivision standards," and "objective design review standards" mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a local agency, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances.

(3) "Local agency" means a city, county, or city and county, whether general law or chartered.

(j) A local agency may adopt an ordinance to implement the provisions of this section. An ordinance adopted to implement this section shall not be considered a project under Division 13 (commencing with Section 21000) of the Public Resources Code.

(k) Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), except that the local agency shall not be required to hold public hearings for coastal development permit applications for a housing development pursuant to this section.

(Amended by Stats. 2024, Ch. 7, Sec. 13. (SB 477) Effective March 25, 2024.)

65852.24

(a) (1) This section shall be known, and may be cited, as the Middle Class Housing Act of 2022.

(2) The Legislature finds and declares all of the following:

(A) Creating more affordable housing is critical to the achievement of regional housing needs assessment goals, and that housing units developed at higher densities may generate affordability by design for California residents, without the necessity of public subsidies, income eligibility, occupancy restrictions, lottery procedures, or other legal requirements applicable to deed restricted affordable housing to serve very low and low-income residents and special needs residents.

(B) The state has made historic investments in deed-restricted affordable housing. According to the Legislative Analyst's Office, the state budget provided nearly five billion dollars ($5,000,000,000) in the 2021–22 budget year for housing-related programs. The 2022–23 budget further built on that sum by allocating nearly one billion two hundred million dollars ($1,200,000,000) to additional affordable housing programs.

(C) There is continued need for housing development at all income levels, including missing middle housing that will provide a variety of housing options and configurations to allow every Californian to live near where they work.

(D) The Middle Class Housing Act of 2022 will unlock the development of additional housing units for middle-class Californians near job centers, subject to local inclusionary requirements that are set based on local conditions.

(b) A housing development project shall be deemed an allowable use on a parcel that is within a zone where office, retail, or parking are a principally permitted use if it complies with all of the following:

(1) The density for the housing development shall meet or exceed the applicable density deemed appropriate to accommodate housing for lower income households in that jurisdiction as specified in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65583.2.

(2) (A) The housing development shall be subject to local zoning, parking, design, and other ordinances, local code requirements, and procedures applicable to the processing and permitting of a housing development in a zone that allows for the housing with the density described in paragraph (1).

(B) If more than one zoning designation of the local agency allows for housing with the density described in paragraph (1), the zoning standards applicable to a parcel that allows residential use pursuant to this section shall be the zoning standards that apply to the closest parcel that allows residential use at a density that meets the requirements of paragraph (1).

(C) If the existing zoning designation for the parcel, as adopted by the local government, allows residential use at a density greater than that required in paragraph (1), the existing zoning designation shall apply.

(3) The housing development shall comply with any public notice, comment, hearing, or other procedures imposed by the local agency on a housing development in the applicable zoning designation identified in paragraph (2).

(4) The project site is 20 acres or less.

(5) The housing development complies with all other objective local requirements for a parcel, other than those that prohibit residential use, or allow residential use at a lower density than provided in paragraph (1), including, but not limited to, impact fee requirements and inclusionary housing requirements.

(6) The development and the site on which it is located satisfy both of the following:

(A) It is a legal parcel or parcels that meet either of the following:

(i) It is within a city where the city boundaries include some portion of an urban area, as designated by the United States Census Bureau.

(ii) It is in an unincorporated area, and the legal parcel or parcels are wholly within the boundaries of an urban area, as designated by the United States Census Bureau.

(B) (i) It is not on a site or adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use.

(ii) For purposes of this subparagraph, parcels only separated by a street or highway shall be considered to be adjoined.

(iii) For purposes of this subparagraph, "dedicated to industrial use" means either of the following:

(I) The square footage is currently being used as an industrial use.

(II) The most recently permitted use of the square footage is an industrial use.

(III) The site was designated for industrial use in the latest version of a local government's general plan adopted before January 1, 2022.

(7) The housing development is consistent with any applicable and approved sustainable community strategy or alternative plan, as described in Section 65080.

(8) The developer has done both of the following:

(A) Certified to the local agency that either of the following is true:

(i) The entirety of the development is a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.

(ii) The development is not in its entirety a public work for which prevailing wages must be paid under Article 2 (commencing with Section 1720) of Chapter 1 of Part 2 of Division 2 of the Labor Code, but all construction workers employed on construction of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate. If the development is subject to this subparagraph, then for those portions of the development that are not a public work all of the following shall apply:

(I) The developer shall ensure that the prevailing wage requirement is included in all contracts for the performance of all construction work.

(II) All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate.

(III) Except as provided in subclause (V), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided therein.

(IV) Except as provided in subclause (V), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the development, or by an underpaid worker through an administrative complaint or civil action, or by a joint labor-management committee though a civil action under

Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.

(V) Subclauses (III) and (IV) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(VI) Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.

(VII) All contractors and subcontractors shall be registered in accordance with Section 1725.6 of the Labor Code.

(VIII) The development proponent shall provide notice of all contracts for the performance of the work to the Department of Industrial Relations, in accordance with Section 1773.3 of the Labor Code.

(B) Certified to the local agency that a skilled and trained workforce will be used to perform all construction work on the development.

(i) For purposes of this section, "skilled and trained workforce" has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(ii) If the developer has certified that a skilled and trained workforce will be used to construct all work on development and the application is approved, the following shall apply:

(I) The developer shall require in all contracts for the performance of work that every contractor and subcontractor at every tier will individually use a skilled and trained workforce to construct the development.

(II) Every contractor and subcontractor shall use a skilled and trained workforce to construct the development.

(III) Except as provided in subclause (IV), the developer shall provide to the local agency, on a monthly basis while the development or contract is being performed, a report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. A monthly report provided to the local government pursuant to this subclause shall be a public record under the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1) and shall be open to public inspection. A developer that fails

to provide a monthly report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code shall be subject to a civil penalty of ten thousand dollars ($10,000) per month for each month for which the report has not been provided. Any contractor or subcontractor that fails to use a skilled and trained workforce shall be subject to a civil penalty of two hundred dollars ($200) per day for each worker employed in contravention of the skilled and trained workforce requirement. Penalties may be assessed by the Labor Commissioner within 18 months of completion of the development using the same procedures for issuance of civil wage and penalty assessments pursuant to Section 1741 of the Labor Code, and may be reviewed pursuant to the same procedures in Section 1742 of the Labor Code. Penalties shall be paid to the State Public Works Enforcement Fund.

(IV) Subclause (III) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires compliance with the skilled and trained workforce requirement and provides for enforcement of that obligation through an arbitration procedure. For purposes of this subparagraph, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(iii) Notwithstanding subclause (II) of clause (ii), a contractor or subcontractor shall not be in violation of the apprenticeship graduation requirements of subdivision (d) of Section 2601 of the Public Contract Code to the extent that all of the following requirements are satisfied:

(I) All contractors and subcontractors performing work on the development are subject to a project labor agreement that includes the local building and construction trades council as a party, that requires compliance with the apprenticeship graduation requirements, and that provides for enforcement of that obligation through an arbitration procedure.

(II) The project labor agreement requires the contractor or subcontractor to request the dispatch of workers for the project through a hiring hall or referral procedure.

(III) The contractor or subcontractor is unable to obtain sufficient workers to meet the apprenticeship graduation percentage requirement within 48 hours of its request, Saturdays, Sundays, and holidays excepted.

(9) Notwithstanding subparagraph (B) of paragraph (8), a contract or subcontract may be awarded without a requirement for the use of a skilled and trained workforce to the extent that all of the following requirements are satisfied:

(A) At least seven days before issuing any invitation to prequalify or bid solicitation for the project, the developer sends a notice of the invitation or solicitation that describes the project to the following entities within the jurisdiction of the proposed project site:

(i) Any bona fide labor organization representing workers in the building and construction trades who may perform work necessary to complete the project.

(ii) Any organization representing contractors that may perform work necessary to complete the project.

(B) The developer seeks bids containing an enforceable commitment that all contractors and subcontractors at every tier will use a skilled and trained workforce to perform work on the project that falls within an apprenticeable occupation in the building and construction trades.

(C) For the purpose of establishing a bidder pool of eligible contractors and subcontractors, the developer establishes a process to prequalify prime contractors and subcontractors that agree to meet skilled and trained workforce requirements.

(D) The bidding process for the project includes, but is not limited to, all of the following requirements:

(i) The prime contractor shall be required to list all subcontractors that will perform work in an amount in excess of one-half of 1 percent of the prime contractor's total bid.

(ii) The developer shall only accept bids from prime contractors that have been prequalified.

(iii) If the developer receives at least two bids from prequalified prime contractors, a skilled and trained workforce must be used by all contractors and subcontractors, except as provided in clause (vi).

(iv) If the developer receives fewer than two bids from prequalified prime contractors, the contract may be rebid and awarded without the skilled and trained workforce requirement applying to the prime contractor's scope of work.

(v) Prime contractors shall request bids from subcontractors on the prequalified list and shall only accept bids and list subcontractors from the prequalified list. If the prime contractor receives bids from at least two subcontractors in each tier listed on the prequalified list, the prime contractor shall require that the contract for that tier or scope of work will require a skilled and trained workforce.

(vi) If the prime contractor fails to receive at least two bids from subcontractors listed on the prequalified list in any tier, the prime contractor may rebid that scope of work. The prime contractor need not require that a skilled and trained workforce be used for that scope of work and may list subcontractors for that scope of work that do not appear on the prequalified list.

(E) The developer shall establish minimum requirements for prequalification of prime contractors and subcontractors that are, to the maximum extent possible, quantifiable and objective. Only criterion, and minimum thresholds for any criterion, that are reasonably necessary to ensure that any bidder awarded a project can successfully complete the proposed scope shall be used by the developer. The developer shall not impose any obstacles to prequalification that go beyond what is commercially reasonable and customary.

(F) The developer shall, within 24 hours of a request by a labor organization that represents workers in the geographic area of the project, provide all of the following information to the labor organization:

(i) The names and Contractors State License Board numbers of the prime contractors and subcontractors that have prequalified.

(ii) The names and Contractors State License Board numbers of the prime contractors that have submitted bids and their respective listed subcontractors.

(iii) The names and Contractors State License Board numbers of the prime contractor that was awarded the work and its listed subcontractors.

(G) An interested party, including a labor organization that represents workers in the geographic area of the project, may bring an action for injunctive relief against a developer or prime contractor that is proceeding with a project in violation of the bidding requirements of this paragraph applicable to developers and prime contractors. The court in such an action may issue injunctive relief to halt work on the project and to require compliance with the requirements of this subdivision. The prevailing plaintiff in such an action shall be entitled to recover its reasonable attorney's fees and costs.

(c) (1) The development proponent shall provide written notice of the pending application to each commercial tenant on the parcel when the application is submitted.

(2) The development proponent shall provide relocation assistance to each eligible commercial tenant located on the site as follows:

(A) For a commercial tenant operating on the site for at least one year but less than five years, the relocation assistance shall be equivalent to six months' rent.

(B) For a commercial tenant operating on the site for at least 5 years but less than 10 years, the relocation assistance shall be equivalent to nine months' rent.

(C) For a commercial tenant operating on the site for at least 10 years but less than 15 years, the relocation assistance shall be equivalent to 12 months' rent.

(D) For a commercial tenant operating on the site for at least 15 years but less than 20 years, the relocation assistance shall be equivalent to 15 months' rent.

(E) For a commercial tenant operating on the site for at least 20 years, the relocation assistance shall be equivalent to 18 months' rent.

(3) The relocation assistance shall be provided to an eligible commercial tenant upon expiration of the lease of that commercial tenant.

(4) For purposes of this subdivision, a commercial tenant is eligible for relocation assistance if the commercial tenant meets all of the following criteria:

(A) The commercial tenant is an independently owned and operated business with its principal office located in the county in which the property on the site that is leased by the commercial tenant is located.

(B) The commercial tenant's lease expired and was not renewed by the property owner.

(C) The commercial tenant's lease expired within the three years following the development proponent's submission of the application for a housing development pursuant to this article.

(D) The commercial tenant employs 20 or fewer employees and has an annual average gross receipts under one million dollars ($1,000,000) for the three taxable year period ending with the taxable year that precedes the expiration of their lease.

(E) The commercial tenant is still in operation on the site at the time of the expiration of its lease.

(5) Notwithstanding paragraph (4), for purposes of this subdivision, a commercial tenant is ineligible for relocation assistance if the commercial tenant meets both of the following criteria:

(A) The commercial tenant entered into a lease on the site after the development proponent's submission of the application for a housing development pursuant to this article.

(B) The commercial tenant had not previously entered into a lease on the site.

(6) (A) The commercial tenant shall utilize the funds provided by the development proponent to relocate the business or for costs of a new business.

(B) Notwithstanding paragraph (2), if the commercial tenant elects not to use the funds provided as required by subparagraph (A), the development proponent shall provide only assistance equal to three months' rent, regardless of the duration of the commercial tenant's lease.

(7) For purposes of this subdivision, monthly rent is equal to one-twelfth of the total amount of rent paid by the commercial tenant in the last 12 months.

(d) A local agency shall require that a rental of any unit created pursuant to this section be for a term longer than 30 days.

(e) (1) A local agency may exempt a parcel from this section if the local agency makes written findings supported by substantial evidence of either of the following:

(A) The local agency concurrently reallocated the lost residential density to other lots so that there is no net loss in residential density in the jurisdiction.

(B) The lost residential density from each exempted parcel can be accommodated on a site or sites allowing residential densities at or above those specified in paragraph (2) of subdivision (b) and in excess of the acreage required to accommodate the local agency's share of housing for lower income households.

(2) A local agency may reallocate the residential density from an exempt parcel pursuant to this subdivision only if all of the following requirements are met:

(A) The exempt parcel or parcels are subject to an ordinance that allows for residential development by right.

(B) The site or sites chosen by the local agency to which the residential density is reallocated meet both of the following requirements:

(i) The site or sites are suitable for residential development at densities specified in paragraph (1) of subdivision (b) of Section 65852.24. For purposes of this clause, "site or sites suitable for residential development" shall have the same meaning as "land suitable for residential development," as defined in Section 65583.2.

(ii) The site or sites are subject to an ordinance that allows for development by right.

(f) (1) This section does not alter or lessen the applicability of any housing, environmental, or labor law applicable to a housing development authorized by this section, including, but not limited to, the following:

(A) The California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code).

(B) The California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(C) The Housing Accountability Act (Section 65589.5).

(D) The Density Bonus Law (Section 65915).

(E) Obligations to affirmatively further fair housing, pursuant to Section 8899.50.

(F) State or local affordable housing laws.

(G) State or local tenant protection laws.

(2) All local demolition ordinances shall apply to a project developed pursuant to this section.

(3) For purposes of the Housing Accountability Act (Section 65589.5), a proposed housing development project that is consistent with the provisions of subdivision (b) shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision.

(4) Notwithstanding any other provision of this section, for purposes of the Density Bonus Law (Section 65915), an applicant for a housing development under this section may apply for a density bonus pursuant to Section 65915.

(g) Notwithstanding Section 65913.4, a project subject to this section shall not be eligible for streamlining pursuant to Section 65913.4 if it meets either of the following conditions:

(1) The site has previously been developed pursuant to Section 65913.4 with a project of 10 units or fewer.

(2) The developer of the project or any person acting in concert with the developer has previously proposed a project pursuant to Section 65913.4 of 10 units or fewer on the same or an adjacent site.

(h) A local agency may adopt an ordinance to implement the provisions of this article. An ordinance adopted to implement this section shall not be considered a "project" under Division 13 (commencing with Section 21000) of the Public Resources Code.

(i) Each local agency shall include the number of sites developed and the number of units constructed pursuant to this section in its annual progress report required pursuant to paragraph (2) of subdivision (a) of Section 65400.

(j) The department shall undertake at least two studies of the outcomes of this chapter. One study shall be completed on or before January 1, 2027, and one shall be completed on or before January 1, 2031.

(1) The studies required by this subdivision shall include, but not be limited to, the number of projects built, the number of units built, the jurisdictional and regional location of the housing, the relative wealth and access to resources of the communities in which they are built, the level of affordability, the effect on greenhouse gas emissions, and the creation of construction jobs that pay the prevailing wage.

(2) The department shall publish a report of the findings of a study required by this subdivision, post the report on its internet website, and submit the report to the Legislature pursuant to Section 9795.

(k) For purposes of this section:

(1) "Housing development project" means a project consisting of any of the following:

(A) Residential units only.

(B) Mixed-use developments consisting of residential and nonresidential retail commercial or office uses, and at least 50 percent of the square footage of the new construction associated with the project is designated for residential use. None of the square footage of any such development shall be designated for hotel, motel, bed and breakfast inn, or other transient lodging use, except for a residential hotel.

(2) "Local agency" means a city, including a charter city, county, or a city and county.

(3) "Office or retail commercial zone" means any commercial zone, except for zones where office uses and retail uses are not permitted, or are permitted only as an accessory use.

(4) "Residential hotel" has the same meaning as defined in Section 50519 of the Health and Safety Code.

(l) The Legislature finds and declares that ensuring access to affordable housing is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this section applies to all cities, including charter cities.

(m) (1) This section shall become operative on July 1, 2023.

(2) This section shall remain in effect only until January 1, 2033, and as of that date is repealed.

(Amended by Stats. 2023, Ch. 196, Sec. 9. (SB 143) Effective September 13, 2023. Repealed as of January 1, 2033, by its own provisions.)

T7(D1) – CH13(2 EXCERPTS)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 13–Accessory Dwelling units
Article 2–Accessory Dwelling Unit Approvals (excerpts)

66314

A local agency may, by ordinance, provide for the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use. The ordinance shall do all of the following:

(a) Designate areas within the jurisdiction of the local agency where accessory dwelling units may be permitted. The designation of areas may be based on the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. A local agency that does not provide water or sewer services shall consult with the local water or sewer service provider regarding the adequacy of water and sewer services before designating an area where accessory dwelling units may be permitted.

(b) (1) Impose objective standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, maximum size of a unit, and standards that prevent adverse impacts on any real property that is listed in the California Register of Historical Resources. These standards shall not include requirements on minimum lot size.

(2) Notwithstanding paragraph (1), a local agency may reduce or eliminate parking requirements for any accessory dwelling unit located within its jurisdiction.

(c) Provide that accessory dwelling units do not exceed the allowable density for the lot upon which the accessory dwelling unit is located, and that accessory dwelling units are a residential use that is consistent with the existing general plan and zoning designation for the lot.

(d) Require the accessory dwelling units to comply with all of the following:

(1) Except as provided in Article 4 (commencing with Section 66340), the accessory dwelling unit may be rented separate from the primary residence, but shall not be sold or otherwise conveyed separate from the primary residence.

(2) The lot is zoned to allow single-family or multifamily dwelling residential use and includes a proposed or existing dwelling.

(3) The accessory dwelling unit is either attached to, or located within, the proposed or existing primary dwelling, including attached garages, storage areas or similar uses, or an accessory structure or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling, including detached garages.

(4) If there is an existing primary dwelling, the total floor area of an attached accessory dwelling unit shall not exceed 50 percent of the existing primary dwelling.

(5) The total floor area for a detached accessory dwelling unit shall not exceed 1,200 square feet.

(6) No passageway shall be required in conjunction with the construction of an accessory dwelling unit.

(7) No setback shall be required for an existing living area or accessory structure or a structure constructed in the same location and to the same dimensions as an existing structure that is converted to an accessory dwelling unit or to a portion of an accessory dwelling unit, and a setback of no more than four feet from the side and rear lot lines shall be required for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure.

(8) Local building code requirements that apply to detached dwellings, except that the construction of an accessory dwelling unit shall not constitute a Group R occupancy change under the local building code, as described in Section 310 of the California Building Code (Title 24 of the California Code of Regulations), unless the building official or enforcement agency of the local agency makes a written finding based on substantial evidence in the record that the construction of the accessory dwelling unit could have a specific, adverse impact on public health and safety. Nothing in this paragraph shall be interpreted to prevent a local agency from changing the occupancy code of a space that was unhabitable space or was only permitted for nonresidential use and was subsequently converted for residential use pursuant to this article.

(9) Approval by the local health officer where a private sewage disposal system is being used, if required.

(10) (A) Parking requirements for accessory dwelling units shall not exceed one parking space per accessory dwelling unit or per bedroom, whichever is less. These spaces may be provided as tandem parking on a driveway.

(B) Off-street parking shall be permitted in setback areas in locations determined by the local agency or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon specific site or regional topographical or fire and life safety conditions.

(C) This subparagraph shall not apply to an accessory dwelling unit that is described in Section 66322.

(11) When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, the local agency shall not require that those offstreet parking spaces be replaced.

(12) Accessory dwelling units shall not be required to provide fire sprinklers if they are not required for the primary residence. The construction of an accessory dwelling unit shall not trigger a requirement for fire sprinklers to be installed in the existing primary dwelling.

(e) Require that a demolition permit for a detached garage that is to be replaced with an accessory dwelling unit be reviewed with the application for the accessory dwelling unit and issued at the same time.

(f) An accessory dwelling unit ordinance shall not require, and the applicant shall not be otherwise required, to provide written notice or post a placard for the demolition of a detached garage that is to be replaced with an accessory dwelling unit, unless the property is located within an architecturally and historically significant historic district.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

66316

An existing accessory dwelling unit ordinance governing the creation of an accessory dwelling unit by a local agency or an accessory dwelling ordinance adopted by a local agency shall provide an approval process that includes only ministerial provisions for the approval of accessory dwelling units and shall not include any discretionary processes, provisions, or requirements for those units, except as otherwise provided in this article. If a local agency has an existing accessory dwelling unit ordinance that fails to meet the requirements of this article, that ordinance shall be null and void and that agency shall thereafter apply the standards established in this article for the approval of accessory dwelling units, unless and until the agency adopts an ordinance that complies with this article.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

66321

(a) Subject to subdivision (b), a local agency may establish minimum and maximum unit size requirements for both attached and detached accessory dwelling units.

(b) Notwithstanding subdivision (a), a local agency shall not establish by ordinance any of the following:

(1) A minimum square footage requirement for either an attached or detached accessory dwelling unit that prohibits an efficiency unit.

(2) A maximum square footage requirement for either an attached or detached accessory dwelling unit that is less than either of the following:

(A) Eight hundred fifty square feet.

(B) One thousand square feet for an accessory dwelling unit that provides more than one bedroom.

(3) Any requirement for a zoning clearance or separate zoning review or any other minimum or maximum size for an accessory dwelling unit, size based upon a percentage of the proposed or existing primary dwelling, or limits on lot coverage, floor area ratio, open space, front setbacks, and minimum lot size, for either attached or detached dwellings that does not permit at least an 800 square foot accessory dwelling unit with four-foot side and rear yard setbacks to be constructed in compliance with all other local development standards.

(4) Any height limitation that does not allow at least the following, as applicable:

(A) A height of 16 feet for a detached accessory dwelling unit on a lot with an existing or proposed single family or multifamily dwelling unit.

(B) A height of 18 feet for a detached accessory dwelling unit on a lot with an existing or proposed single family or multifamily dwelling unit that is within one-half of one mile walking distance of a major transit stop or a high-quality transit corridor, as those terms are defined in Section 21155 of the Public Resources Code. A local agency shall also allow an additional two feet in height to accommodate a roof pitch on the accessory dwelling unit that is aligned with the roof pitch of the primary dwelling unit.

(C) A height of 18 feet for a detached accessory dwelling unit on a lot with an existing or proposed multifamily, multistory dwelling.

(D) A height of 25 feet or the height limitation in the local zoning ordinance that applies to the primary dwelling, whichever is lower, for an accessory dwelling unit that is attached to a primary dwelling. This subparagraph shall not require a local agency to allow an accessory dwelling unit to exceed two stories.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

T7(D1) – CH13(3 EXCERPTS)

Title 7–Planning and Land Use
Division 1–Planning and Zoning
Chapter 13–Accessory Dwelling units
Article 3–Junior Accessory Dwelling Units (excerpts)

66333

Notwithstanding Article 2 (commencing with Section 66314), a local agency may, by ordinance, provide for the creation of junior accessory dwelling units in single-family residential zones. The ordinance may require a permit to be obtained for the creation of a junior accessory dwelling unit, and shall do all of the following:

(a) Limit the number of junior accessory dwelling units to one per residential lot zoned for single-family residences with a single-family residence built, or proposed to be built, on the lot.

(b) Require owner-occupancy in the single family residence in which the junior accessory dwelling unit will be permitted. The owner may reside in either the remaining portion of the structure or the newly created junior accessory dwelling unit. Owner-occupancy shall not be required if the owner is another governmental agency, land trust, or housing organization.

(c) Require the recordation of a deed restriction, which shall run with the land, shall be filed with the permitting agency, and shall include both of the following:

  (1) A prohibition on the sale of the junior accessory dwelling unit separate from the sale of the single-family residence, including a statement that the deed restriction may be enforced against future purchasers.

  (2) A restriction on the size and attributes of the junior accessory dwelling unit that conforms with this article.

(d) Require a permitted junior accessory dwelling unit to be constructed within the walls of the proposed or existing single-family residence. For purposes of this subdivision, enclosed uses within the residence, such as attached garages, are considered a part of the proposed or existing single-family residence.

(e) (1) Require a permitted junior accessory dwelling unit to include a separate entrance from the main entrance to the proposed or existing single-family residence.

  (2) If a permitted junior accessory dwelling unit does not include a separate bathroom, the permitted junior accessory dwelling unit shall include a separate entrance from the main entrance to the structure, with an interior entry to the main living area.

(f) Require the permitted junior accessory dwelling unit to include an efficiency kitchen, which shall include all of the following:

  (1) A cooking facility with appliances.

  (2) A food preparation counter and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

66335

(a) (1) An application for a permit pursuant to this article shall, notwithstanding Section 65901 or 65906 or any local ordinance regulating the issuance of variances or special use permits, be considered ministerially, without discretionary review or a hearing.

(2) The permitting agency shall either approve or deny the application to create or serve a junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family dwelling on the lot.

(3) If the permit application to create or serve a junior accessory dwelling unit is submitted with a permit application to create or serve a new single-family dwelling on the lot, the permitting agency may delay approving or denying the permit application for the junior accessory dwelling unit until the permitting agency approves or denies the permit application to create or serve the new single-family dwelling, but the application to create or serve the junior accessory dwelling unit shall still be considered ministerially without discretionary review or a hearing.

(4) If the applicant requests a delay, the 60-day time period shall be tolled for the period of the delay.

(b) If a permitting agency denies an application for a junior accessory dwelling unit pursuant to subdivision (a), the permitting agency shall, within the time period described in subdivision (a), return in writing a full set of comments to the applicant with a list of items that are defective or deficient and a description of how the application can be remedied by the applicant.

(c) A local agency may charge a fee to reimburse the local agency for costs incurred in connection with the issuance of a permit pursuant to this article.

(Added by Stats. 2024, Ch. 7, Sec. 20. (SB 477) Effective March 25, 2024.)

EDUCATION CODE

T1(D1) – P10.5 – CH1(1 EXCERPTS)

Title 1–General Education Code Provisions
Division 1–General Education Code Provisions
Part 10.5–School Facilities
Chapter 1–School Sites
Article 1–General Provisions (excerpts)

17215

(a) In order to promote the safety of pupils, comprehensive community planning, and greater educational usefulness of schoolsites, before acquiring title to or leasing property for a new schoolsite, the governing board of each school district, including any district governed by a city board of education or a charter school, shall give the State Department of Education written notice of the proposed acquisition or lease and shall submit any information required by the State Department of Education if the site is within two miles, measured by air line, of that point on an airport runway or a potential runway included in an airport master plan that is nearest to the site.

(b) Upon receipt of the notice required pursuant to subdivision (a), the State Department of Education shall notify the Department of Transportation in writing of the proposed acquisition or lease. If the Department of Transportation is no longer in operation, the State Department of Education shall, in lieu of notifying the Department of Transportation, notify the United States Department of Transportation or any other appropriate agency, in writing, of the proposed acquisition or lease for the purpose of obtaining from the department or other agency any information or assistance that it may desire to give.

(c) The Department of Transportation shall investigate the site and, within 30 working days after receipt of the notice, shall submit to the State Department of Education a written report of its findings including recommendations concerning acquisition or lease of the site. As part of the investigation, the Department of Transportation shall give notice thereof to the owner and operator of the airport who shall be granted the opportunity to comment upon the site. The Department of Transportation shall adopt regulations setting forth the criteria by which a site will be evaluated pursuant to this section.

(d) The State Department of Education shall, within 10 days of receiving the Department of Transportation's report, forward the report to the governing board of the school district or charter school. The governing board or charter school may not acquire title to or lease the property until the report of the Department of Transportation has been received. If the report does not favor the acquisition or lease of the property for a schoolsite or an addition to a present schoolsite, the governing board or charter school may not acquire title to or lease the property. If the report does favor the acquisition or lease of the property for a schoolsite or an addition to a present schoolsite, the governing board or charter school shall hold a public hearing on the matter prior to acquiring or leasing the site.

(e) If the Department of Transportation's recommendation does not favor acquisition or lease of the proposed site, state funds or local funds may not be apportioned or expended for the acquisition or lease of that site, construction of any school building on that site, or for the expansion of any existing site to include that site.

(f) This section does not apply to sites acquired prior to January 1, 1966, nor to any additions or extensions to those sites.

(Amended by Stats. 2005, Ch. 229, Sec. 1. Effective January 1, 2006.)

T3(D7) – P49 – CH1(2 EXCERPTS)

Title 3–Postsecondary Education
Division 7–Community Colleges
Part 49–Community Colleges, Education Facilities
Chapter 1–School Sites
Article 2–School Sites (excerpts)

81033 Investigation: Geologic and Soil Engineering Studies; Airport in Proximity

(c) To promote the safety of students, comprehensive community planning, and greater educational usefulness of community college sites, the governing board of each community college district, if the proposed site is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site and excluding them if the property is not so located, before acquiring title to property for a new community college site or for an addition to a present site, shall give the board of governors notice in writing of the proposed acquisition and shall submit any information required by the board of governors.

Immediately after receiving notice of the proposed acquisition of property which is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site, the board of governors shall notify the Division of Aeronautics of the Department of Transportation, in writing, of the proposed acquisition. The Division of Aeronautics shall make an investigation and report to the board of governors within 30 working days after receipt of the notice. If the Division of Aeronautics is no longer in operation, the board of governors, in lieu of notifying the Division of Aeronautics, shall notify the Federal Aviation Administration or any other appropriate agency, in writing, of the proposed acquisition for the purpose of obtaining from the authority or other agency any information or assistance it may desire to give.

The board of governors shall investigate the proposed site and within 35 working days after receipt of the notice shall submit to the governing board a written report and its recommendations concerning acquisition of the site. The governing board shall not acquire title to the property until the report of the board of governors has been received. If the report does not favor the acquisition of the property for a community college site or an addition to a present community college site, the governing board shall not acquire title to the property until 30 days after the department's report is received and until the board of governors' report has been read at a public hearing duly called after 10 days' notice published once in a newspaper of general circulation within the community college district, or if there is no such newspaper, then in a newspaper of general circulation within the county in which the property is located.

(d) If, with respect to a proposed site located within two miles of an operative airport runway, the report of the board of governors submitted to a community college district governing board under subdivision (c) does not favor the acquisition of the site on the sole or partial basis of the unfavorable recommendation of the Division of Aeronautics of the Department of Transportation, no state agency or officer shall grant, apportion, or allow to that community college district for expenditure in connection with that site, any state funds otherwise made available under any state law whatever for community college site acquisition or college building construction, or for expansion of existing sites and buildings, and no funds of the community college district or of the county in which the district lies shall be expended for those purposes; however, this section shall not be applicable to sites acquired prior to January 1, 1966, or to any additions or extensions to those sites.

If the recommendation of the Division of Aeronautics is unfavorable, the recommendation shall not be overruled without the express approval of the board of governors and the State Allocation Board.

(Amended by Stats. 1995, Ch. 758, Sec. 109. Effective January 1, 1996.)

HEALTH AND SAFETY CODE

D2 – CH3.6(EXCERPTS)

Division 2–Licensing Provisions
Chapter 3.6–Family Day Care Homes (excerpts)

1597.40

(a) It is the intent of the Legislature that family daycare homes for children should be situated in normal residential surroundings so as to give children the home environment that is conducive to healthy and safe development. It is the public policy of this state to provide children in a family daycare home the same home environment as provided in a traditional home setting.

(b) The Legislature declares this policy to be of statewide concern with the purpose of occupying the field. This act, the state building code, and the fire code, and regulations promulgated pursuant to those provisions, shall preempt local laws, regulations, and rules governing the use and occupancy of family daycare homes. Local laws, regulations, or rules shall not directly or indirectly prohibit or restrict the use of a facility as a family daycare home, including, but not limited to, precluding the operation of a family daycare home.

(Repealed and added by Stats. 2019, Ch. 244, Sec. 6. (SB 234) Effective January 1, 2020.)

1597.41

(a) Every provision in a written instrument relating to real property that purports to restrict the conveyance, encumbrance, leasing, or mortgaging of the real property for use or occupancy as a family daycare home is void, and every restriction in that written instrument as to the use or occupancy of the property as a family daycare home is void.

(b) An attempt to deny, restrict, or encumber the conveyance, leasing, or mortgaging of real property for use or occupancy as a family daycare home is void. A restriction related to the use or occupancy of the property as a family daycare home is void. A property owner or manager shall not refuse to sell or rent, or refuse to negotiate for the sale or rental of, or otherwise make unavailable or deny, a detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential use to a person because that person is a family daycare provider.

(c) Except as provided in subdivision (d), a restriction, whether by way of covenant, contract, condition upon use or occupancy, or by transfer of title to real property, that restricts directly or indirectly limits the acquisition, use, or occupancy of a detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential use as a family daycare home is void.

(d) (1) A prospective family daycare home provider who resides in a rental property shall provide 30 days' written notice to the landlord or owner of the rental property prior to the commencement of operation of the family daycare home.

(2) A family daycare home provider who has relocated an existing licensed family daycare home program to a rental property on or after January 1, 1997, may provide less than 30 days' written notice when the department approves the operation of the new location of the family daycare home in less than 30 days, or the home is licensed in less than 30 days, so that service to the children served in the former location not be interrupted.

(3) A family daycare home provider in operation on rental or leased property as of January 1, 1997, shall notify the landlord or property owner in writing at the time of the annual license fee renewal, or by March 31, 1997, whichever occurs later.

(4) Notwithstanding any other law, upon commencement of, or knowledge of, the operation of a family daycare home on an individual's property, the landlord or property owner may require the family daycare home provider to pay an increased security deposit for operation of the family daycare home. The increase in deposit may be required notwithstanding that a lesser amount is required of tenants who do not operate family daycare homes. The total security deposit charged shall not exceed the maximum allowable under existing law.

(5) Section 1596.890 does not apply to this subdivision.

(e) During the license application process for a small or large family daycare home, the department shall notify the applicant that the remedies and procedures in Article 2 (commencing with Section 12980) of Chapter 7 of Part 2.8 of Division 3 of Title 2 of the Government Code relating to fair housing are available to family daycare home providers, family daycare home provider applicants, and individuals who claim that any of the protections provided by this section or Section 1597.40, 1597.42, 1597.43, 1597.45, 1597.455, or 1597.46 have been denied.

(f) For the purpose of this section, "restriction" means a restriction imposed orally, in writing, or by conduct and includes prohibition.

(g) This section does not alter the existing rights of landlords and tenants with respect to addressing and resolving issues related to noise, lease violations, nuisances, or conflicts between landlords and tenants.

(Added by Stats. 2019, Ch. 244, Sec. 7. (SB 234) Effective January 1, 2020.)

1597.42

The use of a home as a family daycare home, operated under the standards of state law, in a residentially zoned area shall be considered a residential use of property for the purposes of all local ordinances, regulations, and rules, and shall not fundamentally alter the nature of the underlying residential use.

(Added by Stats. 2019, Ch. 244, Sec. 8. (SB 234) Effective January 1, 2020.)

1597.43

The Legislature finds and declares all of the following:

(a) Family day care homes operated under the standards of state law constitute accessory uses of residentially zoned and occupied properties and do not fundamentally alter the nature of the underlying residential uses. Family day care homes draw clients and vehicles to their sites during a limited time of day and do not require the attendance of a large number of employees and equipment.

(b) The uses of congregate care facilities are distinguishable from the uses of family day care homes operated under the standards of state law. For purposes of this section, a "congregate care facility" means a "residential facility," as defined in paragraph (1) of subdivision (a) of Section 1502. Congregate care facilities are used throughout the day and night, and the institutional uses of these facilities are primary uses of the facilities, not accessory uses, and draw a large number of employees, vehicles, and equipment compared to that drawn to family day care homes.

(c) The expansion permitted for family day care homes by Sections 1597.44 and 1597.465 is not appropriate with respect to congregate care facilities, or any other facilities with quasi-institutional uses. Therefore, with these provisions, the Legislature does not intend to alter the legal standards governing congregate care facilities and these provisions are not intended to encourage, or be a precedent for, changes in statutory and case law governing congregate care facilities.

(Added by Stats. 1996, Ch. 18, Sec. 3.5. Effective January 1, 1997.)

1597.44

A small family day care home may provide care for more than six and up to eight children, without an additional adult attendant, if all of the following conditions are met:

(a) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.

(b) No more than two infants are cared for during any time when more than six children are cared for.

(c) The licensee notifies each parent that the facility is caring for two additional schoolage children and that there may be up to seven or eight children in the home at one time.

(d) The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented.

(Amended by Stats. 2003, Ch. 744, Sec. 1. Effective January 1, 2004.)

1597.45

(a) The use of a home as a small or large family daycare home shall be considered a residential use of property and a use by right for the purposes of all local ordinances, including, but not limited to, zoning ordinances.

(b) A local jurisdiction shall not impose a business license, fee, or tax for the privilege of operating a small or large family daycare home.

(c) Use of a home as a small or large family daycare home shall not constitute a change of occupancy for purposes of Part 1.5 (commencing with Section 17910) of Division 13 (State Housing Law) or for purposes of local building codes.

(d) A small or large family daycare home shall not be subject to the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code.

(e) The provisions of this chapter do not preclude a city, county, or other local public entity from placing restrictions on building heights, setback, or lot dimensions of a family daycare home, as long as those restrictions are identical to those applied to all other residences with the same zoning designation as the family daycare home. This chapter does not preclude a local ordinance that

deals with health and safety, building standards, environmental impact standards, or any other matter within the jurisdiction of a local public entity, as long as the local ordinance is identical to those applied to all other residences with the same zoning designation as the family daycare home. This chapter also does not prohibit or restrict the abatement of nuisances by a city, county, or city and county. However, the ordinance or nuisance abatement shall not distinguish family daycare homes from other homes with the same zoning designation, except as otherwise provided in this chapter.

(f) For purposes of this chapter, "small family daycare home or large family daycare home" includes a detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses. A small family daycare home or large family daycare home is where the family daycare provider resides, and includes a dwelling or dwelling unit that is rented, leased, or owned.

(Amended by Stats. 2019, Ch. 244, Sec. 9. (SB 234) Effective January 1, 2020.)

1597.46

A large family day care home may provide care for more than 12 children and up to and including 14 children, if all of the following conditions are met:

(a) At least one child is enrolled in and attending kindergarten or elementary school and a second child is at least six years of age.

(b) No more than three infants are cared for during any time when more than 12 children are being cared for.

(c) The licensee notifies a parent that the facility is caring for two additional schoolage children and that there may be up to 13 or 14 children in the home at one time.

(d) The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented.

(Amended by Stats. 2003, Ch. 744, Sec. 2. Effective January 1, 2004.)

D31(P2) – CH 8.5

Division 31–Housing and Home Finance
Part 2–Department of Housing and Community Development
Chapter 8.5–Special Housing Program for Migratory Workers

50710.1

(a) If all the development costs of any migrant farm labor center assisted pursuant to this chapter are provided by federal, state, or local grants, and if inadequate funds are available from any federal, state, or local service to write-down operating costs, the department may approve rents for that center that are in excess of rents charged in other centers assisted by the Office of Migrant Services. However, notwithstanding any other provision of law, commencing with the 2006 growing season, the department shall not increase rents for residents of any facility assisted by the Office of Migrant Services to a level that exceeds 30 percent of the average annualized household incomes of residents of the facility without specific legislative authorization. Prior to approving these rents, the department shall consider the adequacy of evidence presented by the entity operating the center that the rents reimburse actual, reasonable, and necessary costs of operation.

(b) At the end of each fiscal year, any entity operating a migrant farm labor center pursuant to this chapter shall establish a capital reserve account comprised of the excess funds provided through the annual operating contract received from the department if the department certifies there is no need to address reasonable general maintenance requirements or repairs, rehabilitation, and replacement needs of the requesting migrant farm labor center which affect the immediate health and safety of residents. The cumulative balance of the reserve account shall not exceed 10 percent of the annual operating funds annually committed to the entity by the department unless authorized by the department, and shall be reported annually to the department. Funds in the reserve account shall be used only for capital improvements such as replacing or repairing structural elements, furniture, fixtures, or equipment of the migrant farm labor center, the replacement or repair of which are reasonably required to preserve the migrant farm labor center. An entity shall first use the available capital reserve funds for required improvements or repairs before requesting additional funding from the department for that use. Withdrawals from the reserve account shall be made only upon the written approval of the department of the amount and nature of expenditures.

(c) A migrant farm labor center governed by this chapter may be operated for an extended period prior to or beyond the standard 180-day period, as further provided in paragraph (8) below, after approval by the department, provided that all of the following conditions are satisfied:

(1) No additional subsidies provided by the department are used for the operation or administration of the migrant farm center during the extended occupancy period except to the extent that state funds are appropriated or authorized for the purpose of funding all or part of the cost of subsidizing extended occupancy periods.

(2) Rents are not to be increased above the rents charged during the standard 180-day occupancy period unless the department finds that an increase is necessary to cover the difference between reasonable operating costs necessary to keep the center open during the extended occupancy period and the amount of state funds available pursuant to paragraph (1) and any contributions from agricultural employers or other federal, local, or private

sources. These contributions shall not be used to reduce the amount of state funds that otherwise would be made available to the center to subsidize rents during an extended occupancy period.

(3) In no event shall the rent during the extended occupancy period exceed the average daily operating cost of the center, less any subsidy funds available pursuant to paragraph (1) or (2). With respect to an extended occupancy beyond the standard 180-day period, households representing at least 25 percent of the units in the center shall have indicated their desire and intention to remain in residency by signing a petition to the local entity to keep the center open for an extended period at rents that are the same or higher than rents during the regular period of occupancy. Each household shall receive a clear bilingual notice describing the extended occupancy options attached to the lease.

The Legislature finds and declares that because the number of residents may be substantially reduced during the extended occupancy period, a rent increase may be necessary to cover operating costs. It is the intent of the Legislature that the public sector, private sector, and farmworkers should each play an important role in ensuring the financial viability of this important source of needed housing.

(4) An extended occupancy period is requested by an entity operating the migrant farm labor center and received by the department no earlier than 30 days and no later than 15 days prior to the center's scheduled opening or closing date. The department shall notify the entity and petitioning residents of the final decision no later than seven days prior to the center's scheduled opening or closing date. During the extended occupancy period, occupancy shall be limited to migrant farmworkers and their families who resided or intended to reside at a migrant center during the regular period of occupancy.

(5) Before approving or denying an early opening or an extension and establishing the rents for the extended occupancy period, both of which shall be within the sole discretion of the department, the department shall take into consideration all of the following factors:

(A) The structural and physical condition of the center, including water and sewer pond capacity and the capacity and willingness of the local entity to operate the center during the extended occupancy period.

(B) Whether local approvals are required, and whether there are competing demands for the use of the center's facilities.

(C) Whether there is adequate documentation that there is a need for residents of the migrant center to continue work in the area, as confirmed by the local entity.

(D) The climate during the extended occupancy period.

(E) The amount of subsidy funds available that can be allocated to each center to subsidize rents below the operating costs and the cost of operating each center during the extended occupancy period.

(F) The extended occupancy period is deemed necessary for the health and safety of the migrant farmworkers and their families.

(G) Other relevant factors affecting the migrant farmworkers and their families and the operation of the centers.

(6) The rents collected during the extended occupancy period shall be remitted to the department. However, based on financial records to the satisfaction of the department, the department may reduce the amount to be remitted by an amount it determines the local entity has expended during the extended occupancy period that is not being reimbursed by department funds.

(7) The occupancy during the extended occupancy period represents a new tenancy and is not subject to existing and statutory and regulatory limitations governing rents. Prior to the beginning of the extended occupancy period, residents shall be provided at least two days' advance written notice of any rent increase and of the expected length of the extended occupancy period, including the scheduled date of the beginning of the extended occupancy period and closure of the center. Prior to being eligible for residency during the extended occupancy period, residents shall sign rental documents deemed necessary by the department.

(8) Notwithstanding anything to the contrary contained in this section, the standard 180-day occupancy period combined with any extended occupancy periods shall not exceed a cumulative operating period of 275 days in any calendar year.

(d) The Legislature finds and declares that variable annual climates and changing agricultural techniques create an inability to accurately predict the end of a harvest season for the purposes of housing migrant farmworkers and their families. Because of these factors, in any part of this state, and in any specific year, one or more migrant farmworker housing centers governed by this chapter need to open early or remain open up to a total of 275 days to allow the residents to provide critical assistance to growers in harvesting crops while also fulfilling work expectations that encouraged them to migrate to the areas of the centers. In addition, if the centers close prematurely or open late, the migrant farmworkers often must remain or reside in the areas to work. During this time they will not be able to obtain decent, safe, and affordable housing and the health and safety of their families and the surrounding community will be threatened.

The Legislature therefore finds and declares that, for the purposes of any public or private right, obligation, or authorization related to the use of property and improvements thereon as a 180-day migrant center, an extended use of any housing center governed by this chapter pursuant to this section is deemed to be the same as the 180-day use generally authorized by this chapter.

(e) Because of the presumed income levels of the occupants of migrant farm labor centers, an entity operating a migrant farm labor center shall be deemed eligible for the California Alternative Rates for Energy program established pursuant to Sections 382 and 739.1 of the Public Utilities Code. Any savings from a reduction in energy rates shall be passed on to the occupants of the migrant farm labor center.

(Amended by Stats. 2018, Ch. 999, Sec. 1. (AB 2887) Effective January 1, 2019.)

CALIFORNIA ENVIRONMENTAL QUALITY ACT STATUTES

PUBLIC RESOURCES CODE

D13 – CH2.6(EXCERPTS)

Division 13–Environmental Quality
Chapter 2.6–General (excerpts)

21096 Airport Planning

(a) If a lead agency prepares an environmental impact report for a project situated within airport land use compatibility plan boundaries, or, if an airport land use compatibility plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, in compliance with Section 21674.5 of the Public Utilities Code and other documents, shall be utilized as technical resources to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems.

(b) A lead agency shall not adopt a negative declaration for a project described in subdivision (a) unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

(Amended by Stats. 2002, Ch. 438, Sec. 8.5. Effective January 1, 2003.)

BUSINESS AND PROFESSIONS CODE

D4(P2) – CH1(2 EXCERPTS)

Division 4–Real Estate
Part 2–Regulation of Transactions
Chapter 1–Subdivided Lands
Article 2–Investigation, Regulation and Report (excerpts)

11010

(a) Except as otherwise provided pursuant to subdivision (c) or elsewhere in this chapter, any person who intends to offer subdivided lands within this state for sale or lease shall file with the Department of Real Estate an application for a public report consisting of a notice of intention and a completed questionnaire on a form prepared by the department.

(b) The notice of intention shall contain the following information about the subdivided lands and the proposed offering:

[Sub-Sections (1) through (12) omitted]

(13) (A) The location of all existing airports, and of all proposed airports shown on the general plan of any city or county, located within two statute miles of the subdivision. If the property is located within an airport influence area, the following statement shall be included in the notice of intention:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

(B) For purposes of this section, an "airport influence area," also known as an "airport referral area," is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.

CIVIL CODE

D2(P4) – T4 – CH2(1.7 EXCERPTS)

Division 2–Property
Part 4–Acquisition of Property
Title 4–Transfer
Chapter 2–Transfer of Real Property
Article 1.7–Disclosure of Natural Hazards Upon Transfer of Residential Property (excerpts)

1103

(a) For purpose of this article, the definitions in Chapter 1 (commencing with Section 10000) of Part 1 of Division 4 of the Business and Professions Code shall apply.

(b) Except as provided in Section 1103.1, this article applies to a sale, exchange, real property sales contract, as defined in Section 2985, lease with an option to purchase, any other option to purchase, or ground lease coupled with improvements, of any single-family residential real property.

(c) This article shall apply to the transactions described in subdivision (b) only if the seller or his or her agent is required by one or more of the following to disclose the property's location within a hazard zone:

(1) A seller's agent for a seller of real property that is located within a special flood hazard area (any type Zone "A" or "V") designated by the Federal Emergency Management Agency, or the seller if the seller is acting without a seller's agent, shall disclose to any prospective buyer the fact that the property is located within a special flood hazard area if either:

(A) The seller, or the seller's agent, has actual knowledge that the property is within a special flood hazard area.

(B) The local jurisdiction has compiled a list, by parcel, of properties that are within the special flood hazard area and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the parcel list.

(2) A seller's agent for a seller of real property that is located within an area of potential flooding designated pursuant to Section 6161 of the Water Code, or the seller if the seller is acting without a seller's agent, shall disclose to any prospective buyer the fact that the property is located within an area of potential flooding if either:

(A) The seller, or the seller's agent, has actual knowledge that the property is within an inundation area.

(B) The local jurisdiction has compiled a list, by parcel, of properties that are within the inundation area and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the parcel list.

(3) A seller of real property that is located within a very high fire hazard severity zone, designated pursuant to Section 51178 of the Government Code, or the seller's agent, shall disclose to any prospective buyer the fact that the property is located within a very high fire hazard severity zone and is subject to the requirements of Section 51182 of the Government Code if either:

(A) The seller or the seller's agent, has actual knowledge that the property is within a very high fire hazard severity zone.

(B) A map that includes the property has been provided to the local agency pursuant to Section 51178 of the Government Code and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the map and any information regarding changes to the map received by the local agency.

(4) A seller's agent for a seller of real property that is located within an earthquake fault zone, designated pursuant to Section 2622 of the Public Resources Code , or the seller, if the seller is acting without an agent, shall disclose to any prospective buyer the fact that the property is located within a delineated earthquake fault zone if either:

(A) The seller, or the seller's agent, has actual knowledge that the property is within a delineated earthquake fault zone.

(B) A map that includes the property has been provided to the city or county pursuant to Section 2622 of the Public Resources Code and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the map and any information regarding changes to the map received by the county.

(5) A seller's agent for a seller of real property that is located within a seismic hazard zone, designated pursuant to Section 2696 of the Public Resources Code, or the seller if the seller is acting without an agent, shall disclose to any prospective buyer the fact that the property is located within a seismic hazard zone if either:

(A) The seller, or the seller's agent, has actual knowledge that the property is within a seismic hazard zone.

(B) A map that includes the property has been provided to the city or county pursuant to Section 2696 of the Public Resources Code and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the map and any information regarding changes to the map received by the county.

(6) A seller of real property that is located within a state responsibility area determined by the board, pursuant to Section 4125 of the Public Resources Code, or the seller's agent, shall disclose to any prospective buyer the fact that the property is located within a wildland area that may contain substantial forest fire risks and hazards and is subject to the requirements of Section 4291 of the Public Resources Code if either:

(A) The seller, or the seller's agent, has actual knowledge that the property is within a wildland fire zone.

(B) A map that includes the property has been provided to the city or county pursuant to Section 4125 of the Public Resources Code and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the map and any information regarding changes to the map received by the county.

(d) Any waiver of the requirements of this article is void as against public policy.

(Amended by Stats. 2018, Ch. 907, Sec. 20. (AB 1289) Effective January 1, 2019.)

1103.1

(a) This article does not apply to the following sales:

(1) Sales or transfers pursuant to court order, including, but not limited to, sales ordered by a probate court in administration of an estate, sales pursuant to a writ of execution, sales by any foreclosure sale, sales by a trustee in bankruptcy, sales by eminent domain, and sales resulting from a decree for specific performance.

(2) Sales or transfers to a mortgagee by a mortgagor or successor in interest who is in default, sales to a beneficiary of a deed of trust by a trustor or successor in interest who is in default, transfers by any foreclosure sale after default, any foreclosure sale after default in an obligation secured by a mortgage, sale under a power of sale or any foreclosure sale under a decree of foreclosure after default in an obligation secured by a deed of trust or secured by any other instrument containing a power of sale, or sales by a mortgagee or a beneficiary under a deed of trust who has acquired the real property at a sale conducted pursuant to a power of sale under a mortgage or deed of trust or a sale pursuant to a decree of foreclosure or has acquired the real property by a deed in lieu of foreclosure.

(3) Sales or transfers by a fiduciary in the course of the administration of a trust, guardianship, conservatorship, or decedent's estate. This exemption shall not apply to a sale if the trustee is a natural person who is a trustee of a revocable trust and the seller is a former owner of the property or an occupant in possession of the property within the preceding year.

(4) Sales or transfers from one coowner to one or more other coowners.

(5) Sales or transfers made to a spouse, or to a person or persons in the line of consanguinity of one or more of the sellers.

(6) Sales or transfers between spouses resulting from a judgment of dissolution of marriage or of legal separation of the parties or from a property settlement agreement incidental to that judgment.

(7) Sales or transfers by the Controller in the course of administering Chapter 7 (commencing with Section 1500) of Title 10 of Part 3 of the Code of Civil Procedure.

(8) Sales or transfers under Chapter 7 (commencing with Section 3691) or Chapter 8 (commencing with Section 3771) of Part 6 of Division 1 of the Revenue and Taxation Code.

(9) Sales, transfers, or exchanges to or from any governmental entity.

(10) The sale, creation, or transfer of any lease of any duration except a lease with an option to purchase or a ground lease coupled with improvements.

(b) Sales and transfers not subject to this article may be subject to other disclosure requirements, including those under Sections 8589.3, 8589.4, and 51183.5 of the Government Code and Sections 2621.9, 2694, and 4136 of the Public Resources Code. In sales not subject to this article, agents may make required disclosures in a separate writing.

(c) Notwithstanding the definition of sale in Section 10018.5 of the Business and Professions Code and Section 2079.13, the terms "sale" and "transfer," as they are used in this section, shall have their commonly understood meanings. The changes made to this section by Assembly Bill 1289 of the 2017–18 Legislative Session shall not be interpreted to change the application of the law as it read prior to January 1, 2019.

(Amended by Stats. 2020, Ch. 370, Sec. 27. (SB 1371) Effective January 1, 2021.)

1103.2

(a) The disclosures required by this article are set forth in, and shall be made on a copy of, the following Natural Hazard Disclosure Statement: [content omitted].

(b) If an earthquake fault zone, seismic hazard zone, very high fire hazard severity zone, or wildland fire area map or accompanying information is not of sufficient accuracy or scale that a reasonable person can determine if the subject real property is included in a natural hazard area, the seller or seller's agent shall mark "Yes" on the Natural Hazard Disclosure Statement. The seller's agent may mark "No" on the Natural Hazard Disclosure Statement if the seller attaches a report prepared pursuant to subdivision (c) of Section 1103.4 that verifies the property is not in the hazard zone. This subdivision is not intended to limit or abridge any existing duty of the seller or the seller's agents to exercise reasonable care in making a determination under this subdivision.

[Sub-Sections (c) through (h) omitted]

[Section 1103.3 omitted]

1103.4

(a) Neither the seller nor any seller's agent or buyer's agent shall be liable for any error, inaccuracy, or omission of any information delivered pursuant to this article if the error, inaccuracy, or omission was not within the personal knowledge of the seller or seller's agent or buyer's agent, and was based on information timely provided by public agencies or by other persons providing information as specified in subdivision (c) that is required to be disclosed pursuant to this article, and ordinary care was exercised in obtaining and transmitting the information.

(b) The delivery of any information required to be disclosed by this article to a prospective buyer by a public agency or other person providing information required to be disclosed pursuant to this article shall be deemed to comply with the requirements of this article and shall relieve the seller, seller's agent, and buyer's agent of any further duty under this article with respect to that item of information.

(c) The delivery of a report or opinion prepared by a licensed engineer, land surveyor, geologist, or expert in natural hazard discovery dealing with matters within the scope of the professional's license or expertise, shall be sufficient compliance for application of the exemption provided by subdivision (a) if the information is provided to the prospective buyer pursuant to a request therefor, whether written or oral. In responding to that request, an expert may indicate, in writing, an understanding that the information provided will be used in fulfilling the requirements of

Section 1103.2 and, if so, shall indicate the required disclosures, or parts thereof, to which the information being furnished is applicable. Where such a statement is furnished, the expert shall not be responsible for any items of information, or parts thereof, other than those expressly set forth in the statement.

(1) In responding to the request, the expert shall determine whether the property is within an airport influence area as defined in subdivision (b) of Section 11010 of the Business and Professions Code. If the property is within an airport influence area, the report shall contain the following statement:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

[Remainder of Article 1.7 omitted]

D2(P4) – T6 – CH2(1 EXCERPTS)

Division 2–Property
Part 4–Acquisition of Property
Title 6–Common Interest Developments
Chapter 2–County Documents
Article 1–Creation (excerpts)

1353

(a) (1) A declaration, recorded on or after January 1, 1986, shall contain a legal description of the common interest development, and a statement that the common interest development is a community apartment project, condominium project, planned development, stock cooperative, or combination thereof. The declaration shall additionally set forth the name of the association and the restrictions on the use or enjoyment of any portion of the common interest development that are intended to be enforceable equitable servitudes. If the property is located within an airport influence area, a declaration, recorded after January 1, 2004, shall contain the following statement:

> *NOTICE OF AIRPORT IN VICINITY*
>
> *This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.*

(2) For purposes of this section, an "airport influence area," also known as an "airport referral area," is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.

(3) [Omitted]

(4) The statement in a declaration acknowledging that a property is located in an airport influence area does not constitute a title defect, lien, or encumbrance.

(b) The declaration may contain any other matters the original signator of the declaration or the owners consider appropriate.

NAPA COUNTY CODE OF ORDINANCES

T18 – CH18.104

Title 18–Zoning
Chapter 18.104–Additional Zoning District Regulations

18.104.300 Farmworker housing.

Subject to the provisions of Section 18.104.295 where applicable, the following provisions shall apply to farmworker housing:

A. Except as provided in subsection (D) of Section 18.104.010 and Section 18.104.305, the minimum parcel size for a use permit approved for farmworker housing, as defined by Section 18.08.294 of this code, shall be as follows:

   1. Any farmworker housing unit on a permanent foundation that is not part of a farmworker center, or any farmworker center containing permanent structures must be located on a parcel or parcels containing at least forty acres.

   2. Seasonal farmworker housing (i.e., occupied no more than one hundred twenty days in any calendar year) must be located on a parcel of at least twenty acres, provided that utilities are disconnected or such housing is removed from the site during the remainder of the year.

B. An unmet need (for the income level and household size) must be demonstrated for housing one full-time qualified farmworker occupant per unit, permanently or seasonally, for the life of the unit. If agricultural employment need is demonstrated for at least one hundred eighty days in each of three successive calendar years, the unit shall be considered "permanent" or "full time" for the life of the unit.

C. Farmworker housing shall be occupied solely by qualified farmworker occupants as defined by Section 18.08.294 of this code.

D. Units must be located on the site of a qualifying agricultural employment; or on other lands owned or controlled by the agricultural employer; or if a public agency owns or manages the housing (under a long-term management agreement), within fifteen miles of an adequate amount of agricultural employment to provide full time agricultural employment for one qualified farmworker occupant per unit of farmworker housing.

E. Farmworker housing may not exceed one thousand two hundred square feet per unit in size.

F. A congregate farmworker lodging facility shall be deemed to contain one unit for each five beds, rounding up to the next whole unit.

G. Rent, if any, including utility costs, does not exceed a level affordable to a household of the median income for Napa County.

H. No more than ten farmworker housing units outside of a permitted farmworker center shall be located on any single parcel.

I. A minimum of two parking spaces shall be provided per farmworker housing unit outside of farmworker centers, screened from all on- and off-site residences and public streets. Parking areas

for temporary or seasonal units shall be surfaced with a pervious surface acceptable to the director of planning, building and environmental services.

J. A deed restriction is required for all units of permanent farmworker housing constructed on agriculturally zoned parcels. Any division of the land on which the farmworker housing lies, or reduction through any means of the land below the minimum size established in subsection (A) of this section will be subject to review and removal of the unit(s) to ensure conformance with the applicable zoning classification.

K. Farmworker housing is subject to removal if the agricultural employment upon which need for the unit(s) is based is eliminated. This section shall not apply if a showing is made that elimination of the agricultural use for no more than twenty-four months is related to the long-term functioning of agriculture on the site(s) used to establish the housing need (e.g., crop rotation, replanting, disease or the like).

L. The owner on which the farmworker housing is located shall certify, on a continuing annual basis, the full name, location(s) of employment, and duration of tenancy of all qualified farmworker occupants pursuant to Section 18.08.294 of this code.

M. A farmworker housing unit that ceases to be occupied in compliance with this code shall not be converted to another use or occupancy until each public housing authority operating within fifteen miles of the site has been notified of the intent to convert at least sixty days prior to the conversion and has had the opportunity to meet and confer with the property owner. A public housing authority, or another housing provider designated by the authority, may continue to operate the farmworker housing unit(s) for occupancy by persons employed in agriculture within fifteen miles of the housing site, upon submittal to the department of an occupancy agreement executed by the authority, its agent if any, and the owner. However, if such an agreement is not reached, the use shall be subject to review for revocation or modification pursuant to subsection (K) above to the extent it is occupied by persons who are not qualified farmworkers as defined by Section 18.08.294.

*(Ord. 1246 § 13, 2004: Ord. 1195 § 4, 2002: Ord. 1191 § 1, 2002: Ord. 1104 § 32, 1996: Ord. 1099 § 2, 1996: Ord. 1040 § 7, 1993: prior code § 12426)**

(Ord. No. 1323, § 24, 6-23-2009; Ord. No. 1379, § 164, 1-29-2013)

** Editor's Note: Ord. 1099 contained two sections numbered 2.*

CALIFORNIA ENERGY COMMISSION

T24(P6)

Title 24, Part 6; 2022 Building Energy Efficiency Standards

Section 110.10 Mandatory Requirements for Solar Readiness

(a) Covered occupancies.

1. **Single-family residences.** Single-family residences located in subdivisions with ten or more single-family residences and where the application for a tentative subdivision map for the residences has been deemed complete or approved by the enforcement agency, which do not have a photovoltaic system installed, shall comply with the requirements of Sections 110.10(b) through 110.10(e)
2. **Low-rise multifamily buildings.** Low-rise multifamily buildings that do not have a photovoltaic system installed shall comply with the requirements of Sections 110.10(b) through 110.10(d).
3. **Hotel/motel occupancies and high-rise multifamily buildings.** Hotel/motel occupancies and high-rise multifamily buildings with ten habitable stories or fewer, that do not have a photovoltaic system installed, shall comply with the requirements of Sections 110.10(b) through 110.10(d)
4. **Nonresidential buildings.** Nonresidential buildings with three habitable stories or fewer, other than I-2 and I-2.1 buildings, that do not have a photovoltaic system installed, shall comply with the requirements of Sections 110.10(b) through 110.10(d).

(b) Solar zone.

1. **Minimum solar zone area.** The solar zone shall have a minimum total area as described below. The solar zone shall comply with access, pathway, smoke ventilation, and spacing requirements as specified in Title 24, Part 9 or other Parts of Title 24 or in any requirements adopted by a local jurisdiction. The solar zone total area shall be comprised of areas that have no dimension less than five feet and are no less than 80 square feet each for buildings with roof areas less than or equal to 10,000 square feet or no less than 160 square feet each for buildings with roof areas greater than 10,000 square feet.

   A. Single-family residences. The solar zone shall be located on the roof or overhang of the building and have a total area no less than 250 square feet.

   Exception 1 to Section 110.10(b)1A: Single-family residences with a permanently installed domestic solar water-heating system meeting the installation criteria specified in the Reference Residential Appendix RA4 and with a minimum solar savings fraction of 0.50.

   Exception 2 to Section 110.10(b)1A: Single-family residences with three habitable stories or more and with a total floor area less than or equal to 2000 square feet and having a solar zone total area no less than 150 square feet.

Exception 3 to Section 110.10(b)1A: Single-family residences located in the Wildland-Urban Interface Fire Area as defined in Title 24, Part 2 and having a whole house fan and having a solar zone total area no less than 150 square feet.

Exception 4 to Section 110.10(b)1A: Buildings with a designated solar zone area that is no less than 50 percent of the potential solar zone area. The potential solar zone area is the total area of any lowsloped roofs where the annual solar access is 70 percent or greater and any steep-sloped roofs oriented between 90 degrees and 300 degrees of true north where the annual solar access is 70 percent or greater. Solar access is the ratio of solar insolation including shade to the solar insolation without shade. Shading from obstructions located on the roof or any other part of the building shall not be included in the determination of annual solar access.

Exception 5 to Section 110.10(b)1A: Single-family residences having a solar zone total area no less than 150 square feet and where all thermostats are demand responsive controls and comply with Section 110.12(a), and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency.

Exception 6 to Section 110.10(b)1A: Single-family residences meeting the following conditions:

A. All thermostats are demand responsive controls that comply with Section 110.12(a), and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency.

B. Comply with one of the following measures:

i. Install a dishwasher that meets or exceeds the ENERGY STAR® Program requirements with a refrigerator that meets or exceeds the ENERGY STAR Program requirements, a whole house fan driven by an electronically commutated motor, or an SAE J1772 Level 2 Electric Vehicle Supply Equipment (EVSE or EV charger) with a minimum of 40 amperes; or

ii. Install a home automation system capable of, at a minimum, controlling the appliances and lighting of the dwelling and responding to demand response signals; or

iii. Install alternative plumbing piping to permit the discharge from the clothes washer and all showers and bathtubs to be used for an irrigation system in compliance with the California Plumbing Code and any applicable local ordinances; or

iv. Install a rainwater catchment system designed to comply with the California Plumbing Code and any applicable local ordinances, and that uses rainwater flowing from at least 65 percent of the available roof area.

B. Multifamily buildings, hotel/motel occupancies and nonresidential buildings. The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15

percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.

Exception 1 to Section 110.10(b)1B: High-rise multifamily buildings, hotel/motel occupancies, and nonresidential buildings with a permanently installed solar electric system having a nameplate DC power rating, measured under Standard Test Conditions, of no less than one watt per square foot of roof area.

Exception 2 to Section 110.10(b)1B: High-rise multifamily buildings, hotel/motel occupancies with a permanently installed domestic solar water-heating system complying with Section 150.1(c)8Biii.

Exception 3 to Section 110.10(b)1B: Buildings with a designated solar zone area that is no less than 50 percent of the potential solar zone area. The potential solar zone area is the total area of any lowsloped roofs where the annual solar access is 70 percent or greater and any steep-sloped roofs oriented between 90 degrees and 300 degrees of true north where the annual solar access is 70 percent or greater. Solar access is the ratio of solar insolation including shade to the solar insolation without shade. Shading from obstructions located on the roof or any other part of the building shall not be included in the determination of annual solar access.

Exception 4 to Section 110.10(b)1B: Low-rise and high-rise multifamily buildings with all thermostats in each dwelling unit are demand response controls that comply with Section 110.12(a), and are capable of receiving and **responding** to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency. In addition, either A or B below:

A. In each dwelling unit, comply with one of the following measures:

i. Install a dishwasher that meets or exceeds the ENERGY STAR Program requirements with either a refrigerator that meets or exceeds the ENERGY STAR Program requirements or a whole house fan driven by an electronically commutated motor; or

ii. Install a home automation system that complies with Section 110.12(a) and is capable of, at a minimum, controlling the appliances and lighting of the dwelling and responding to demand response signals; or

iii. Install alternative plumbing piping to permit the discharge from the clothes washer and all showers and bathtubs to be used for an irrigation system in compliance with the California Plumbing Code and any applicable local ordinances; or

iv. Install a rainwater catchment system designed to comply with the California Plumbing Code and any applicable local ordinances, and that uses rainwater flowing from at least 65 percent of the available roof area.

B. Meet the Title 24, Part 11, Section A4.106.8.2 requirements for electric vehicle charging spaces.

Exception 5 to Section 110.10(b)1B: Buildings where the roof is designed and approved to be used for vehicular traffic or parking or for a heliport.

2. Azimuth range. All sections of the solar zone located on steep-sloped roofs shall have an azimuth range between 90 degrees and 300 degrees of true north.

3. Shading.

A. No obstructions, including but not limited to, vents, chimneys, architectural features and roof mounted equipment, shall be located in the solar zone.

B. Any obstruction, located on the roof or any other part of the building that projects above a solar zone shall be located at least twice the distance, measured in the horizontal plane, of the height difference between the highest point of the obstruction and the horizontal projection of the nearest point of the solar zone, measured in the vertical plane.

Exception to Section 110.10(b)3: Any roof obstruction, located on the roof or any other part of the building, that is oriented north of all points on the solar zone.

4. Structural design loads on construction documents. For areas of the roof designated as solar zone, the structural design loads for roof dead load and roof live load shall be clearly indicated on the construction documents.

Note: Section 110.10(b)4 does not require the inclusion of any collateral loads for future solar energy systems.

(c) Interconnection pathways.

1. The construction documents shall indicate a location reserved for inverters and metering equipment and a pathway reserved for routing of conduit from the solar zone to the point of interconnection with the electrical service.
2. For single-family residences and central water-heating systems, the construction documents shall indicate a pathway for routing of plumbing from the solar zone to the water-heating system.

(d) Documentation. A copy of the construction documents or a comparable document indicating the information from Sections 110.10(b) through 110.10(c) shall be provided to the occupant.

(e) Main electrical service panel. 1. The main electrical service panel shall have a minimum busbar rating of 200 amps. 2. The main electrical service panel shall have a reserved space to allow for the installation of a double pole circuit breaker for a future solar electric installation. The reserved space shall be permanently marked as "For Future Solar Electric".

Note: Authority: Sections 25213, 25218, 25218.5, 25402, 25402.1, and 25605, Public Resources Code. Reference: Sections 25007, 25008, 25218.5, 25310, 25402, 25402.1, 25402.4, 25402.8, 25605, and 25943, Public Resources Code.

LEGISLATIVE HISTORY SUMMARY

PUBLIC UTILITIES CODE

SECTIONS 21670 ET SEQ.

Airport Land Use Commission Statutes
And Related Statutes

1967 Original *ALUC* statute enacted.

Establishment of *ALUC*s required in each county containing a public airport served by a certificated air carrier.

The purpose of *ALUC*s is indicated as being to make recommendations regarding height restrictions on buildings and the use of land surrounding airports.

1970 Assembly Bill 1856 (Badham) Chapter 1182, Statutes of 1970—Adds provisions which:

Require *ALUC*s to prepare comprehensive land use plans.

Require such plans to include a long-range plan and to reflect the airport's forecast growth during the next 20 years.

Require *ALUC* review of airport construction plans (Section 21661.5).

Exempt Los Angeles County from the requirement of establishing an *ALUC*.

1971 The function of *ALUC*s is restated as being to require new construction to conform to Department of Aeronautics standards.

1973 *ALUC*s are permitted to establish compatibility plans for military airports.

1982 Assembly Bill 2920 (Rogers) Chapter 1041, Statutes of 1982—Adds major changes which:

More clearly articulate the purpose of *ALUC*s.

Eliminate reference to "achieve by zoning."

Require consistency between local general and specific plans and airport land use commission plans; the requirements define the process for attaining consistency, they do not establish standards for consistency.

Eliminate the requirement for proposed individual development projects to be referred to an *ALUC* for review once local general/specific plans are consistent with the *ALUC*'s plan.

Require that local agencies make findings of fact before overriding an *ALUC* decision.

Change the vote required for an override from 4/5 to 2/3.

1984 Assembly Bill 3551 (Mountjoy) Chapter 1117, Statutes of 1984—Amends the law to:

Require *ALUC*s in all counties having an airport which serves the general public unless a county and its cities determine an *ALUC* is not needed.

Limit amendments to compatibility plans to once per year.

Allow individual projects to continue to be referred to the *ALUC* by agreement.

Extend immunity to airports if an *ALUC* action is overridden by a local agency not owning the airport.

Provide state funding eligibility for preparation of compatibility plans through the Regional Transportation Improvement Program process.

1987 Senate Bill 633 (Rogers) Chapter 1018, Statutes of 1987—Makes revisions which:

Require that a designated body serving as an *ALUC* include two members having "expertise in aviation."

Allows an interested party to initiate court proceedings to postpone the effective date of a local land use action if a compatibility plan has not been adopted.

Delete *sunset* provisions contained in certain clauses of the law. Allows reimbursement for *ALUC* costs in accordance with the Commission on State Mandates.

1989 Senate Bill 255 (Bergeson) Chapter 54, Statutes of 1989—

Sets a requirement that comprehensive land use plans be completed by June 1991.

Establishes a method for compelling *ALUC*s to act on matters submitted for review.

Allows *ALUC*s to charge fees for review of projects.

Suspends any lawsuits that would stop development until the *ALUC* adopts its plan or until June 1, 1991.

1989 Senate Bill 235 (Alquist) Chapter 788, Statutes of 1989—Appropriates $3,672,000 for the payment of claims to counties seeking reimbursement of costs incurred during fiscal years 1985-86 through 1989-90 pursuant to state-mandated requirement (Chapter 1117, Statutes of 1984) for creation of *ALUC*s in most counties. This statute was repealed in 1993.

1990 Assembly Bill 4164 (Mountjoy) Chapter 1008, Statutes of 1990—Adds section 21674.5 requiring the Division of Aeronautics to develop and implement a training program for *ALUC* staffs.

1990 Assembly Bill 4265 (Clute) Chapter 563, Statutes of 1990—With the concurrence of the Division of Aeronautics, allows *ALUC*s to use an airport layout plan, rather than a long-range airport master plan, as the basis for preparation of a compatibility plan.

1990 Senate Bill 1288 (Beverly) Chapter 54, Statutes of 1990—Amends Section 21670.2 to give Los Angeles County additional time to prepare compatibility plans and meet other provisions of the *ALUC* statutes.

1991 Senate Bill 532 (Bergeson) Chapter 140, Statutes of 1991—

Allows counties having half of their compatibility plans completed or under preparation by June 30, 1991, an additional year to complete the remainder.

Allows *ALUC*s to continue to charge fees under these circumstances.

Fees may be charged only until June 30, 1992, if plans are not completed by then.

1993 Senate Bill 443 (Committee on Budget and Fiscal Review) Chapter 59, Statutes of 1993—Amends Section 21670(b) to make the formation of *ALUC*s permissive rather than mandatory as of June 30, 1993. (Note: Section 21670.2 which assigns responsibility for coordinating the airport planning of public agencies in Los Angeles County is not affected by this amendment.)

1994 Assembly Bill 2831 (Mountjoy) Chapter 644, Statutes of 1994 —Reinstates the language in Section 21670(b) mandating establishment of *ALUC*s, but also provides for an alternative airport land use planning process. Lists specific actions which a county and affected cities must take in order for such alternative process to receive Caltrans approval. Requires that *ALUC*s be guided by information in the Caltrans *Airport Land Use Planning Handbook* when formulating airport land use plans.

1994 Senate Bill 1453 (Rogers) Chapter 438, Statutes of 1994—Amends California Environmental Quality Act (CEQA) statutes as applied to preparation of environmental documents affecting projects in the vicinity of airports. Requires lead agencies to use the *Airport Land Use Planning Handbook* as a technical resource when assessing the airport-related noise and safety impacts of such projects.

1997 Assembly Bill 1130 (Oller) Chapter 81, Statutes of 1997—Added Section 21670.4 concerning airports whose planning boundary straddles a county line.

2000 Senate Bill 1350 (Rainey) Chapter 506, Statutes of 2000—Added Section 21670(f) clarifying that special districts are among the local agencies to which airport land use planning laws are intended to apply.

2001 Assembly Bill 93 (Wayne) Chapter 946, Statutes of 2001—Added Section 21670.3 regarding San Diego County Regional Airport Authority's responsibility for airport planning within San Diego County.

2002 Assembly Bill 3026 (Committee on Transportation) Chapter 438, Statutes of 2002—Changes the term "comprehensive land use plan" to "airport land use compatibility plan."

2002 Assembly Bill 2776 (Simitian) Chapter 496, Statutes of 2002—Requires information regarding the location of a property within an airport influence area be disclosed as part of certain real estate transactions effective January 1, 2004.

2002 Senate Bill 1468 (Knight) Chapter 971, Statutes of 2002—Changes *ALUC* preparation of airport land use compatibility plans for military airports from optional to required. Requires that the plans be consistent with the safety and noise standards in the Air Installation Compatible Use Zone for that airport. Requires that the general plan and any specific plans be consistent with these standards where there is military airport, but an airport land use commission does not exist.

2003 Assembly Bill 332 (Mullin) Chapter 351, Statutes of 2003—Clarifies that school districts and community college districts are subject to compatibility plans. Requires local public agencies to notify *ALUC* and Division of Aeronautics at least 45 days prior to deciding to overrule the *ALUC*.

Adds that prior to granting building construction permits, local agencies shall be guided by the criteria established in the Airport Land Use Planning Handbook and any related federal aviation regulations to the extent that the criteria has been incorporated into their airport land use compatibility plan.

2004 Senate Bill 1223 (Committee on Transportation) Chapter 615, Statutes of 2004—Technical revisions eliminating most remaining references to the term "comprehensive land use plan" and replacing it with "airport land use compatibility plan." Also replaces the terms "planning area" and "study area" with "airport influence area."

2005 Assembly Bill 1358 (Mullin) Chapter 29, Statutes of 2005—Requires a school district to notify the Department of Transportation before leasing property for a new school site. Also makes these provisions applicable to charter schools.

2007 Senate Bill 10 (Kehoe) Chapter 287, Statutes of 2007—The San Diego County Regional Airport Authority Reform Act of 2007. Restructures the airport authority established in 2001 by AB 93 (Wayne), with a set of goals related to governance, accountability, planning and operations at San Diego International Airport.

2009 Assembly Bill 45 (Blakeslee) Chapter 404, Statutes of 2009—Requires small wind energy systems installed near airports to comply with all applicable Federal Aviation Administration requirements, including Subpart B of Part 77. These systems are not allowed to locate in vicinity of an airport if they are prohibited by a comprehensive land use plan or any implementing regulations adopted by an Airport Land Use Commission.

2010 Senate Bill 1333 (Yee) Chapter 329, Statutes of 2010—If a local government requires dedication of an avigation easement to the owner or operator of the airport as a condition of approval of a noise-sensitive project, the avigation easement must be granted prior to the issuance of the building permit. Also requires that a termination clause be included in the avigation easement if the project is not built or the permit has expired or been revoked.

2012 Assembly Bill 805 (Torres) Chapter 180, Statutes of 2012—Recodifies the Common Interest Development Act which requires a recorded disclosure statement if a common interest development is located within an airport influence area.

2012 Assembly Bill 1486 (Lara) Chapter 690, Statutes of 2012—Exempts from CEQA the design, construction and maintenance of certain structures and equipment of the Los Angeles Regional Interoperable Communications System (LA-RICS). However, any new antenna would be required to comply with applicable state and federal height restrictions and any height limits established by an applicable airport land use compatibility plan.

2013 Assembly Bill 1058 (Chàvez) Chapter 83, Statutes of 2013—Modifies the process by which directors are appointed to the San Diego County Regional Airport Authority; the entity responsible for preparing, adopting and amending airport land use compatibility plans for each airport in San Diego County.

2013 Assembly Bill 758 (Block) Chapter 606, Statutes of 2013—Provides the City of Coronado with 540 days, instead of the standard 180 days, of any amendment to the airport land use compatibility plan to amend its general plan and any applicable specific plan.

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Appendix **B**

Title 14 Code of Federal Regulations Part 77

Safe, Efficient Use and Preservation of the Navigable Airspace

Current as of August 2023

SUBPART A - GENERAL

77.1 Purpose

This part establishes:

(a) The requirements to provide notice to the FAA of certain proposed construction, or the alteration of existing structures;

(b) The standards used to determine obstructions to air navigation, and navigational and communication facilities;

(c) The process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities or equipment; and

(d) The process to petition the FAA for discretionary review of determinations, revisions, and extensions of determinations.

77.3 Definitions

For the purpose of this part:

"Non-precision instrument runway" means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved,

or planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.

Planned or proposed airport is an airport that is the subject of at least one of the following documents received by the FAA:

(1) Airport proposals submitted under 14 CFR Part 157.

(2) Airport Improvement Program requests for aid.

(3) Notices of existing airports where prior notice of the airport construction or alteration was not provided as required by 14 CFR Part 157.

(4) Airport layout plans.

(5) DOD proposals for airports used only by the U.S. Armed Forces.

(6) DOD proposals on joint-use (civil-military) airports.

(7) Completed airport site selection feasibility study.

"Precision instrument runway" means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA-approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document.

"Public use airport" is an airport available for use by the general public without a requirement for prior approval of the airport owner or operator.

"Seaplane base" is considered to be an airport only if its sea lanes are outlined by visual markers.

"Utility runway" means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

"Visual runway" means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

SUBPART B - NOTICE REQUIREMENTS

77.5 Applicability

(a) If you propose any construction or alteration described in §77.9, you must provide adequate notice to the FAA of that construction or alteration.

(b) If requested by the FAA, you must also file supplemental notice before the start date and upon completion of certain construction or alterations that are described in §77.9.

(c) Notice received by the FAA under this subpart is used to:

(1) Evaluate the effect of the proposed construction or alteration on safety in air commerce and the efficient use and preservation of the navigable airspace and of airport traffic capacity at public use airports;

(2) Determine whether the effect of proposed construction or alteration is a hazard to air navigation;

(3) Determine appropriate marking and lighting recommendations, using FAA Advisory Circular 70/7460–1, Obstruction Marking and Lighting;

(4) Determine other appropriate measures to be applied for continued safety of air navigation; and

(5) Notify the aviation community of the construction or alteration of objects that affect the navigable airspace, including the revision of charts, when necessary.

77.7 Form and time of notice

(a) If you are required to file notice under §77.9, you must submit to the FAA a completed FAA Form 7460–1, Notice of Proposed Construction or Alteration. FAA Form 7460–1 is available at FAA regional offices and on the Internet.

(b) You must submit this form at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest.

(c) If you propose construction or alteration that is also subject to the licensing requirements of the Federal Communications Commission (FCC), you must submit notice to the FAA on or before the date that the application is filed with the FCC.

(d) If you propose construction or alteration to an existing structure that exceeds 2,000 ft. in height above ground level (AGL), the FAA presumes it to be a hazard to air navigation that results in an inefficient use of airspace. You must include details explaining both why the proposal would not constitute a hazard to air navigation and why it would not cause an inefficient use of airspace.

(e) The 45-day advance notice requirement is waived if immediate construction or alteration is required because of an emergency involving essential public services, public health, or public safety. You may provide notice to the FAA by any available, expeditious means. You must file a completed FAA Form 7460–1 within 5 days of the initial notice to the FAA. Outside normal business hours, the nearest flight service station will accept emergency notices.

77.9 Construction or alteration requiring notice

If requested by the FAA, or if you propose any of the following types of construction or alteration, you must file notice with the FAA of:

(a) Any construction or alteration that is more than 200 ft. AGL at its site.

(b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:

(1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway more than 3,200 ft. in actual length, excluding heliports.

(2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports.

(3) 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in paragraph (d) of this section.

(c) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) or (b) of this section.

(d) Any construction or alteration on any of the following airports and heliports:

(1) A public use airport listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications;

(2) A military airport under construction, or an airport under construction that will be available for public use;

(3) An airport operated by a Federal agency or the DOD.

(4) An airport or heliport with at least one FAA-approved instrument approach procedure.

(e) You do not need to file notice for construction or alteration of:

(1) Any object that will be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation;

(2) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device meeting FAA-approved siting criteria or an appropriate military service siting criteria on military airports, the location and height of which are fixed by its functional purpose;

(3) Any construction or alteration for which notice is required by any other FAA regulation.

(4) Any antenna structure of 20 feet or less in height, except one that would increase the height of another antenna structure.

77.11 Supplemental notice requirements

(a) You must file supplemental notice with the FAA when:

(1) The construction or alteration is more than 200 feet in height AGL at its site; or

(2) Requested by the FAA.

(b) You must file supplemental notice on a prescribed FAA form to be received within the time limits specified in the FAA determination. If no time limit has been specified, you must submit supplemental notice of construction to the FAA within 5 days after the structure reaches its greatest height.

(c) If you abandon a construction or alteration proposal that requires supplemental notice, you must submit notice to the FAA within 5 days after the project is abandoned.

(d) If the construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

SUBPART C - STANDARDS FOR DETERMINING OBSTRUCTIONS TO AIR NAVIGATION OR NAVIGATIONAL AIDS OR FACILITIES

77.13 Applicability

This subpart describes the standards used for determining obstructions to air navigation, navigational aids, or navigational facilities. These standards apply to the following:

(a) Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used and any permanent or temporary apparatus.

(b) The alteration of any permanent or temporary existing structure by a change in its height, including appurtenances, or lateral dimensions, including equipment or material used therein.

77.15 Scope

(a) This subpart describes standards used to determine obstructions to air navigation that may affect the safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities. Such facilities include air navigation aids, communication equipment, airports, Federal airways, instrument approach or departure procedures, and approved off-airway routes.

(b) Objects that are considered obstructions under the standards described in this subpart are presumed hazards to air navigation unless further aeronautical study concludes that the object is not a hazard. Once further aeronautical study has been initiated, the FAA will use the standards in this subpart, along with FAA policy and guidance material, to determine if the object is a hazard to air navigation.

(c) The FAA will apply these standards with reference to an existing airport facility, and airport proposals received by the FAA, or the appropriate military service, before it issues a final determination.

(d) For airports having defined runways with specially prepared hard surfaces, the primary surface for each runway extends 200 feet beyond each end of the runway. For airports having defined strips or pathways used regularly for aircraft takeoffs and landings, and designated runways, without specially prepared hard surfaces, each end of the primary surface for each such runway shall coincide with the corresponding end of the runway. At airports, excluding seaplane bases,

having a defined landing and takeoff area with no defined pathways for aircraft takeoffs and landings, a determination must be made as to which portions of the landing and takeoff area are regularly used as landing and takeoff pathways. Those determined pathways must be considered runways, and an appropriate primary surface as defined in §77.19 will be considered as longitudinally centered on each such runway. Each end of that primary surface must coincide with the corresponding end of that runway.

(e) The standards in this subpart apply to construction or alteration proposals on an airport (including heliports and seaplane bases with marked lanes) if that airport is one of the following before the issuance of the final determination:

(1) Available for public use and is listed in the Airport/Facility Directory, Supplement Alaska, or Supplement Pacific of the U.S. Government Flight Information Publications; or

(2) A planned or proposed airport or an airport under construction of which the FAA has received actual notice, except DOD airports, where there is a clear indication the airport will be available for public use; or,

(3) An airport operated by a Federal agency or the DOD; or,

(4) An airport that has at least one FAA-approved instrument approach.

77.17 Obstruction standards

(a) An existing object, including a mobile object, is, and a future object would be an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:

(1) A height of 499 feet AGL at the site of the object.

(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

(4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal Airway or approved off-airway route, that would increase the minimum obstacle clearance altitude.

(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under §77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

(b) Except for traverse ways on or near an airport with an operative ground traffic control service furnished by an airport traffic control tower or by the airport management and coordinated with the air traffic control service, the standards of paragraph (a) of this section apply to traverse ways

used or to be used for the passage of mobile objects only after the heights of these traverse ways are increased by:

(1) 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance.

(2) 15 feet for any other public roadway.

(3) 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.

(4) 23 feet for a railroad.

(5) For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

77.19 Civil airport imaginary surfaces

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach procedure existing or planned for that runway end.

(a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:

(1) 5,000 feet for all runways designated as utility or visual;

(2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

(b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

(c) Primary surface. A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is:

(1) 250 feet for utility runways having only visual approaches.

(2) 500 feet for utility runways having non-precision instrument approaches.

(3) For other than utility runways, the width is:

(i) 500 feet for visual runways having only visual approaches.

(ii) 500 feet for non-precision instrument runways having visibility minimums greater than three-fourths statute mile.

(iii) 1,000 feet for a non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.

(iv) The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.

(d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

(1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

(i) 1,250 feet for that end of a utility runway with only visual approaches;

(ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;

(iii) 2,000 feet for that end of a utility runway with a non-precision instrument approach;

(iv) 3,500 feet for that end of a non-precision instrument runway other than utility, having visibility minimums greater that three-fourths of a statute mile;

(v) 4,000 feet for that end of a non-precision instrument runway, other than utility, having a non-precision instrument approach with visibility minimums as low as three-fourths statute mile; and

(vi) 16,000 feet for precision instrument runways.

(2) The approach surface extends for a horizontal distance of:

(i) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;

(ii) 10,000 feet at a slope of 34 to 1 for all non-precision instrument runways other than utility; and

(iii) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.

(3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

(e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical

surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

77.21 Department of Defense (DOD) airport imaginary surfaces

(a) Related to airport reference points. These surfaces apply to all military airports. For the purposes of this section, a military airport is any airport operated by the DOD.

(1) Inner horizontal surface. A plane that is oval in shape at a height of 150 feet above the established airfield elevation. The plane is constructed by scribing an arc with a radius of 7,500 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.

(2) Conical surface. A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.

(3) Outer horizontal surface. A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.

(b) Related to runways. These surfaces apply to all military airports.

(1) Primary surface. A surface located on the ground or water longitudinally centered on each runway with the same length as the runway. The width of the primary surface for runways is 2,000 feet. However, at established bases where substantial construction has taken place in accordance with a previous lateral clearance criteria, the 2,000-foot width may be reduced to the former criteria.

(2) Clear zone surface. A surface located on the ground or water at each end of the primary surface, with a length of 1,000 feet and the same width as the primary surface.

(3) Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet.

(4) Transitional surfaces. These surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the approach clearance surfaces to the inner horizontal surface, conical surface, outer horizontal surface or other transitional surfaces. The slope of the transitional surface is 7 to 1 outward and upward at right angles to the runway centerline.

77.23 Heliport imaginary surfaces

(a) Primary surface. The area of the primary surface coincides in size and shape with the designated take-off and landing area. This surface is a horizontal plane at the elevation of the established heliport elevation.

(b) Approach surface. The approach surface begins at each end of the heliport primary surface with the same width as the primary surface, and extends outward and upward for a horizontal distance of 4,000 feet where its width is 500 feet. The slope of the approach surface is 8 to 1 for civil heliports and 10 to 1 for military heliports.

(c) Transitional surfaces. These surfaces extend outward and upward from the lateral boundaries of the primary surface and from the approach surfaces at a slope of 2 to 1 for a distance of 250 feet measured horizontally from the centerline of the primary and approach surfaces.

SUBPART D - AERONAUTICAL STUDIES AND DETERMINATIONS

77.25 Applicability

(a) This subpart applies to any aeronautical study of a proposed construction or alteration for which notice to the FAA is required under §77.9.

(b) The purpose of an aeronautical study is to determine whether the aeronautical effects of the specific proposal and, where appropriate, the cumulative impact resulting from the proposed construction or alteration when combined with the effects of other existing or proposed structures, would constitute a hazard to air navigation.

(c) The obstruction standards in subpart C of this part are supplemented by other manuals and directives used in determining the effect on the navigable airspace of a proposed construction or alteration. When the FAA needs additional information, it may circulate a study to interested parties for comment.

77.27 Initiation of studies

The FAA will conduct an aeronautical study when:

(a) Requested by the sponsor of any proposed construction or alteration for which a notice is submitted; or

(b) The FAA determines a study is necessary.

77.29 Evaluating aeronautical effect

(a) The FAA conducts an aeronautical study to determine the impact of a proposed structure, an existing structure that has not yet been studied by the FAA, or an alteration of an existing structure on aeronautical operations, procedures, and the safety of flight. These studies include evaluating:

(1) The impact on arrival, departure, and en route procedures for aircraft operating under visual flight rules;

(2) The impact on arrival, departure, and en route procedures for aircraft operating under instrument flight rules;

(3) The impact on existing and planned public use airports;

(4) Airport traffic capacity of existing public use airports and public use airport development plans received before the issuance of the final determination;

(5) Minimum obstacle clearance altitudes, minimum instrument flight rules altitudes, approved or planned instrument approach procedures, and departure procedures;

(6) The potential effect on ATC radar, direction finders, ATC tower line-of-sight visibility, and physical or electromagnetic effects on air navigation, communication facilities, and other surveillance systems;

(7) The aeronautical effects resulting from the cumulative impact of a proposed construction or alteration of a structure when combined with the effects of other existing or proposed structures.

(b) If you withdraw the proposed construction or alteration or revise it so that it is no longer identified as an obstruction, or if no further aeronautical study is necessary, the FAA may terminate the study.

77.31 Determinations

(a) The FAA will issue a determination stating whether the proposed construction or alteration would be a hazard to air navigation, and will advise all known interested persons.

(b) The FAA will make determinations based on the aeronautical study findings and will identify the following:

(1) The effects on VFR/IFR aeronautical departure/arrival operations, air traffic procedures, minimum flight altitudes, and existing, planned, or proposed airports listed in §77.15(e) of which the FAA has received actual notice prior to issuance of a final determination.

(2) The extent of the physical and/or electromagnetic effect on the operation of existing or proposed air navigation facilities, communication aids, or surveillance systems.

(c) The FAA will issue a Determination of Hazard to Air Navigation when the aeronautical study concludes that the proposed construction or alteration will exceed an obstruction standard and would have a substantial aeronautical impact.

(d) A Determination of No Hazard to Air Navigation will be issued when the aeronautical study concludes that the proposed construction or alteration will exceed an obstruction standard but would not have a substantial aeronautical impact to air navigation. A Determination of No Hazard to Air Navigation may include the following:

(1) Conditional provisions of a determination.

(2) Limitations necessary to minimize potential problems, such as the use of temporary construction equipment.

(3) Supplemental notice requirements, when required.

(4) Marking and lighting recommendations, as appropriate.

(e) The FAA will issue a Determination of No Hazard to Air Navigation when a proposed structure does not exceed any of the obstruction standards and would not be a hazard to air navigation.

77.33 Effective period of determinations

(a) The effective date of a determination not subject to discretionary review under §77.37(b) is the date of issuance. The effective date of all other determinations for a proposed or existing structure is 40 days from the date of issuance, provided a valid petition for review has not been received by the FAA. If a valid petition for review is filed, the determination will not become final, pending disposition of the petition.

(b) Unless extended, revised, or terminated, each Determination of No Hazard to Air Navigation issued under this subpart expires 18 months after the effective date of the determination, or on the date the proposed construction or alteration is abandoned, whichever is earlier.

(c) A Determination of Hazard to Air Navigation has no expiration date.

[Doc. No. FAA–2006–25002, 75 FR 42303, July 21, 2010, as amended by Amdt. 77–13–A, 76 FR 2802, Jan. 18, 2011]

77.35 Extensions, terminations, revisions and corrections

(a) You may petition the FAA official that issued the Determination of No Hazard to Air Navigation to revise or reconsider the determination based on new facts or to extend the effective period of the determination, provided that:

(1) Actual structural work of the proposed construction or alteration, such as the laying of a foundation, but not including excavation, has not been started; and

(2) The petition is submitted at least 15 days before the expiration date of the Determination of No Hazard to Air Navigation.

(b) A Determination of No Hazard to Air Navigation issued for those construction or alteration proposals not requiring an FCC construction permit may be extended by the FAA one time for a period not to exceed 18 months.

(c) A Determination of No Hazard to Air Navigation issued for a proposal requiring an FCC construction permit may be granted extensions for up to 18 months, provided that:

(1) You submit evidence that an application for a construction permit/license was filed with the FCC for the associated site within 6 months of issuance of the determination; and

(2) You submit evidence that additional time is warranted because of FCC requirements; and

(3) Where the FCC issues a construction permit, a final Determination of No Hazard to Air Navigation is effective until the date prescribed by the FCC for completion of the

construction. If an extension of the original FCC completion date is needed, an extension of the FAA determination must be requested from the Obstruction Evaluation Service (OES).

(4) If the Commission refuses to issue a construction permit, the final determination expires on the date of its refusal.

SUBPART E - PETITIONS FOR DISCRETIONARY REVIEW

77.37 General

(a) If you are the sponsor, provided a substantive aeronautical comment on a proposal in an aeronautical study, or have a substantive aeronautical comment on the proposal but were not given an opportunity to state it, you may petition the FAA for a discretionary review of a determination, revision, or extension of a determination issued by the FAA.

(b) You may not file a petition for discretionary review for a Determination of No Hazard that is issued for a temporary structure, marking and lighting recommendation, or when a proposed structure or alteration does not exceed obstruction standards contained in subpart C of this part.

77.39 Contents of a petition

(a) You must file a petition for discretionary review in writing and it must be received by the FAA within 30 days after the issuance of a determination under §77.31, or a revision or extension of the determination under §77.35.

(b) The petition must contain a full statement of the aeronautical basis on which the petition is made, and must include new information or facts not previously considered or presented during the aeronautical study, including valid aeronautical reasons why the determination, revisions, or extension made by the FAA should be reviewed.

(c) In the event that the last day of the 30-day filing period falls on a weekend or a day the Federal government is closed, the last day of the filing period is the next day that the government is open.

(d) The FAA will inform the petitioner or sponsor (if other than the petitioner) and the FCC (whenever an FCC-related proposal is involved) of the filing of the petition and that the determination is not final pending disposition of the petition.

77.41 Discretionary review results

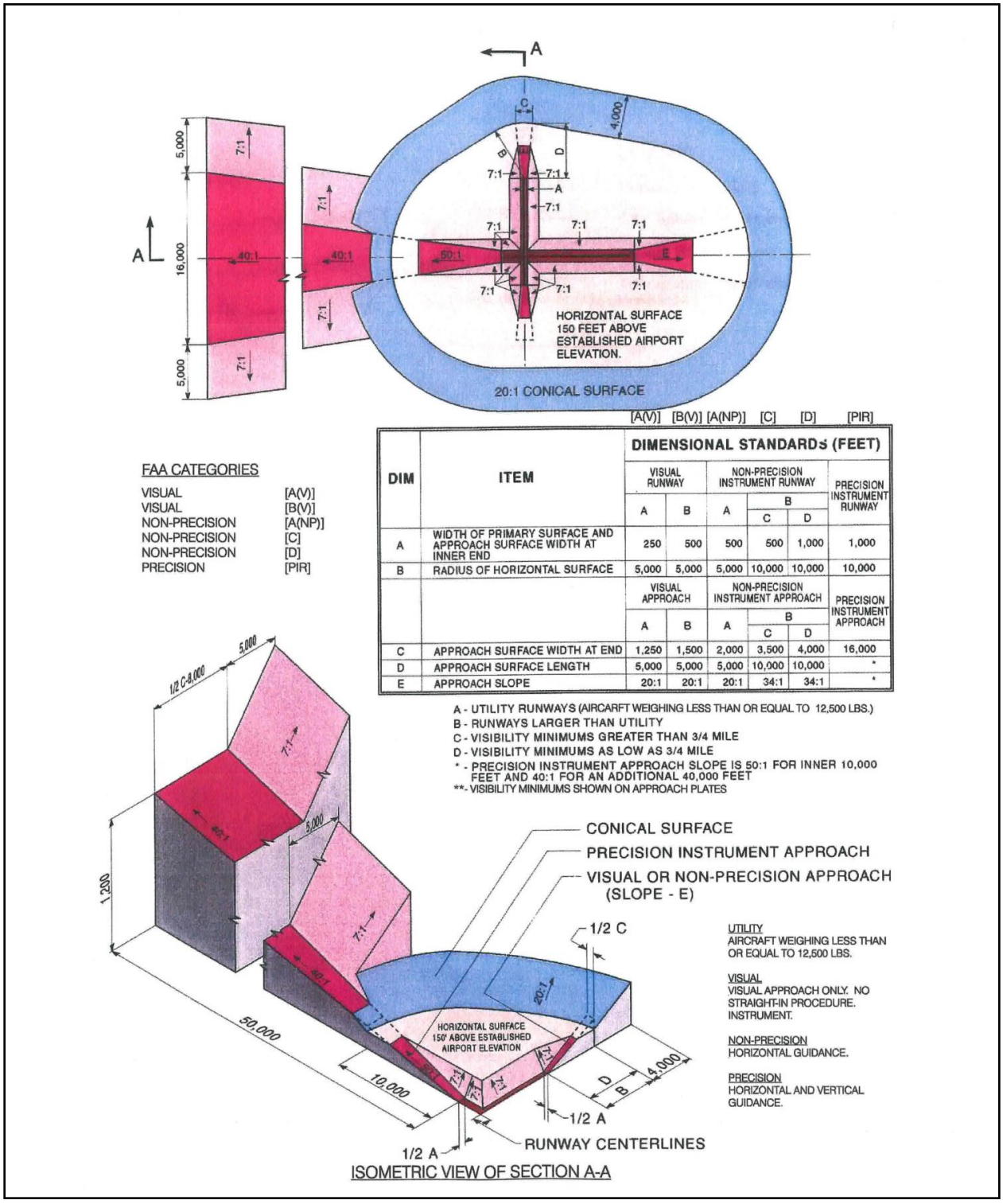
(a) If discretionary review is granted, the FAA will inform the petitioner and the sponsor (if other than the petitioner) of the issues to be studied and reviewed. The review may include a request for comments and a review of all records from the initial aeronautical study.

(b) If discretionary review is denied, the FAA will notify the petitioner and the sponsor (if other than the petitioner), and the FCC, whenever an FCC-related proposal is involved, of the basis for the denial along with a statement that the determination is final.

(c) After concluding the discretionary review process, the FAA will revise, affirm, or reverse the determination.

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EXHIBIT B-1: CFR PART 77 IMAGINARY SURFACES



[A(V)] [B(V)] [A(NP)] [C] [D] [PIR]

FAA CATEGORIES

VISUAL	[A(V)]
VISUAL	[B(V)]
NON-PRECISION	[A(NP)]
NON-PRECISION	[C]
NON-PRECISION	[D]
PRECISION	[PIR]

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS (AIRCARFT WEIGHING LESS THAN OR EQUAL TO 12,500 LBS.)
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET
**- VISIBILITY MINIMUMS SHOWN ON APPROACH PLATES

CONICAL SURFACE
PRECISION INSTRUMENT APPROACH
VISUAL OR NON-PRECISION APPROACH (SLOPE - E)

ISOMETRIC VIEW OF SECTION A-A

UTILITY
AIRCRAFT WEIGHING LESS THAN OR EQUAL TO 12,500 LBS.

VISUAL
VISUAL APPROACH ONLY. NO STRAIGHT-IN PROCEDURE. INSTRUMENT.

NON-PRECISION
HORIZONTAL GUIDANCE.

PRECISION
HORIZONTAL AND VERTICAL GUIDANCE.

EXHIBIT B-2: CFR PART 77 NOTIFICATION - FAA FORM 7460-1

Please Type or Print on This Form

Form Approved OMB No. 2120-0001

U.S. Department of Transportation
Federal Aviation Administration

Failure To Provide All Requested Information May Delay Processing of Your Notice

Notice of Proposed Construction or Alteration

FOR FAA USE ONLY
Aeronautical Study Number
- - -

1. Sponsor *(person, company, etc. proposing this action) :*
Attn. of: _____
Name: _____
Address: _____
_____
City: _____ State: _____ Zip: _____
Telephone: _____ Fax: _____

2. Sponsor's Representative *(if other than #1) :*
Attn. of: _____
Name: _____
Address: _____
_____
City: _____ State: _____ Zip: _____
Telephone: _____ Fax: _____

3. Notice of: ☐ New Construction ☐ Alteration ☐ Existing

4. Duration: ☐ Permanent ☐ Temporary (months, days)

5. Work Schedule: Beginning _____ End _____

6. Type: ☐ Antenna Tower ☐ Crane ☐ Building ☐ Power Line
☐ Landfill ☐ Water Tank ☐ Other _____

7. Marking/Painting and/or Lighting Preferred:
☐ Red Lights and Paint ☐ Dual - Red and Medium Intensity White
☐ White - Medium Intensity ☐ Dual - Red and High Intensity White
☐ White - High Intensity ☐ Other _____

8. FCC Antenna Structure Registration Number *(if applicable):*
_____

9. Latitude: ____° ____' ____. ____"

10. Longitude: ____° ____' ____. ____"

11. Datum: ☐ NAD 83 ☐ NAD 27 ☐ Other _____

12. Nearest: City: _____ State: _____

13. Nearest Public-use (not private-use) or Military Airport or Heliport:
_____

14. Distance from #13. to Structure: _____

15. Direction from #13. to Structure: _____

16. Site Elevation *(AMSL):* _____ **ft.**

17. Total Structure Height *(AGL):* _____ **ft.**

18. Overall height (#16. + #17.) *(AMSL):* _____ **ft.**

19. Previous FAA Aeronautical Study Number (if applicable):
_____ -

20. Description of Location: (Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey.)

21. Complete Description of Proposal:

Frequency/Power (kW)	

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of $1,000 per day until the notice is received, pursuant to 49 U.S.C., section 46301 (a).

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking and lighting standards as necessary.

Date	Typed or Printed name and Title of Person Filing Notice	Signature

FAA Form 7460-1 (2-99) Supersedes Previous Edition

NSN: 0052-00-012-0008

EXHIBIT B-3: ONLINE SUBMITTAL OF FORM 7460-1: NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

Historically a paper form called a "7460-1" was required to be submitted to the FAA for any project proposed on airport property and certain projects near airports. Recently, the FAA has moved from paper forms to an on-line system of evaluating the effects of a proposed project on the national airspace system.

- The on-line system can be accessed at https://oeaaa.faa.gov.

This new system allows project proponents to submit and track their proposal as it progresses through the FAA evaluation process.

The purpose of this guidance is to supplement and clarify the FAA user guide for the 7460 website.

- available at: https://oeaaa.faa.gov/oeaaa/external/content/OEexternal_Guide_v3.1.pdf

We recommend that the user first read the entire guide provided by the FAA, and then use this document to clarify some of the more complicated aspects of the online 7460 system.

When a project must be submitted to the FAA

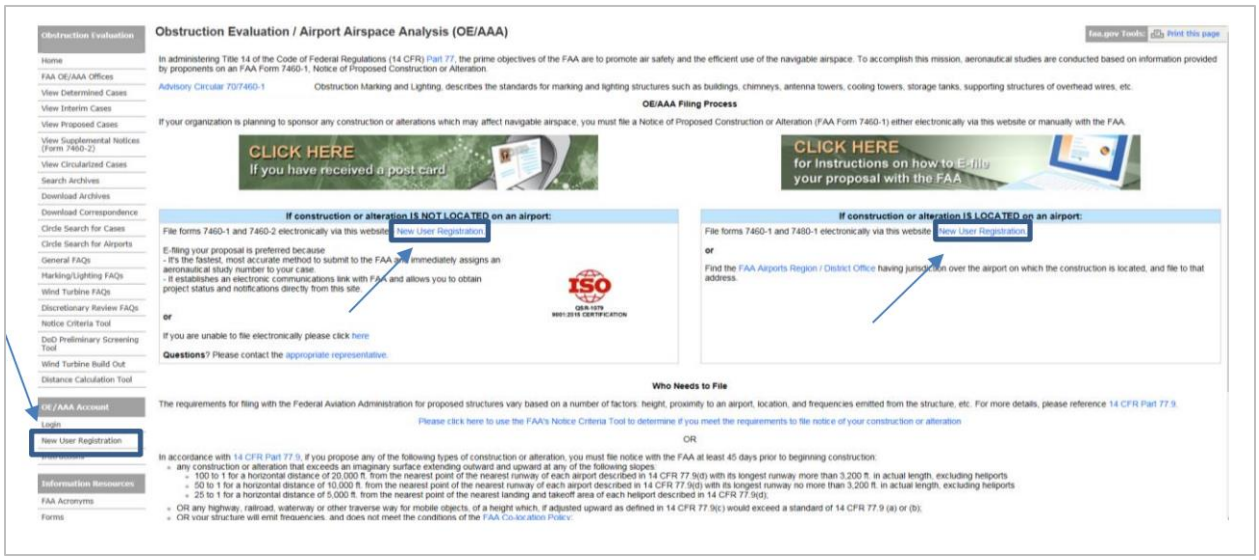
CFR Title 14 Part 77.13 states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- Any construction or alteration exceeding 200 ft. above ground level
- Any construction or alteration:
  - within 20,000 ft. of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft.
  - within 10,000 ft. of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft.
  - within 5,000 ft. of a public use heliport which exceeds a 25:1 surface
- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
- When requested by the FAA
- Any construction or alteration located on a public use airport or heliport regardless of height or location.

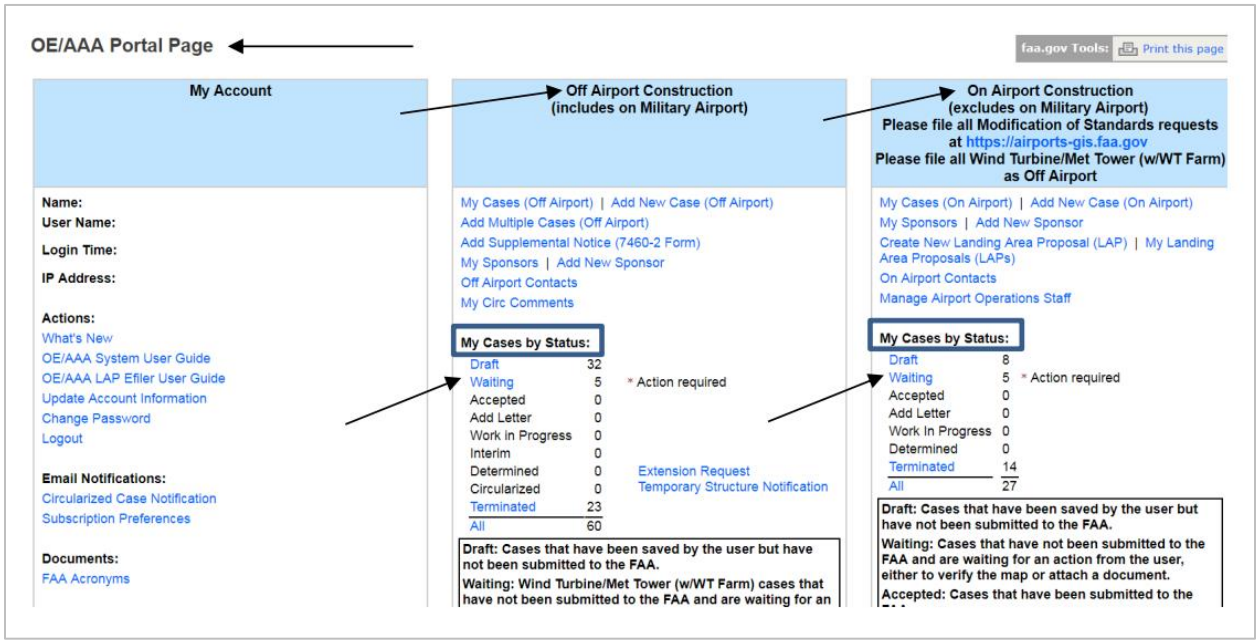
The FAA has been continuously improving the oe/aaa website to be more user friendly and increase the on-line functionality. The look and feel of the website may change in the future, but the majority of the content should remain as is.

Create an account

Before accessing the features of the website, the user will be required to create a username and password to access the website.

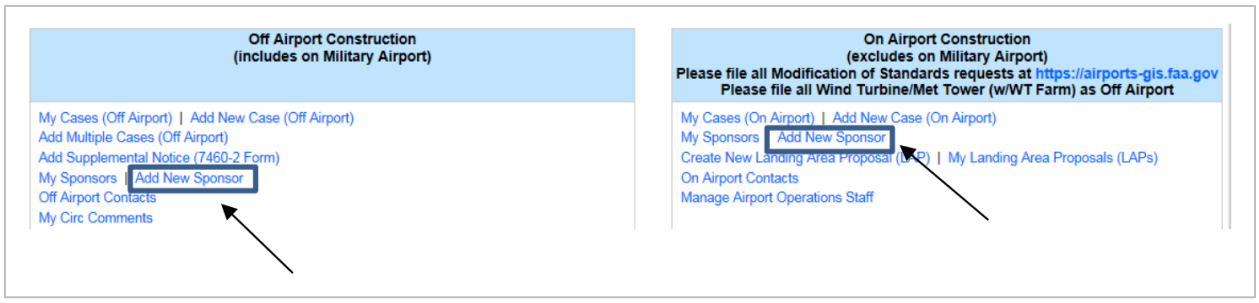


Once a user has created an account, they will be able to log in and will be directed to the OE/AAA Portal Page. This page displays a summary of any projects which have been entered into the website, categorized by off-airport and on-airport projects.

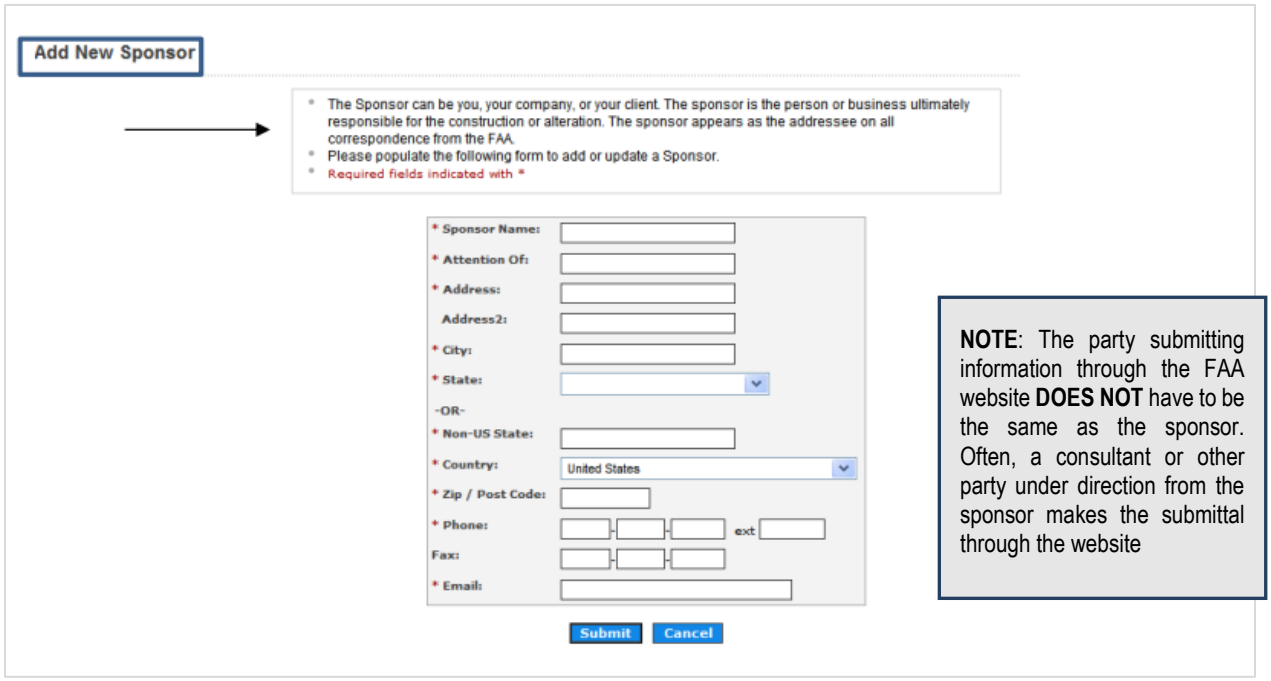


Adding a Sponsor

Before a user can enter project specific information, a project sponsor must be created. A sponsor is the person who is ultimately responsible for the construction or alteration. All FAA correspondence will be addressed to the sponsor. The sponsor could be the airport manager for projects proposed by the airport, or the developer proposing off airport construction. To create a sponsor contact, click "Add New Sponsor" on the "portal" page. From there the user can add sponsors for various projects.



When the user selects "Add New Sponsor", they will be presented with the following screen:

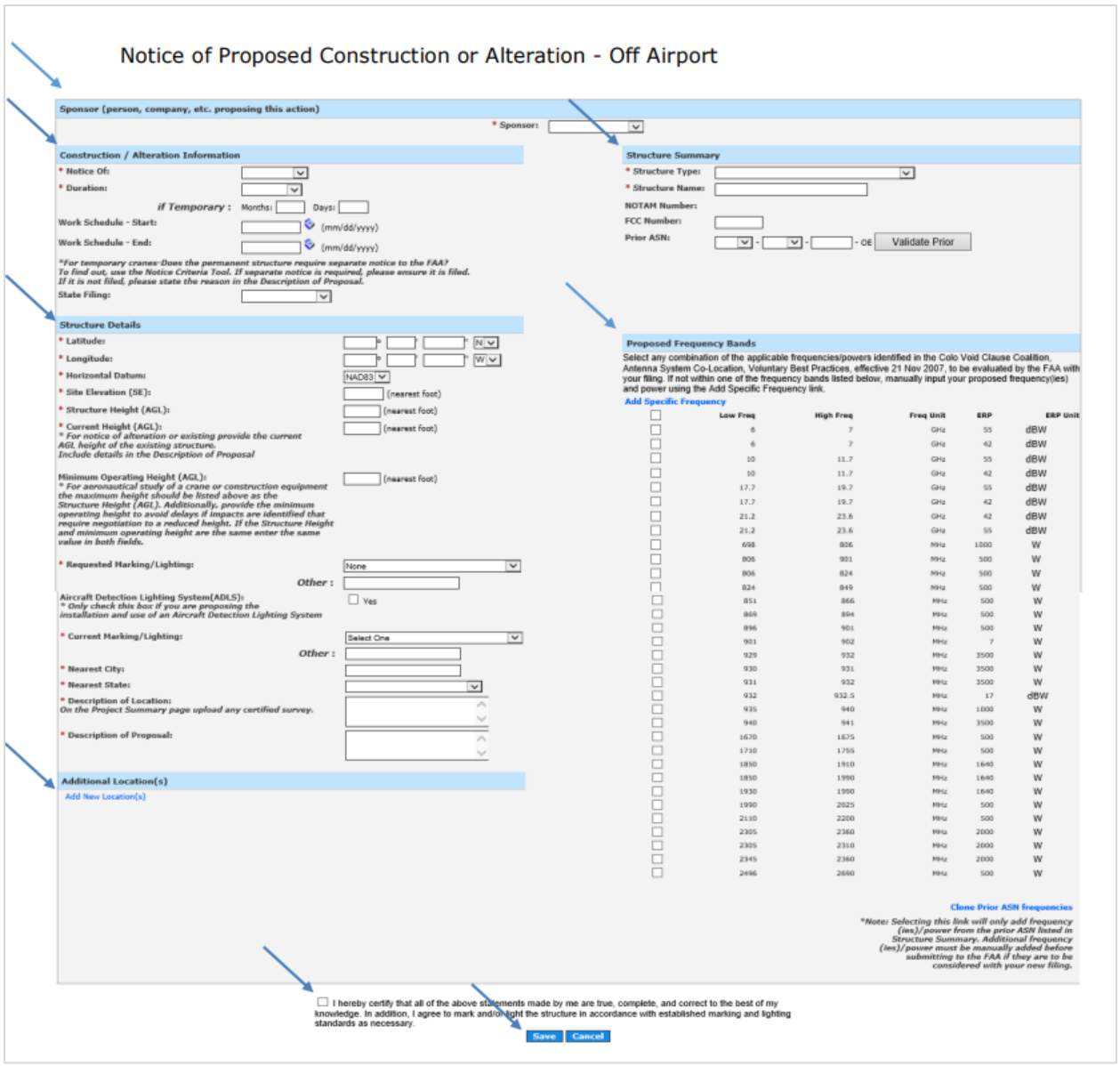


Creating a New Submittal

There are two options for creating a new 7460 submittal. Again on the left side, either click "Add New Case (off airport)" or "Add New Case (on airport)"



There are some differences in the required fields for "on airport" vs. "off airport" but the differences are minor and self-explanatory. One tip: for off airport submittals there is a field for "requested marking/lighting". If the user does not have a preference, select other from the pull down menu and in the "other field" state "no preference".



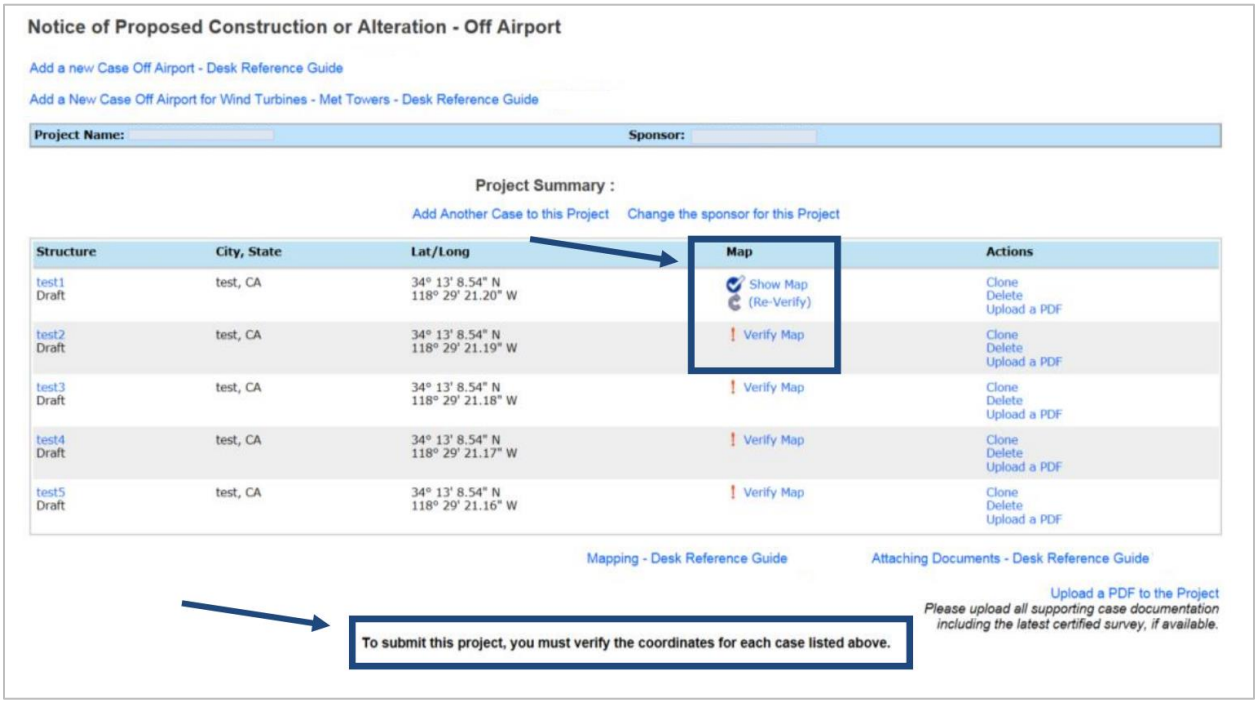
- The most common "notice of" is construction. Select from pull down menu.
- Latitude and longitude must be entered for the structure/construction activity.
- Most 7460 submittals will require multiple points with lat/long unless the 7460 is for a pole/tower/ or other single point object. Buildings and construction areas all require points indicating the extents of the building or area. More information is provided below on how to add additional points to a submittal.

- There is a field to describe the activity taking place. In some complex activities the field does not provide enough room for the required text. An additional explanatory letter can be attached. Additional information is provided in this section on how to add a letter or document to the submittal.
- Red asterisks indicate the required fields.
- Unless there has been a previous aeronautical study for this submittal leave the "prior study" fields blank.
- Only select "common frequency bands" if the proposed structure will transmit a signal.

Accurate lat/long and site elevation is critical for an accurate airspace determination.

It is recommended that survey quality data be obtained from a recent survey, a GPS unit, or worst case, scaled from a topo quad.

If the submittal is a building or construction area that is more than a single lat/long point the user must save the data first. Click save at the bottom of the page. This will bring up a summary screen of the case. To add more points click "clone" under the heading "actions".

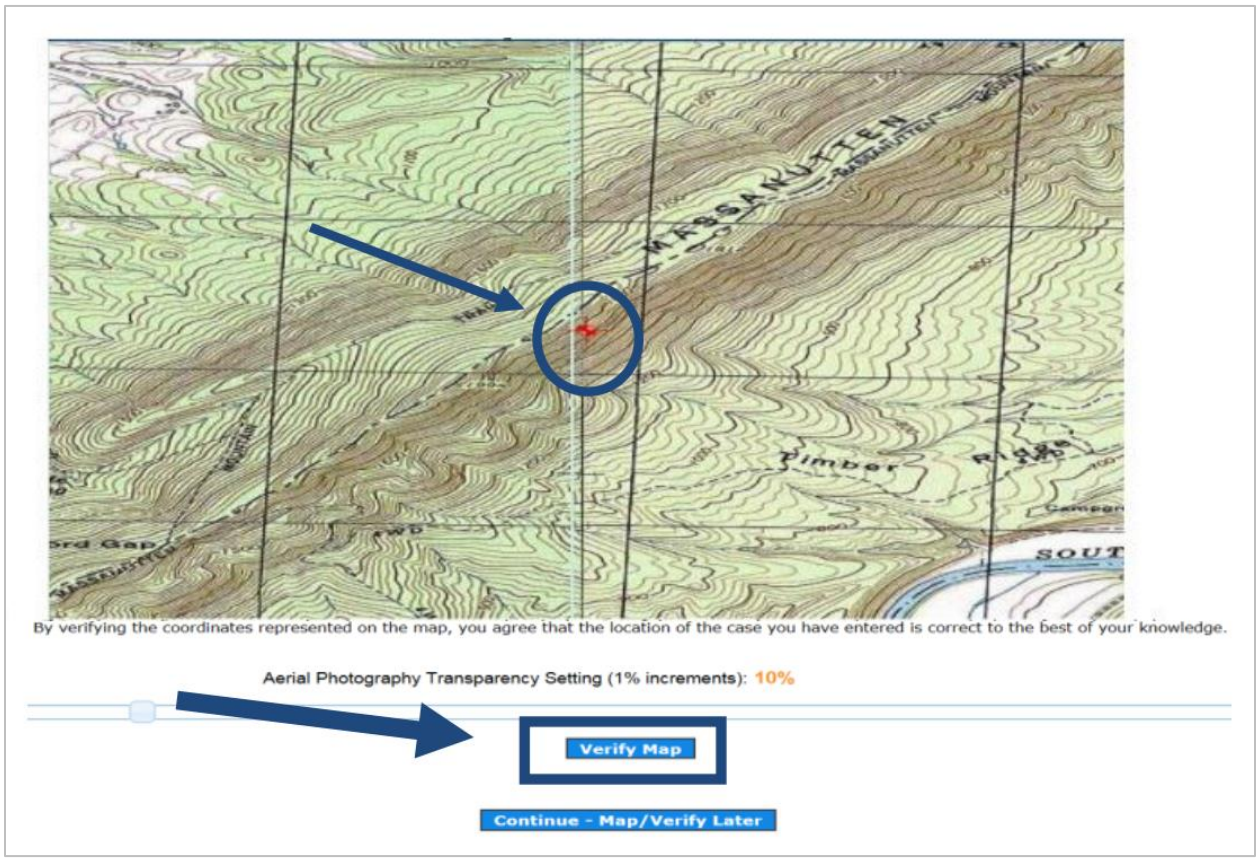


The clone tool copies all the relevant information to a new page where an additional lat/long and elevation can be entered. However, the clone process does not number the various points of a proposed project. When entering the details for a point (see Image 5) it is helpful if the user assigns a number to the point and references the total number of points for the project (e.g. point 2 of 20). The numbering can be included in the project "description/remarks" field for each point.

It should be noted that each individual point associated with a project (e.g. each corner of a building) is evaluated individually, thus the importance of including a numbering system (2 of 20) in the text/description box.

Once done, click "save" again. Now the user will see two records under the "project summary" heading. Continue this process of cloning for all the remaining points.

Once all the points have been entered, each point must be verified. There is a red X with the words "verify map" indicating the user has not verified the location. Click Verify Map, a popup will display the lat/long point on a topo map and the user must verify that it is in the correct location. After clicking "verify map" on the popup, the red X will become a blue checkmark. It seems to be more efficient to enter all of the points associated with a project and then return to verify each point on the map at one time.



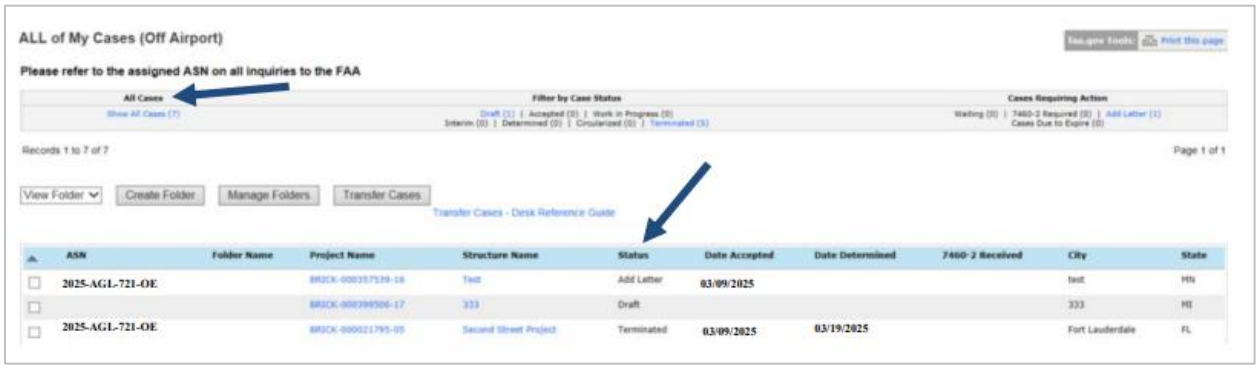
All on-airport project submittals must have a "project sketch" included. Under the "actions" column select "upload a PDF". Once you have uploaded a sketch for all the points associated with the project the red X under "sketch" will turn to a green check mark. Off-airport projects do not require a "project sketch", but the user can still upload one for informational purposes.

If the user needs to add any other information such as an explanatory letter, clicking on "upload a PDF" will allow the user to upload more documents, although only one at a time. Keep in mind that if additional PDFs or information are being provided, like the project sketch it must be uploaded to every point associated with the project.

Once the maps have been verified and sketches uploaded for all points associated with the case, the user will be able to submit the 7460 to the FAA for review.

Status of Submitted Projects

To check the status of a submittal, click on either "my cases (off airport)" or "my cases (on airport)" to see a list of what has been submitted. Each of the multiple points associated with one project will be listed as if they are separate, although still associated. The points will have a status:



Project Status Definitions:

Draft: Cases that have been saved by the user but have not been submitted to the FAA.

Waiting: Cases that have not been submitted to the FAA and are waiting for an action from the user, either to verify the map or attach a sketch.

Accepted: Cases that have been submitted to the FAA.

Add Letter: Cases that have been reviewed by the FAA and require additional information from the user.

Work in Progress: Cases that are being evaluated by the FAA.

Determined: Cases that have a completed aeronautical study and an FAA determination.

Terminated: Cases that are no longer valid.

These definitions are also shown at the bottom of the summary screen.

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Appendix C

Methods for Calculating Usage Intensity

INTRODUCTION

The underlying safety compatibility criterion employed in this *ALUCP* is "usage intensity"—the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum intensity, it is considered incompatible and thus inconsistent with compatibility planning policies. The usage intensity concept is identified in the *California Airport Land Use Planning Handbook (Handbook)* as the measure best suited for assessment of land use safety compatibility with airports. The *Handbook* is published by Caltrans and is required under state law to be used as a guide in preparation of airport land use compatibility plans.

It is recognized, though, that "people per acre" is not a common measure in other facets of land use planning. Therefore, this *ALUCP* also utilizes the more common measure of floor area ratio (FAR) as a means of implementing the usage intensity criteria on the local level. This appendix both provides guidance on how the usage intensity determination can be made and defines the relationships between this measure, FAR, and other measures found in land use planning.

COUNTING PEOPLE

The most difficult part about calculating a use's intensity is estimating the number of people expected to use a particular facility under normal circumstances. All people—not just employees, but also customers and visitors—who may be on the property at a single point in time, whether indoors or outside, must be counted. The only exceptions are for rare special events, such as an air show at an airport, for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

Ideally, the actual number of people for which the facility is designed would be known. For example, the number of seats in a proposed movie theater can be determined with high accuracy once the theater size is decided. However, other buildings may be built as a shell and the eventual number of occupants would remain unknown until a specific tenant is found. Furthermore, the number of occupants can change in the future as tenants change. Even greater uncertainty is involved with relatively open uses that do not having fixed seating—e.g., retail stores or sports parks.

Absent clearly measurable occupancy numbers, other sources must be relied upon to estimate the number of people in a proposed development.

SURVEY OF SIMILAR USES

A survey of similar uses already in existence is one option; however, gathering data in this manner can be time-consuming and costly. Also, unless the survey sample is sufficiently large and conducted at various times, inconsistent numbers may result. Except for uncommon uses for which occupancy levels cannot be estimated through other means, surveys are most appropriate as supplemental information.

MAXIMUM OCCUPANCY

A second option for estimating the number of people who will be on a site is to rely upon data indicating the maximum occupancy of a building measured in terms of Occupancy Load Factor—the number of square feet per occupant. The number of people on the site, assuming limited outdoor or peripheral uses, can be calculated by dividing the total floor area of a proposed use by the Occupancy Load Factor. The challenge of this methodology lies in establishing realistic figures for square feet per occupant. The number varies greatly from one use to another and, for some uses, has changed over time as well.

A commonly used source of maximum occupancy data is the standards set in the California Building Code (CBC). The chart reproduced as **Exhibit C-1** indicates the Occupancy Load Factors for various types of uses. The CBC, though, is intended primarily for purposes of structural design and fire safety and represents a legal maximum occupancy in most jurisdictions. A CBC-based methodology consequently results in occupancy numbers that are higher than normal maximum usage in most instances. The numbers also are based upon usable floor area and do not take into account corridors, stairs, building equipment rooms, and other functions that are part of a building's gross square footage. Surveys of actual Occupancy Load Factors conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the *Handbook* indicates that the number of people calculated for office and retail uses can usually be divided in half to reflect the actual occupancy levels before making the final people-per-acre determination. Even with this adjustment, the CBC-based methodology typically produces intensities at the high end of the likely range.

Another source of data on square footage per occupant comes from the facility management industry. The data is used to help businesses determine how much building space they need to build or lease and thus tends to be more generous than the CBC standards. The numbers vary not only by the type of facility, as with the CBC, but also by type of industry. The following are selected examples of square footage per *employee* gathered from a variety of sources.

- Call centers 150 – 175
- Typical offices 180 – 250
- Law, finance, real estate offices 300 – 325
- Research & development, light industry 300 – 500

- Health services 500

The numbers above do not take into account the customers who may also be present for certain uses. For retail business, dining establishments, theaters, and other uses where customers outnumber employees, either direct measures of occupancy—the number of seats, for example—or other methodologies must be used to estimate the potential number of people on the site.

PARKING SPACE REQUIREMENTS

For many jurisdictions and a wide variety of uses, the number of people present on a site can be calculated based upon the number of automobile parking spaces that are required. However, certain limitations and assumptions must be considered when applying this methodology. An obvious limitation is that parking space requirements can be correlated with occupancy numbers only where nearly all users arrive by private vehicle rather than by public transportation, walking, or other method. Secondly, the jurisdiction needs to have a well-defined parking ordinance that lists parking space requirements for a wide range of land uses. For most uses, these requirements are typically stated in terms of the number of parking spaces that must be provided per 1,000 square feet of gross building size or a similar ratio. Lastly, assumptions must be made with regard to the average number of people who will arrive in each car.

Both of the critical ratios associated with this methodology—parking spaces to building size and occupants to vehicles—vary from one jurisdiction to another even for the same types of uses. Research of local ordinances and other sources, though, indicates that the following ratios are typical.

- **Parking Space Ratios**—These examples of required parking space requirements are typical of those found in ordinances adopted by urban and suburban jurisdictions. The numbers are ratios of spaces required per 1,000 square feet of gross floor area. Gross floor area is normally measured to the outside surfaces of a building and includes all floor levels as well as stairways, elevators, storage, and mechanical rooms.
  - Small Restaurants 10.0
  - Medical Offices 4.0 – 5.7
  - Shopping Centers 4.0 – 5.0
  - Health Clubs 3.3 – 5.0
  - Business Professional Offices 3.3 – 4.0
  - Retail Stores 3.0 – 3.5
  - Research & Development 2.5 – 4.0
  - Manufacturing 2.0 – 2.5
  - Furniture, Building Supply Stores 0.7 – 1.0
- **Vehicle Occupancy**—Data indicating the average number of people occupying each vehicle parking at a particular business or other land use can be found in various transportation surveys. The numbers vary both from one community or region to another and over time; thus, current local data is best if available. The following data represent typical vehicle occupancy for different trip purposes.

- Work 1.05 – 1.2
- Education 1.2 – 2.0
- Medical 1.5 – 1.7
- Shopping 1.5 – 1.8
- Dining, Social, Recreational 1.7 – 2.3

USAGE INTENSITY RELATIONSHIP TO OTHER DEVELOPMENT MEASURES

CALCULATING USAGE INTENSITIES

Once the number of people expected in a particular development—both over the entire site and within individual buildings—has been estimated, the usage intensity can be calculated. The criteria in this *ALUCP* are measured in terms of the average intensity over the entire project site.

The average intensity is calculated by dividing the total number of people on the site by the site size. A 10-acre site expected to be occupied by as many as 1,000 people at a time would have an average intensity of 100 people per acre. The site size equals the total size of the parcel or parcels to be developed.

Having calculated the usage intensities of a proposed development, a comparison can be made with the criteria set forth in the *ALUCP* to determine whether the proposal is consistent or inconsistent with the policies.

COMPARISON WITH FLOOR AREA RATIO

As noted earlier, usage intensity or people per acre is not a common metric in land use planning. Floor area ratio or FAR—the gross square footage of the buildings on a site divided by the site size—is a more common measure in land use planning. Some counties and cities adopt explicit FAR limits in their zoning ordinance or other policies. Those that do not set FAR limits often have other requirements, such as a maximum number of floors a building can have, minimum setback distances from the property line, and minimum number of parking spaces. These requirements effectively limit the floor area ratio as well.

To facilitate local jurisdiction implementation, the safety compatibility criteria in this *ALUCP* have been structured around FAR measures to determine usage intensity limits for many types of nonresidential land use development. To utilize FAR in this manner, a critical additional piece of information is necessary to overcome the major shortcoming of FAR as a safety compatibility measure. The problem with FAR is that it does not directly correlate with risks to people because different types of buildings with the same FAR can have vastly different numbers of people inside—a low-intensity warehouse versus a high-intensity restaurant, for example. For FAR to be applied as a factor in setting development limitations, assumptions must be made as to how much space each person (employees and others) in the building will occupy.

The Safety Compatibility Criteria table therefore indicates the assumed Occupancy Load Factor for various land uses. Mathematically, the relationship between usage intensity and FAR is:

$$FAR = \frac{\text{(allowable usage intensity) x (Occupancy Load Factor)}}{43{,}560}$$

where *usage intensity* is measured in terms of people per acre and *Occupancy Load Factor* as square feet per person.

Selection of the usage intensity, occupancy level, and FAR numbers that appear in the Basic Compatibility Criteria table was done in an iterative manner that considered each of the components both separately and together. Usage intensities were initially set with respect to guidelines provided in the *California Airport Land Use Planning Handbook*. Occupancy levels were derived from the CBC but were adjusted based upon additional research from both local and national sources in the manner discussed earlier in this appendix. The FAR limits were initially calculated from these other two numbers using the formula above.

COMPARISON WITH PARKING SPACE REQUIREMENTS

As discussed above, many jurisdictions have adopted parking space requirements that vary from one land use type to another. Factoring in an estimated vehicle occupancy rate for various land uses as described earlier, the Occupancy Load Factor can be calculated. For example, a typical parking space requirement for office uses is 4.0 spaces per 1,000 square feet or 1 space per 250 square feet. If each vehicle is assumed to be occupied by 1.1 persons, the equivalent Occupancy Load Factor would be 1 person per 227 square feet. This number falls squarely within the range noted above that was found through separate research of norms used by the facility management industry.

As an added note, the Occupancy Load Factor of 215 square feet per person indicated in the Basic Compatibility Criteria table for office uses is slightly more conservative than the above calculation produces. This means that, for a given usage intensity standard, the FAR limit in the table is slightly more restrictive than would result from a higher Occupancy Load Factor.

EXHIBIT C-1: OCCUPANT LOAD FACTORS - CALIFORNIA BUILDING CODE

Function of Space	Floor area per occupant (sq. ft.)
Accessory storage areas, mechanical equipment room	300 gross
Agricultural building	300 gross
Aircraft hangars	500 gross
Airport terminal	
Baggage claim	20 gross
Baggage handling	300 gross
Concourse	100 gross
Waiting areas	15 gross
Assembly	
Gaming floors (keno, slots, etc.)	11 gross
Assembly with fixed seats	See Section 1004.7
Assembly without fixed seats	
Concentrated (chairs only-not fixed)	15 net
Standing space	5 net
Unconcentrated (tables and chairs)	7 net
Bowling centers, allow 5 persons for each lane including 15 feet of runway, and for additional areas	7 net
Business areas	100 gross
Courtrooms-other than fixed seating areas	40 net
Day care	35 net
Dormitories	50 gross
Educational	
Classroom area	20 net
Shops and other vocational room areas	50 net
Exercise rooms	50 gross
H-5 Fabrication and manufacturing areas	200 gross
Industrial areas	100 gross
Institutional areas	
Inpatient treatment areas	240 gross
Outpatient treatment areas	100 gross
Sleeping areas	120 gross
Kitchens, commercial	200 gross
Laboratory	
Educational	50 net
Laboratories, non-educational	100 net
Laboratory suite	200 gross
Library	
Reading rooms	50 net
Stack area	100 gross
Locker rooms	50 gross
Mercantile	
Areas on other floors	60 gross
Basement and grade floor areas	30 gross
Storage, stock, shipping areas	300 gross
Parking garages	200 gross
Residential	200 gross
Skating rinks, swimming pools	
Rink and pool	50 gross
Decks	15 gross
Stages and platforms	15 net
Warehouses	500 gross

Source: California Building Code (2007), Table 1004.1.1

EXHIBIT C-2: SAMPLE PEOPLE-PER-ACRE CALCULATIONS

Example 1

Proposed Development: Two office buildings, each two stories and containing 20,000 square feet of floor area per building. Site size is 3.0 net acres. Counting a portion of the adjacent road, the gross area of the site is 3.5± acres.

A. Calculation Based on Parking Space Requirements

For office uses, assume that a county or city parking ordinance requires 1 parking space for every 300 square feet of floor area. Data from traffic studies or other sources can be used to estimate the average vehicle occupancy. For the purposes of this example, the typical vehicle occupancy is assumed to equal 1.5 people per vehicle.

The average usage intensity would therefore be calculated as follows:

1) 40,000 sq. ft. floor area x 1.0 parking space per 300 sq. ft. = 134 required parking spaces
2) 134 parking spaces x 1.5 people per space = 201 people maximum on site
3) 201 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

B. Calculation Based on Uniform Building Code

Using the UBC (**ExhibitC-1**) as the basis for estimating building occupancy yields the following results for the above example:

1) 40,000 sq. ft. bldg. ÷ 100 sq. ft./occupant = 400 people max. bldg. occupancy (under UBC)
2) 400 max. bldg. occupancy x 50% adjustment = 200 people maximum on site
3) 200 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

C. Calculation of Single Acre Intensity

Assuming that occupancy of each building is relatively equal throughout, but that there is some separation between the buildings and outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

1) 20,000 sq. ft. bldg. ÷ 2 stories = 10,000 sq. ft. bldg. footprint
2) 10,000 sq. ft. bldg. footprint ÷ 43,560 sq. ft. per acre = 0.23 acre bldg. footprint
3) Building footprint < 1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 100 people per single acre (i.e., 200 people max. on site ÷ 2 bldgs.)

Conclusions: In this instance, both methodologies yield the same results. The 57 people per average acre and the 100 people per single acre results must be compared with the intensity limits provided in the Basic Compatibility Criteria tables in this *ALUCP*.

Continued on next page

Example 2

Proposed Development: Single-floor furniture store containing 24,000 square feet of floor area on a site of 2.0 gross acres and the net acreage (less internal roadways) is 1.7 acres.

A. Calculation Based on Parking Space Requirements

For furniture stores, assume that a county or city parking ordinance requires 1 parking space per 1,500 square feet of use area. Assuming 1.5 people per automobile results in the following intensity estimates:

The average usage intensity would be:

1) 24,000 sq. ft. bldg. x 1.0 parking space per 1,500 sq. ft. = 16 required parking spaces
2) 16 parking spaces x 1.5 people per space = 24 people maximum on site
3) 24 people ÷ 2.0 acres gross site size = 12 people per acre average for the site

B. Calculation Based on Uniform Building Code

For the purposes of the UBC-based methodology, the furniture store is assumed to consist of 50% retail sales floor (at 30 square feet per occupant) and 50% warehouse (at 500 square feet per occupant). Usage intensities would therefore be estimated as follows:

1) 12,000 sq. ft. retail floor area ÷ 30 sq. ft./occupant = 400 people max. occupancy in retail area
2) 12,000 sq. ft. warehouse floor area ÷ 500 sq. ft./occupant = 24 people max. occupancy in warehouse area
3) Maximum occupancy under UBC assumptions = 400 + 24 = 424 people
4) Assuming typical peak occupancy is 50% of UBC numbers = 212 people maximum on site
5) 212 people ÷ 2.0 acres = 106 people per acre average for the site

C. Calculation for Single Acre Intensity

With respect to the single-acre intensity criteria, the entire building occupancy would again be within less than 1.0 acre, thus yielding the same intensity of 24 or 212 people per single acre.

Again assuming a relatively balanced occupancy throughout the building and that outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

1) 24,000 sq. ft. bldg. footprint ÷ 43,560 sq. ft. per acre = 0.55 acre bldg. footprint
3) Building footprint < 1.0 acre; therefore, maximum people in 1 acre = bldg. occupancy = 24 or 212 people per single acre under parking space or UBC methodology, respectively

Conclusions: In this instance, the two methods produce very different results. The occupancy estimate of 30 square feet per person is undoubtedly low for a furniture store even after the 50% adjustment. On the other hand, the 12 people-per-acre estimate using the parking requirement methodology appears low but is probably closer to being realistic. Unless better data is available from surveys of similar uses, this proposal should reasonably be considered compatible within most compatibility zones, except *Zone A*.

Appendix **D**

General Plan Consistency Checklist

This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with this *ALUCP*. It is also designed to facilitate *ALUC* reviews of these local plans and policies.

COMPATIBILITY CRITERIA

General Plan Document

The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the *ALUCP*.

- **Land Use Map**—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the *ALUC* land use compatibility criteria.
  - Residential densities (dwelling units per acre) should not exceed the set limits.
  - Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below).
  - No new land uses of a type listed as specifically prohibited should be shown within affected areas.
- **Noise Element**—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent *ALUCP* criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).

Zoning or Other Policy Documents

The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the *ALUCP* may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document:

- **Intensity Limitations on Nonresidential Uses**—*ALUCP*s may establish limits on the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the *ALUCP*. Alternatively, *ALUC*s may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.
- **Identification of Prohibited Uses**—*ALUCP*s may prohibit schools, day care centers, assisted living centers, hospitals, and other uses within a majority of an airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations.
- **Open Land Requirements**—*ALUCP* requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.
- **Infill Development**—If an *ALUCP* contains infill policies and a jurisdiction wishes to take advantage of them, the lands that meet the qualifications must be shown on a map.
- **Height Limitations and Other Hazards to Flight**—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.

Continued on next page

- **Buyer Awareness Measures**—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some *ALUCP*s require either dedication of an avigation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.
- **Nonconforming Uses and Reconstruction**—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the *ALUCP*, if any.

REVIEW PROCEDURES

In addition to incorporation of *ALUC* compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.

- **Actions Always Required to be Submitted for *ALUC* Review**—Public Utility Code Section 21676 identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute.
- **Other Land Use Actions Potentially Subject to *ALUC* Review**—In addition to the above actions, *ALUCP*s may identify certain major land use actions for which referral to the *ALUC* is dependent upon agreement between the local agency and *ALUC*. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the *ALUC*, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the *ALUC* is mandatory. Local policies should indicate the local agency's intentions in this regard.
- **Process for Compatibility Reviews by Local Jurisdictions**—If a local agency chooses to submit only the mandatory actions for *ALUC* review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.
- **Variance Procedures**—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the *ALUCP* must be referred to the *ALUC* for review.
- **Enforcement**—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.

Source: California Airport Land Use Planning Handbook (October 2011)

Appendix **E**

Sample Implementation Documents

INTRODUCTION

The responsibility for implementation of the compatibility criteria set forth in the *Napa Countywide Airport Land Use Compatibility Plan* (*ALUCP*) rests largely with the Local Agencies in Napa County. Modification of general plans and specific plans for consistency with this *ALUCP* is the major step in this process. However, not all of the measures necessary for achievement of airport land use compatibility are necessarily included in general plans and specific plans. Other types of documents also serve to implement the *ALUCP* policies. Samples of such implementation documents are included in this appendix.

AIRPORT COMBINING ZONE ORDINANCE

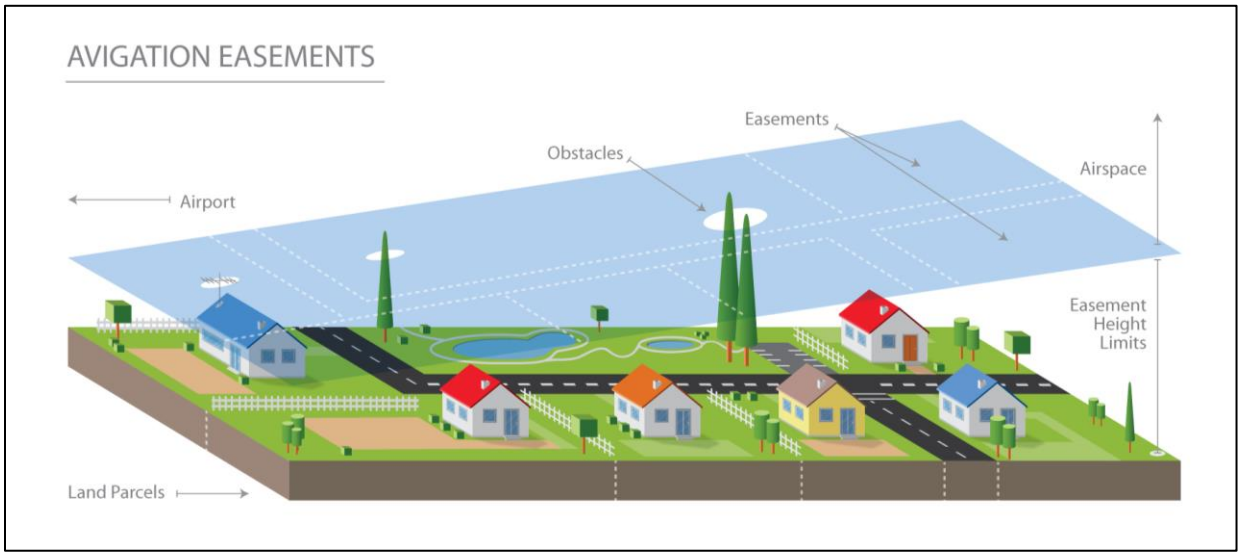
One option that the affected local jurisdictions can utilize to implement airport land use compatibility criteria and associated policies is adoption of an airport combining zone ordinance. An airport combining zone ordinance is a way of collecting various airport-related development conditions into one local policy document. Adoption of a combining zone is not required but is suggested as an option. **ExhibitE-2** describes some of the potential components of an airport combining zone ordinance.

BUYER AWARENESS MEASURES

Buyer awareness is an umbrella category for several types of implementation documents, all of which have the objective of ensuring that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property. The *ALUCP* policies include each of these measures.

- **Avigation Easement**—Avigation easements transfer certain property rights from the owner of the underlying property to the owner of an airport or, in the case of military airports, to a local government agency on behalf of the federal government (the U.S. Department of Defense is not authorized to accept avigation easements) (see **ExhibitE-1**). This *ALUCP* requires avigation easement dedication as a condition for approval of development on property subject to high noise levels or a need to restrict heights of structures and trees to less than might ordinarily occur on the property. Specific easement dedication requirements are set forth in this *ALUCP*. Also, airports may require avigation easements in conjunction with programs for noise insulation of existing structures in the airport vicinity. A sample of a standard avigation easement is included in **ExhibitE-3**.

EXHIBIT E-1: AVIGATION EASEMENTS



Source: Mead & Hunt, Inc. 2020

- **Recorded Overflight Notification**—An overflight notification informs property owners that the property is subject to aircraft overflight and generation of noise and other impacts. No restrictions on the heights of objects, requirements for marking or lighting of objects, or access to the property for these purposes are included. An overflight notification serves only as buyer acceptance of overflight conditions. Suggested wording of an overflight notification is included in **ExhibitE-4**. Unlike an avigation easement, overflight easement, or other type of easement, an overflight notification is not a conveyance of property rights. However, like an easement, an overflight notification is recorded on the property deed and, therefore, remains in effect with sale of the property to subsequent owners. Overflight notifications are generally appropriate in areas outside the 60 dB CNEL noise contour, outside Safety Zones, and within areas where the height of structures and other objects would not pose a significant potential of being airspace obstruction hazards.
- **Airport Proximity Disclosure**—A less definitive, but more all-encompassing, form of buyer awareness measure is for the *ALUC* and local jurisdictions to establish a policy indicating that information about and airport's influence area should be disclosed to prospective buyers of all airport-vicinity properties prior to transfer of title. The advantage of this type of program is that it applies to previously existing land uses as well as to new development. The requirement for disclosure of information about the proximity of an airport has been present in state law for some time, but legislation adopted in 2002 and effective in January 2004 explicitly ties the requirement to the airport influence areas established by airport land use commissions (see **Appendix A** for excerpts from sections of the Business and Professions Code and Civil Code that define these requirements). With certain exceptions, these statutes require disclosure of a property's location within an airport influence area under any of the following three circumstances: (1) sale or lease of subdivided lands; (2) sale of common interest developments; and (3) sale of residential real property. In each case, the disclosure statement to be used is defined by state law as follows:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

EXHIBIT E-2: SAMPLE AIRPORT COMBINING ZONE COMPONENTS

An airport compatibility combining zoning ordinance might include some or all of the following components:

- **Airspace Protection**—A combining district can establish restrictions on the height of buildings, antennas, trees, and other objects as necessary to protect the airspace needed for operation of the airport. These restrictions should be based upon the current version of the Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*, Subpart C. Additions or adjustment to take into account instrument approach (TERPS) surfaces should be made as necessary. Provisions prohibiting smoke, glare, bird attractions, and other hazards to flight should also be included.
- **FAA Notification Requirements**—Combining districts also can be used to ensure that project developers are informed about the need for compliance with the notification requirements of FAR Part 77. Subpart B of the regulations requires that the proponent of any project which exceeds a specified set of height criteria submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration prior to commencement of construction. The height criteria associated with this notification requirement are lower than those spelled out in Part 77, Subpart C, which define airspace obstructions. The purpose of the notification is to determine if the proposed construction would constitute a potential hazard or obstruction to flight. Notification is not required for proposed structures that would be shielded by existing structures or by natural terrain of equal or greater height, where it is obvious that the proposal would not adversely affect air safety.
- **State Regulation of Obstructions**—State law prohibits anyone from constructing or altering a structure or altering a structure or permitting an object of natural growth to exceed the heights established by FAR Part 77, Subpart C, unless the FAA has determined the object would or does not constitute a hazard to air navigation (Public Utilities Code, Section 21659). Additionally, a permit from the Department of Transportation is required for any structure taller than 500 feet above the ground unless the height is reviewed and approved by the Federal Communications Commission or the FAA (Section 21656).
- **Designation of High Noise-Impact Areas**—California state statutes require that multi-family residential structures in high-noise exposure areas be constructed so as to limit the interior noise to a Community Noise Equivalent Level of no more than 45 dB. A combining district could be used to indicate the locations where special construction techniques may be necessary in order to ensure compliance with this requirement. The combining district also could extend this criterion to single-family dwellings.
- **Maximum Densities/Intensities**—Airport noise and safety compatibility criteria are frequently expressed in terms of dwelling units per acre for residential uses and people per acre for other land uses. These standards can either be directly included in a combining zone or used to modify the underlying land use designations. For residential land uses, the correlation between the compatibility criteria and land use designations is direct. For other land uses, the method of calculating the intensity limitations needs to be defined. Alternatively, a matrix can be established indicating whether each specific type of land use is compatible with each compatibility zone. To be useful, the land use categories need to be more detailed than typically provided by general plan or zoning ordinance land use designations.
- **Open Areas for Emergency Landing of Aircraft**—In most circumstances in which an accident involving a small aircraft occurs near an airport, the aircraft is under control as it descends. When forced to make an off-airport emergency landing, pilots will usually attempt to do so in the most open areas readily available. To enhance safety both for people on the ground and the occupants of the aircraft, airport compatibility plans often contain criteria requiring a certain amount of open land near airports. These criteria are most effectively carried out by planning at the general or specific plan level, but may also need to be included in a combining district so that they will be applied to development of large parcels. Adequate open areas can often be provided by clustering of development on adjacent land.
- **Areas of Special Compatibility Concern**—A significant drawback of standard general plan and zoning ordinance land use designations is that they can be changed. Uses that are currently compatible are not assured of staying that way in the future. Designation of areas of special compatibility concern would serve as a reminder that airport impacts should be carefully considered in any decision to change the existing land use designation. [A legal consideration which supports the value of this concept is that down-zoning of a property to a less intensive use is becoming more difficult. It is much better not to have inappropriately up-zoned the property in the first place.]
- **Real Estate Disclosure Policies**—The geographic extent and specific language of recommended real estate disclosure statements can be described in an airport combining zone ordinance.

EXHIBIT E-3: TYPICAL AVIGATION EASEMENT

TYPICAL AVIGATION EASEMENT
[Airport Name]

This indenture made this _____ day of _____, 20__, between _____ hereinafter referred to as Grantor, and the [Agency Name], a political subdivision in the State of California, hereinafter referred to as Grantee.

The Grantor, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant to the Grantee, its successors and assigns, a perpetual and assignable easement over the following described parcel of land in which the Grantor holds a fee simple estate. The property which is subject to this easement is depicted as _____ on "Exhibit A" attached and is more particularly described as follows:

[Insert legal description of real property]

The easement applies to the Airspace above an imaginary plane over the real property. The plane is described as follows:

The imaginary plane above the hereinbefore described real property, as such plane is defined by Part 77 of the Code of Federal Regulations, and consists of a plane [describe approach, transition, or horizontal surface]; the elevation of said plane being based upon the [Airport Name] official airport elevation of ___ feet Above Mean Sea Level (AMSL), as determined by the Airport Layout Plan, the approximate dimensions of which said plane are described and shown on Exhibit A attached hereto and incorporated herein by reference.

The aforesaid easement and right-of-way includes, but is not limited to:

(1) For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons, or any aircraft, of any and all kinds now or hereafter known, in, through, across, or about any portion of the Airspace hereinabove described; and

(2) The easement and right to cause or create, or permit or allow to be caused and created within all space above the existing surface of the hereinabove described real property and any and all Airspace laterally adjacent to said real property, such noise, vibration, currents and other effects of air illumination and fuel consumption as may be inherent in, or may arise or occur from or during the operation of aircraft of any and all kinds, now or hereafter known or used, for navigation of or flight in air; and

(3) A continuing right to clear and keep clear from the Airspace any portions of buildings, structures or improvements of any kinds, and of trees or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees, or other things which extend into or above said Airspace, and the right to cut to the ground level and remove, any trees which extend into or above the Airspace; and

(4) The right to prohibit or restrict land uses or site features that could attract hazardous wildlife to an Airport Influence Area;

(5) The right to mark and light, or cause or require to be marked and lighted, as obstructions to air navigation, any and all buildings, structures or other improvements, and trees or other objects, which extend into or above the Airspace; and

(6) The right of ingress to, passage within, and egress from the hereinabove described real property, for the purposes described in subparagraphs (3) and (4) above at reasonable times and after reasonable notice.

For and on behalf of itself, its successors and assigns, the Grantor hereby covenants with the [Agency Name], for the direct benefit of the real property constituting the [Airport Name] hereinafter described, that neither the Grantor, nor its successors in interest or assigns will construct, install, erect, place or grow, in or upon the hereinabove described real property, nor will they permit or allow any building structure, improvement, tree, or other object to extend into or above the Airspace so as to constitute an obstruction to air navigation or to obstruct or interfere with the use of the easement and rights-of-way herein granted. If Grantor fails to comply with the foregoing obligations within ten (10) days after Grantee gives written notice of violation to Grantor by depositing said notice in the United States mail, Grantee may enter the above-described real property for the purposes described in subparagraphs (3) and/or (4), above, and charge Grantor for the cost thereof.

The easements and rights-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which constitutes the [Airport Name], in the County of Napa, State of California; and shall further be deemed in gross, being conveyed to the Grantee for the benefit of the Grantee and any and all members of the general public who may use said easement or right-of-way, in landing at, taking off from or operating such aircraft in or about the [Airport Name], or in otherwise flying through said Airspace.

Grantor, together with its successors in interest and assigns, hereby waives its right to legal action against Grantee, its successors or assigns for monetary damages or other redress due to impacts, as described in paragraph (2) of the granted rights of easement, associated with aircraft operations in the air or on the ground at the airport, including future increases in the volume or changes in location of said operations. Furthermore, Grantee, its successors, and assigns shall have no duty to avoid or mitigate such damages through physical modification of airport facilities or establishment or modification of aircraft operational procedures or restrictions. However, this waiver shall not apply if the airport role or character of its usage (as identified in an adopted airport master plan, for example) changes in a fundamental manner which could not reasonably have been anticipated at the time of the granting of this easement and which results in a substantial increase in the in the impacts associated with aircraft operations. Also, this grant of easement shall not operate to deprive the Grantor, its successors or assigns of any rights which may from time to time have against any air carrier or private operator for negligent or unlawful operation of aircraft.

These covenants and agreements run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and, for the purpose of this instrument, the real property firstly hereinabove described is the servient tenement and said [Airport Name] is the dominant tenement.

DATED _____ _____

_____

STATE OF }

ss

COUNTY OF }

On _____, before me, the undersigned, a Notary Public in and for said County and State personally appeared _____, and _____ known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.

_____

Notary Public

Source: Modified from California Airport Land Use Planning Handbook (January 2002)

EXHIBIT E-4: SAMPLE RECORDED OVERFLIGHT NOTIFICATION

RECORDED OVERFLIGHT NOTIFICATION

This *Overflight Notification* concerns the real property situated in the County of Napa and the City of _____, State of California, described as _____[APN No.:_____].

This *Overflight Notification* provides notification of the condition of the above described property in recognition of, and in compliance with, CALIFORNIA BUSINESS & PROFESSIONS CODE Section 11010 and CALIFORNIA CIVIL CODE Sections 1102.6, 1103.4 and 1353, effective January 1, 2004, and related state and local regulations and consistent with policies of the Airport Land Use Commission for Napa County for overflight notification provided in the Napa Countywide Airport Land Use Compatibility Plan.

NOTICE OF AIRPORT IN VICINITY: This property is located in the vicinity of an airport and within the airport influence area. The property may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations (for example: noise, vibration, overflights or odors). Individual sensitivities to those annoyances can vary from person to person. You should consider what airport annoyances, if any, affect the Property before you complete your purchase and whether they are acceptable to you.

The Federal Aviation Administration (FAA) has regulatory authority over the operation of aircraft in flight and on the runway and taxiway surfaces at [Airport Name]. The FAA is, therefore, exclusively responsible for airspace and air traffic management, including ensuring the safe and efficient use of navigable airspace, developing air traffic rules, assigning the use of airspace and controlling air traffic. Please contact the FAA for more detailed information regarding overflight and airspace protection issues associated with the operation of military aircraft.

The airport operator, the [Agency Name], maintains information regarding hours of operation and other relevant information regarding airport operations. Please contact your local airport operator for more detailed information regarding airport specific operational issues including hours of operation.

This *Overflight Notification* shall be duly recorded with the Napa County Assessor's Office, shall run with the Property, and shall be binding upon all parties having or acquiring any right, title or interest in the Property.

Effective Date:_____, 20__

Source: California Airport Land Use Planning Handbook (January 2002)

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Appendix **F**

Referral Form

	PROJECT APPLICATION FOR LAND USE ACTION REVIEW	*ALUC* Identification No.

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Applicant _____ Phone Number _____

Mailing Address _____

_____

_____

Agent (if any) _____ Phone Number _____

Mailing Address _____

_____

_____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address _____

_____

Assessor's Parcel No. _____ Parcel Size _____

Subdivision Name _____ Zoning Classification _____

Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) _____

_____

_____

Proposed Land Use (describe) _____

_____

_____

For Residential Uses — Number of Parcels or Units on Site (exclude secondary units) _____

For Other Land Uses — Hours of Use _____

Number of People On Site… — Maximum Number _____

Method of Calculation _____

Height Data — Height above Ground of Tallest Object (including antennas and trees) _____ ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards — Does the Project Involve Characteristics that:

- Could Create Electrical Interference, Confusing Lights, Glare, Smoke, or Other Electrical or Visual Hazards to Aircraft Flight? ☐ Yes ☐ No
- Could Attract Birds or Other Wildlife to the Airport or Vicinity? ☐ Yes ☐ No

If Yes, Describe _____

_____

REFERRING AGENCY (TO BE COMPLETED BY SUBMITTING AGENCY STAFF)

Date Received _____

Agency Name _____

_____

Staff Contact _____

Phone Number _____

Agency's Project No. _____

_____

Type of Project

- ☐ General Plan Amendment
- ☐ Zoning Amendment or Variance
- ☐ Subdivision Approval
- ☐ Use Permit
- ☐ Public Facility
- ☐ Other _____

Inter-Agency Coordination: Indicate neighboring agencies that have been notified of project.

☐ City of Napa ☐ City of American Canyon ☐ County of Napa ☐ Other _____

ALUC REVIEW (TO BE COMPLETED BY *ALUC* STAFF / ATTACH ADDITIONAL PAGES IF NECESSARY)

Application Receipt	Date Received	_____ By _____	
	Is Application Complete?	☐ Yes	☐ No
	If no, cite reasons	_____	
Airport	☐ Napa County Airport	☐ Angwin Airport – Parrett Field	
Land Use Category/Categories	_____		
Compatibility Zones	Angwin Airport – Parrett Field	☐ A ☐ B - - ☐ C ☐ D1 ☐ D2 ☐ E	
	Napa County Airport	☐ A ☐ B1 ☐ B2 ☐ B3 ☐ C ☐ D1 ☐ D2 ☐ E	
	Land Use Acceptability	☐ Normally Compatible ☐ Conditional ☐ Incompatible	
	Sitewide Avg. Density/Intensity Criteria Met?	☐ Yes	☐ No
	Single-Acre Density/Intensity Criteria Met?	☐ Yes	☐ No
	Sound Attenuation Required?	☐ Yes	☐ No
	Other Applicable Conditions Met?	☐ Yes	☐ No
Airspace Protection Compatibility	Height Acceptable?	☐ Yes	☐ No
	FAA Notified if Applicable?	☐ Yes	☐ No
	Other Hazards to Flight Excluded?	☐ Yes	☐ No
Other Requirements	Avigation Easement Required?	☐ Yes	☐ No
	Recorded Overflight Notification Required?	☐ Yes	☐ No
	Executed?	☐ Yes	☐ No
Special Site/Project Conditions	Infill Parcel?	☐ Yes	☐ No
	Other (describe)	_____	

ACTIONS TAKEN (TO BE COMPLETED BY *ALUC* STAFF)

ALUC Staff Action

☐ Approve as Submitted Date _____

☐ Refer to *ALUC* ☐ Include Conditions?

Conditions: _____

_____

ALUC Action

☐ Consistent Date _____

☐ Consistent with Conditions (list conditions / attach additional pages if needed)

_____

_____

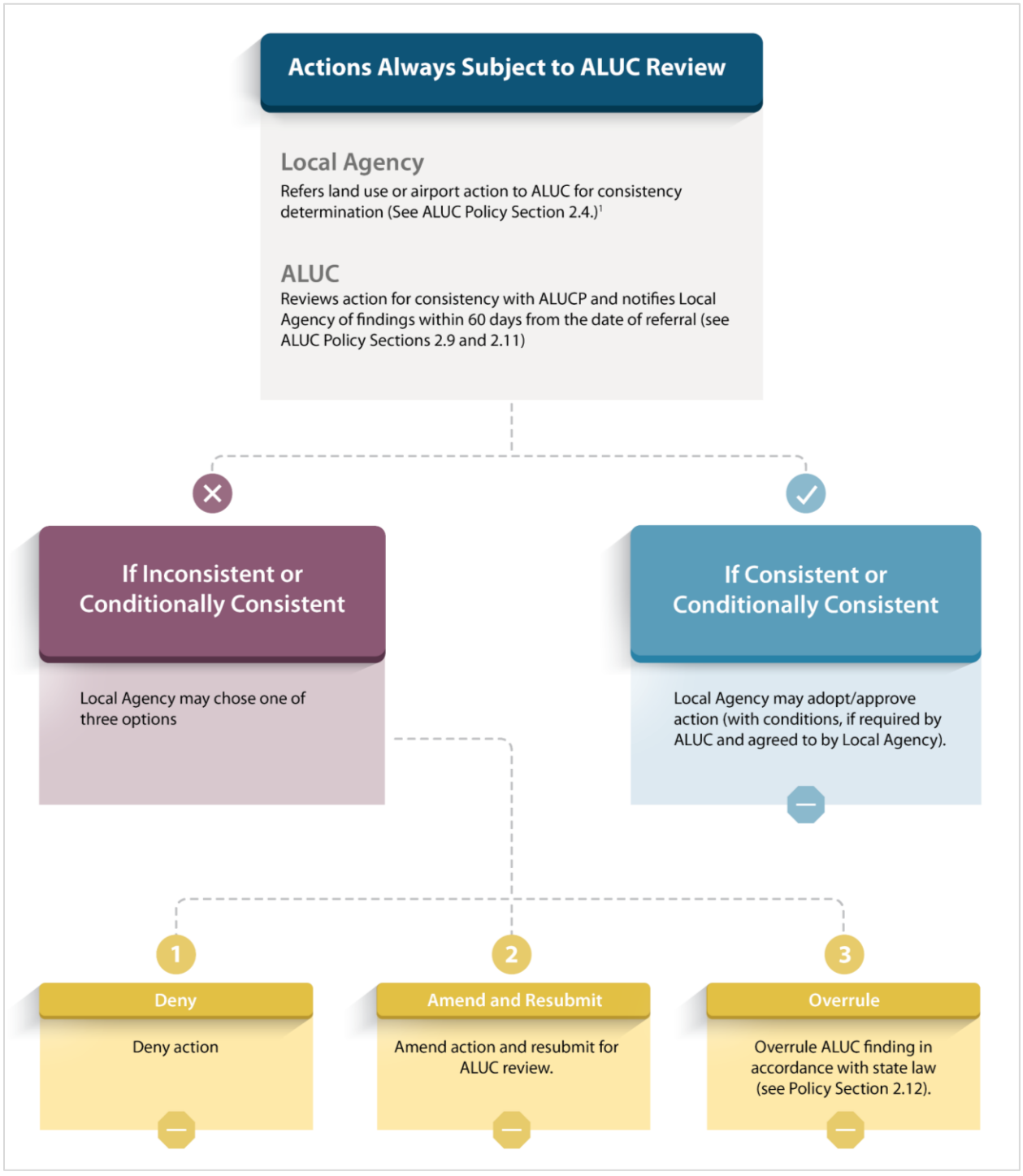
☐ Inconsistent (list reasons / attach additional pages if needed)

_____

_____

EXHIBIT F-1: ACTIONS ALWAYS SUBJECT TO *ALUC* REVIEW

See *ALUC* Policy Sections 2.4, 2.9, and 2.11.

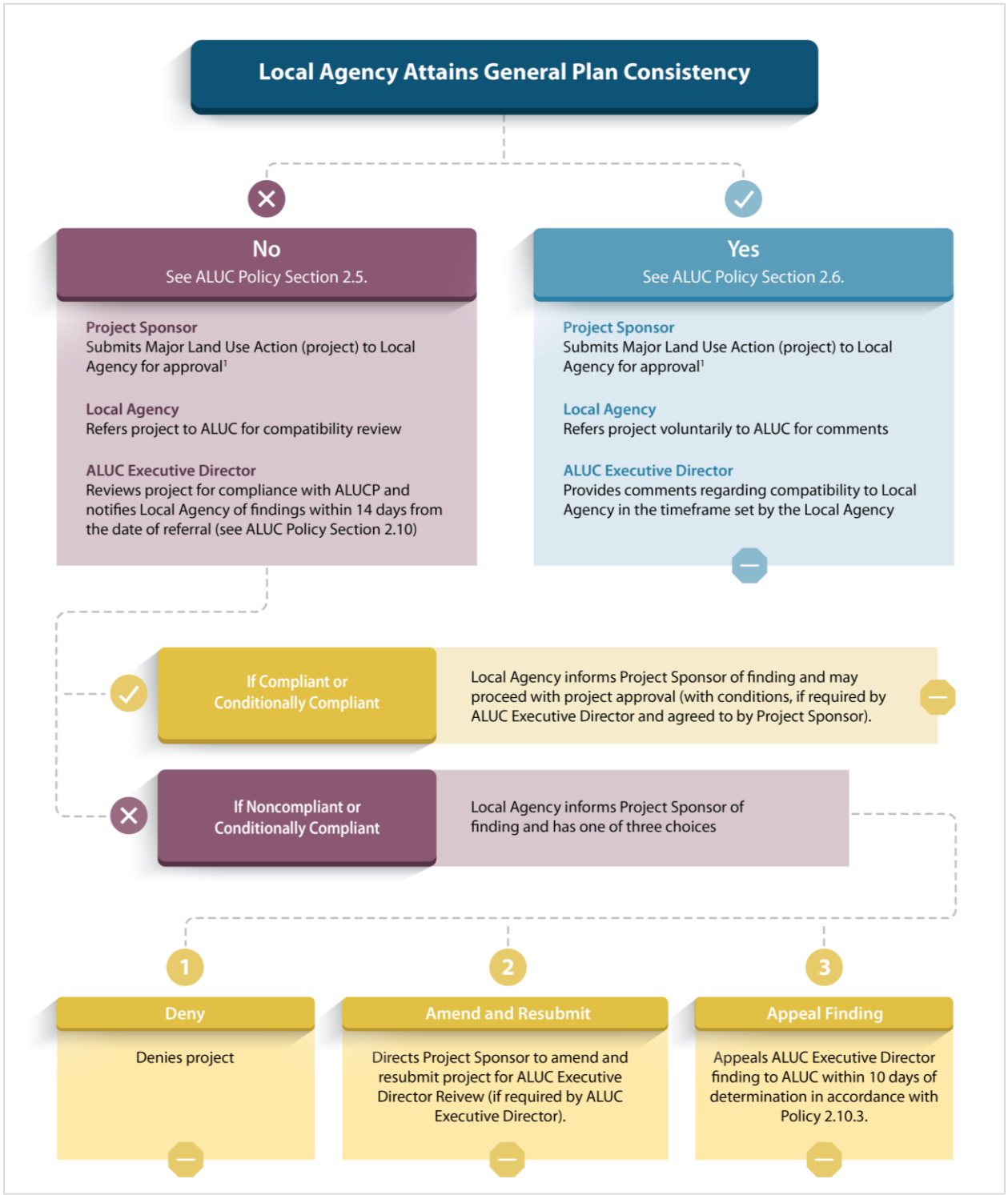


Notes:

1. Actions requiring mandatory referral to the Airport Land Use Commission (*ALUC*) include new or amended general plans, specific plans, facility master plans, airport master plans, zoning ordinances, rezoning of property, and building regulations, as well as Special Conditions Exceptions sought under Policy 3.2.4.
2. Source: Mead & Hunt, Inc. 2021

EXHIBIT F-2: MAJOR LAND USE ACTIONS SUBJECT TO *ALUC* REVIEW

See *ALUC* Policy Sections 2.5, 2.6, and 2.10.



Notes:

1. If project includes a proposed rezoning, it requires mandatory referral to the Airport Land Use Commission (*ALUC*) (see Exhibit F-1).
2. Source: Mead & Hunt, Inc. 2021

Appendix **G**

Glossary of Terms

GLOSSARY

Term	Definition
14 Code of Federal Regulations (CFR) Part 77	The part of Federal Aviation Regulations that deals with objects affecting navigable airspace in the vicinity of airports. Objects that exceed the Part 77 height limits constitute airspace obstructions. CFR Part 77 establishes standards for identifying obstructions to navigable airspace, sets forth requirements for notice to the FAA of certain proposed construction or alteration, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace.
14 CFR Part 77 Surfaces	Imaginary airspace surfaces established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.
Above Ground Level (AGL)	An elevation datum given in feet above ground level.
Accessory Dwelling Unit	An attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. [Gov Code 66314]
Accident Potential Zones (APZs)	A set of safety-related zones defined by AICUZ studies for areas beyond the ends of military airport runways. Typically, three types of zones are established: a clear zone closest to the runway end, then APZ I and APZ II. The potential for aircraft accidents and the corresponding need for land use restrictions is greatest with the clear zone and diminish with increased distance from the runway.
Acre	A unit of land measure equal to 43,560 square feet.
Advanced Air Mobility (AAM)	A broad concept focusing on emerging aviation markets and use cases for urban, suburban and rural operations. AAM includes local use cases of about a 50-mile radius in rural or urban areas, and intraregional use cases up to a few hundred miles.
Air Carriers	The commercial system of air transportation, consisting of the certificated air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

Air Installation Compatible Use Zones (AICUZ)	A land use compatible plan prepared by the U.S. Department of Defense for military airfields. AICUZ plans serve as recommendations to local governments bodies having jurisdiction over land uses surrounding these facilities.
Air Operations Area (AOA)	All airport areas where aircraft can operate, either under their own power or while in tow. The AOA includes runways, taxiways, and apron areas.
Aircraft Accident	An occurrence incident to flight in which, as a result of the operation of an aircraft, a person (occupant or nonoccupant) receives fatal or serious injury or an aircraft receives substantial damage. ▪ Except as provided below, *substantial damage* means damage or structural failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft, and that would normally require major repair or replacement of the affected component. ▪ Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered substantial damage.
Aircraft Incident	A mishap associated with the operation of an aircraft in which neither fatal nor serious injuries nor substantial damage to the aircraft occurs.
Aircraft Mishap	The collective term for an aircraft accident or an incident.
Aircraft Operation	The airborne movement of aircraft at an airport or about an en route fix or at other point where counts can be made. There are two types of operations: local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations. (FAA Stats)
Airport	An area of land or water that is used or intended to be used for the landing and taking off of aircraft, and includes its buildings and facilities if any. (FAR 1)
Airport Elevation	The highest point of an airport's useable runways, measured in feet above mean sea level. (AIM)
Airport Land Use Commission (*ALUC*)	A commission authorized under the provisions of California Public Utilities Code, Section 21670 et seq. and established (in any county within which a public-use airport is located) for the purpose of promoting compatibility between airports and the land uses surrounding them.
Airport Layout Plan (ALP)	A scale drawing of existing and proposed airport facilities, their location on an airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards.
Airport Master Plan (AMP)	A long-range plan for development of an airport, including descriptions of the data and analyses on which the plan is based.
Airport Reference Code (ARC)	A coding system used to relate airport design criteria to the operation and physical characteristics of the airplanes intended to operate at an airport. (Airport Design AC)
Airports, Classes of	For the purposes of issuing a Site Approval Permit, The California Department of Transportation, Division of Aeronautics classifies airports into the following categories: (CCR) ▪ *Agricultural Airport or Heliport:* An airport restricted to use only be agricultural aerial applicator aircraft (FAR Part 137 operators).

- *Emergency Medical Services (EMS) Landing Site:* A site used for the landing and taking off of EMS helicopters that is located at or as near as practical to a medical emergency or at or near a medical facility and
  (1) has been designated an EMS landing site by an officer authorized by a public safety agency, as defined in Public Utility Code Section 21662.1, using criteria that the public safety agency has determined is reasonable and prudent for the safe operation of EMS helicopters and
  (2) is used, over any twelve month period, for no more than an average of six landings per month with a patient or patients on the helicopter, except to allow for adequate medical response to a mass casualty event even if that response causes the site to be used beyond these limits, and
  (3) is not marked as a permitted heliport as described in Section 3554 of these regulations and
  (4) is used only for emergency medical purposes.
- *Heliport on Offshore Oil Platform:* A heliport located on a structure in the ocean, not connected to the shore by pier, bridge, wharf, dock or breakwater, used in the support of petroleum exploration or production.
- *Personal-Use Airport:* An airport limited to the non-commercial use of an individual owner or family and occasional invited guests.
- *Public-Use Airport:* An airport that is open for aircraft operations to the general public and is listed in the current edition of the *Airport/Facility Directory* that is published by the National Ocean Service of the U.S. Department of Commerce.
- *Seaplane Landing Site:* An area of water used, or intended for use, for landing and takeoff of seaplanes.
- *Special-Use Airport or Heliport:* An airport not open to the general public, access to which is controlled by the owner in support of commercial activities, public service operations, and/or personal use.
- *Temporary Helicopter Landing Site:* A site, other than an emergency medical service landing site at or near a medical facility, which is used for landing and taking off of helicopters and
  (1) is used or intended to be used for less than one year, except for recurrent annual events and
  (2) is not marked or lighted to be distinguishable as a heliport and
  (3) is not used exclusively for helicopter operations.

Ambient Noise Level	The level of noise that is all encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.
Annexation	The incorporation of land area into the jurisdiction of an existing city with a resulting change in the boundaries of that city.
Approach Protection Easement	A form of easement that both conveys all of the rights of an avigation easement and sets specified limitations on the type of land uses allowed to be developed on the property.
Approach Speed	The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration. (AIM)

Aviation-Related Use	Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations, terminal buildings, etc.
Avigation Easement	A type of easement that typically conveys the following rights: ▪ A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with CFR Part 77 criteria). ▪ A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity. ▪ A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace. ▪ The right to prohibit or restrict land uses or site features that could attract hazardous wildlife to an Airport Influence Area; ▪ A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace. ▪ A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.
Based Aircraft	Aircraft stationed at an airport on a long-term basis.
California Environmental Quality Act (CEQA)	Statutes adopted by the state legislature for the purpose of maintaining a quality environment for the people of the state now and in the future. The Act establishes a process for state and local agency review of projects, as defined in the implementing guidelines that may adversely affect the environment.
Ceiling	Height above the earth's surface to the lowest layer of clouds or obscuring phenomena. (AIM)
Circling Approach/Circle-to-Land Maneuver	A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or not desirable. (AIM)
Clear Zone	The military airport equivalent of runway protection zones at civilian airports.
Combining District	A zoning district that establishes development standards in areas of special concern over and above the standards applicable to basic underlying zoning districts.
Commercial Activities	Airport-related activities that may offer a facility, service or commodity for sale, hire or profit. Examples of commodities for sale are: food, lodging, entertainment, real estate, petroleum products, parts and equipment. Examples of services are: flight training, charter flights, maintenance, aircraft storage, and tiedown. (CCR)
Commercial Operator	A person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier. (FAR 1)
Community Noise Equivalent Level (CNEL)	The noise metric adopted by the State of California for evaluating airport noise. It represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. (State Airport Noise Standards)
Compatible	Capable of existing together without conflict or ill effects.

Compatibility Plan	As used herein, a plan, usually adopted by an Airport Land Use Commission that sets forth policies for promoting compatibility between airports and the land uses that surround them. Often referred to as a *Comprehensive Land Use Plan (CLUP)*.
Controlled Airspace	Any of several types of airspace within which some or all aircraft may be subject to air traffic control. (FAR 1)
Day-Night Average Sound Level (DNL)	The noise metric adopted by the U.S. Environmental Protection Agency for measurement of environmental noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to account for the lower tolerance of people to noise during nighttime periods. The mathematical symbol is L_{dn}.
Decibel (dB)	A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an *A-weighted sound level* (abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.
Deed Notice	A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is subject to aircraft overflights. Deed notices are used as a form of buyer notification as a means of ensuring that those who are particularly sensitive to aircraft overflights can avoid moving to the affected areas.
Density	The number of dwelling units per unit of land. Density usually is expressed "per acre" (e.g., a development with 100 units located on 20 acres has density of 5.0 units per acre).
Designated Body	A local government entity, such as a regional planning agency or a county planning commission, chosen by the county board of supervisors and the selection committee of city mayors to act in the capacity of an airport land use commission.
Displaced Threshold	A landing threshold that is located at a point on the runway other than the designated beginning of the runway (see *Threshold*). (AIM)
Dwelling Unit	Any building, structure or portion thereof which is occupied as, or designed or intended for occupancy as, a residence by one or more families, and any vacant land which is offered for sale or lease for the construction or location thereon of any such building, structure, or portion thereof. (HUD)
Easement	A less-than-fee-title transfer of real property rights from the property owner to the holder of the easement.
Equivalent Sound Level (L_{eq})	The level of constant sound that, in the given situation and time period, has the same average sound energy as does a time-varying sound.
Federal Aviation Administration (FAA)	The U.S. government agency that is responsible for ensuring the safe and efficient use of the nation's airports and airspace.
Federal Aviation Regulations (FAR)	Regulations formally issued by the FAA to regulate air commerce.
Findings	Legally relevant subconclusions that expose a government agency's mode of analysis of facts, regulations, and policies, and that bridge the analytical gap between raw data and ultimate decision.

Fixed Base Operator (FBO)	A business that operates at an airport and provides aircraft services to the general public including, but not limited to, sale of fuel and oil; aircraft sales, rental, maintenance, and repair; parking and tiedown or storage of aircraft; flight training; air taxi/charter operations; and specialty services, such as instrument and avionics maintenance, painting, overhaul, aerial application, aerial photography, aerial hoists, or pipeline patrol.
General Aviation	That portion of civil aviation that encompasses all facets of aviation except air carriers. (FAA Stats)
General Plan	A legal document, adopted by the legislative body of a city or county, setting forth policies regarding long-term development. California law requires the preparation of seven elements or chapters in the General Plan: Land Use, Housing, Circulation, Conservation, Open Space, Noise, and Safety. Additional elements are permitted, such as Economic Development, Urban Design, and similar local concerns.
Glide Slope	An electronic signal radiated by a component of an ILS to provide vertical guidance for aircraft during approach and landing.
Global Positioning System (GPS)	A navigational system that utilizes a network of satellites to determine a positional fix almost anywhere on or above the earth. Developed and operated by the U.S. Department of Defense, GPS has been made available to the civilian sector for surface, marine, and aerial navigational use. For aviation purposes, the current form of GPS guidance provides en route aerial navigation and selected types of nonprecision instrument approaches. Eventual application of GPS as the principal system of navigational guidance throughout the world is anticipated.
Helipad	A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters. (AIM)
Heliport	A facility used for operating, basing, housing, and maintaining helicopters. (HAI)
Infill	Development that takes place on vacant property (usually individual lots or left-over properties) within areas that are largely surrounded by existing development, especially development that is similar in character.
Instrument Approach Procedure	A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority (refer to *Nonprecision Approach Procedure* and *Precision Approach Procedure*). (AIM)
Instrument Flight Rules (IFR)	Rules governing the procedures for conducting instrument flight. Generally, IFR applies when meteorological conditions with a ceiling below 1,000 feet and visibility less than 3 miles prevail. (AIM)
Instrument Landing System (ILS)	A precision instrument approach system that normally consists of the following electronic components and visual aids: (1) Localizer; (2) Glide Slope; (3) Outer Marker; (4) Middle Marker; (5) Approach Lights. (AIM)
Instrument Operation	An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility. (FAA ATA)
Instrument Runway	A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight-in landing minimums has been approved. (AIM)

Inverse Condemnation	An action brought by a property owner seeking just compensation for land taken for a public use against a government or private entity having the power of eminent domain. It is a remedy peculiar to the property owner and is exercisable by that party where it appears that the taker of the property does not intend to bring eminent domain proceedings.
Land Use Density	A measure of the concentration of land use development in an area. Mostly the term is used with respect to residential development and refers to the number of dwelling units per acre.
Land Use Intensity	A measure of the concentration of nonresidential land use development in an area. For the purposes of airport land use planning, the term indicates the number of people per acre attracted by the land use.
Large Airplane	An airplane of more than 12,500 pounds maximum certificated takeoff weight. (Airport Design AC)
Localizer (LOC)	The component of an ILS that provides course guidance to the runway. (AIM)
Mean Sea Level (MSL)	An elevation datum given in feet from mean sea level.
Minimum Descent Altitude (MDA)	The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided. (FAR 1)
Missed Approach	A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. (AIM)
Mixed-Use	Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design.
Multi-Family Dwelling Unit	A building or portion thereof designed for or occupied by two or more families living independently of each other, including duplexes, quadplexes, apartments, and condominiums.
National Transportation Safety Board (NTSB)	The U.S. government agency responsible for investigating transportation accidents and incidents.
Navigational Aid (Navaid)	Any visual or electronic device airborne or on the surface that provides point-to-point guidance information or position data to aircraft in flight. (AIM)
Noise Contours	Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps.
Noise Level Reduction (NLR)	A measure used to describe the reduction in sound level from environmental noise sources occurring between the outside and the inside of a structure.
Nonconforming Use	An existing land use that does not conform to subsequently adopted or amended zoning or other land use development standards.
Nonprecision Approach Procedure	A standard instrument approach procedure in which no electronic glide slope is provided. (FAR 1)

Nonprecision Instrument Runway	A runway with an approved or planned straight-in instrument approach procedure that has no existing or planned precision instrument approach procedure. (Airport Design AC)
Obstruction	Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceed the standards established in Subpart C of Federal Aviation Regulations Part 77, *Objects Affecting Navigable Airspace*.
Overflight	Any distinctly visible and/or audible passage of an aircraft in flight, not necessarily directly overhead.
Overflight Easement	An easement that describes the right to overfly the property above a specified surface and includes the right to subject the property to noise, vibrations, fumes, and emissions. An overflight easement is used primarily as a form of buyer notification.
Overflight Zone	The area(s) where aircraft maneuver to enter or leave the traffic pattern, typically defined by the FAR Part 77 horizontal surface.
Overlay Zone	See *Combining District.*
Planning Area Boundary	An area surrounding an airport designated by an *ALUC* for the purpose of airport land use compatibility planning conducted in accordance with provisions of the State Aeronautics Act.
Precision Approach Procedure	A standard instrument approach procedure where an electronic glide slope is provided. (FAR 1)
Precision Instrument Runway	A runway with an existing or planned precision instrument approach procedure. (Airport Design AC)
Referral Area	The area around an airport defined by the planning area boundary adopted by an airport land use commission within which certain land use proposals are to be referred to the commission for review.
Runway Protection Zone (RPZ)	An area (formerly called a *clear zone*) off the end of a runway used to enhance the protection of people and property on the ground. (Airport Design AC)
Safety Zone	For the purpose of airport land use planning, an area near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.
Secondary Dwelling Unit	An attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. (California Department of Housing and Community Development)
Single-Event Noise	As used in herein, the noise from an individual aircraft operation or overflight.
Single Event Noise Exposure Level (SENEL)	A measure, in decibels, of the noise exposure level of a single event, such as an aircraft flyby, measured over the time interval between the initial and final times for which the noise level of the event exceeds a threshold noise level and normalized to a reference duration of one second. SENEL is a noise metric established for use in California by the state Airport Noise Standards and is essentially identical to *Sound Exposure Level (SEL).*
Site Approval Permit	A written approval issued by the California Department of Transportation authorizing construction of an airport in accordance with approved plans, specifications, and conditions. Both public-use and special-use airports require a site approval permit. (CCR)

Small Airplane	An airplane of 12,500 pounds or less maximum certificated takeoff weight. (Airport Design AC)
Sound Exposure Level (SEL)	A time-integrated metric (i.e., continuously summed over a time period) that quantifies the total energy in the A-weighted sound level measured during a transient noise event. The time period for this measurement is generally taken to be that between the moments when the A-weighted sound level is 10 dB below the maximum.
Straight-In Instrument Approach	An instrument approach wherein a final approach is begun without first having executed a procedure turn; it is not necessarily completed with a straight-in landing or made to straight-in landing weather minimums. (AIM)
Structure	Something that is constructed or erected.
Taking	Government appropriation of private land for which compensation must be paid as required by the Fifth Amendment of the U.S. Constitution. It is not essential that there be physical seizure or appropriation for a *taking* to occur, only that the government action directly interferes with or substantially disturbs the owner's right to use and enjoyment of the property.
Terminal Instrument Procedures (TERPS)	Procedures for instrument approach and departure of aircraft to and from civil and military airports. There are four types of terminal instrument procedures: precision approach, nonprecision approach, circling, and departure.
Threshold	The beginning of that portion of the runway usable for landing (also see *Displaced Threshold*). (AIM)
Touch-and-Go	An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. (AIM)
Traffic Pattern	The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach. (AIM)
Vertical Takeoff and Landing (VTOL) Aircraft	A vertical take-off and land (VTOL) aircraft that can take off, hover, and land vertically (FAA 2023).
Vertiport/Vertistop	A facility intended to accommodate vertical takeoff and landing (VTOL) aircraft landing pads and parked aircraft. A vertistop includes a single landing pad and parking stall intended to accommodate one or two parked VTOL aircraft. (FAA 2023)
Visual Approach	An approach where the pilot must use visual reference to the runway for landing under VFR conditions.
Visual Flight Rules (VFR)	Rules that govern the procedures for conducting flight under visual conditions. VFR applies when meteorological conditions are equal to or greater than the specified minimum-generally, a 1,000-foot ceiling and 3-mile visibility.
Visual Runway	A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan. (Airport Design AC)
Zoning	A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance consists of two parts: the text and a map.

GLOSSARY SOURCES

FAR 1: Federal Aviation Regulations Part 1, Definitions and Abbreviations

AIM: Aeronautical Information Manual

Airport Design AC: Federal Aviation Administration, *Airport Design* Advisory Circular 150/5300-13

CCR: California Code of Regulations, Title 21, Section 3525 et seq., *Division of Aeronautics*

FAA ATA: Federal Aviation Administration, *Air Traffic Activity*

FAA Stats: Federal Aviation Administration, *Statistical Handbook of Aviation*

FAA 2023: Federal Aviation Administration, *Urban Air Mobility (UAM), Concept of Operations Version 2*

HAI: Helicopter Association International

NTSB: National Transportation and Safety Board

ACRONYMS

AAM	Advanced Air Mobility
AC	Advisory Circular
AGL	Above Ground Level
AIA	Airport Influence Area
AIASP	Airport Industrial Area Specific Plan
AICUZ	Air Installation Compatible Use Zones
ALP	Airport Layout Plan
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMP	Airport Master Plan
ANG	Angwin Airport – Parrett Field
AOA	Air Operations Area
APC	Napa County Airport
APZ	Accident Potential Zones
ARC	Airport Reference Code
ATCT	Air Traffic Control Tower
CBC	California Building Code
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CNEL	Community Noise Equivalent Level
dB	Decibel
DNL	Day-Night Average Sound Level
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FBO	Fixed Base Operator

GPS	Global Positioning System
HIRL	High-Intensity Runway Edge Lighting
IFR	Instrument Flight Rules
ILS	Instrument Landing System
LAFCOM	Local Agency Formation Commission
LIRL	Low Intensity Runway Lights
LLC	Limited Liability Company
LNAV	Lateral Navigation
LOC	Localizer
LPV	Localizer Performance with Vertical Guidance
LU	Land Use
MALS	Medium-Intensity Approach Lighting System
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MDA	Minimum Descent Altitude
MIRL	Medium-Intensity Runway Edge Lighting
MP	Master Plan
MSL	Mean Sea Level
NAVAID	Navigational Aid
NLR	Noise Level Reduction
NTSB	National Transportation Safety Board
OFA	Object Free Area
PAPI	Precision Approach Path Indicator
PDT	Project Development Team
PUC	Pacific Union College
RDC	Runway Design Code
REILS	Runway End Identifier Lights
RNAV	Area Navigation
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
SEL	Sound Exposure Level
SENEL	Single Event Noise Exposure Level
TERPS	Terminal Instrument Procedures
VFR	Visual Flight Rules
VNAV	Vertical Navigation
VOR	Very High Frequency Omnidirectional Range
VTOL	Vertical Takeoff and Landing

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Appendix **H**

Adoption Resolutions

ALUC FORMATION

RESOLUTION NO. 90-22

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NAPA, STATE OF CALIFORNIA, CONCERNING THE COMPOSITION OF THE NAPA COUNTY CONSERVATION, DEVELOPMENT AND PLANNING COMMISSION WHEN SAID COMMISSION FUNCTIONS AS THE AIRPORT LAND USE COMMISSION

WHEREAS, by Resolution No. 75-51, adopted March 25, 1975, this Board, acting pursuant to the provisions of California Public Utilities Code Section 21670.1, designated the Napa County Conservation, Development and Planning Commission the body to assume and accomplish the planning responsibilities of an airport land use commission effective March 25, 1975, and rescinded Resolution No. 70-159 effective that same date; and

WHEREAS, Chapter 1018 of the Statutes of 1987 of the State of California acted to amend certain provisions within Article 3.5 of Chapter Four of Part One, Division Nine of the Public Utilities Code of the State of California dealing with Airport Land Use Commissions including Public Utilities Code Section 21670.1; and

WHEREAS, as amended, Public Utilities Code Section 21670.1 provides that:

> (a) Notwithstanding any other provision of this article, if the board of supervisors and the city selection committee of mayors in the county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated body, then the body so designated shall assume the planning responsibilities of an airport land use commission as provided for in this article, and a commission need not be formed in that county.
>
> (b) A body designated pursuant to subdivision (a) which does not include among its membership at least two members having an expertise in aviation, as defined in subdivision (e) of Section 21670, shall, when acting in the capacity of an airport land use commission, be augmented so that that body, as augmented, will have at least two members having that expertise. The commission shall be constituted pursuant to this section on and after March 1, 1988"; and

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WHEREAS, Subdivision (e) of Section 21670 of the Public Utilities Code provides:

> (e) A person having an 'expertise in aviation' means a person who, by way of education, training, business, experience, vocation or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation, and role of airports, or is an elected official of a local agency which owns or operates an airport. The Commission shall be constituted pursuant to this Section on and after March 1, 1988; and

WHEREAS, this Board of Supervisors has previously determined that one (1) of the members of the current Napa County Conservation, Development and Planning Commission does have an "expertise in aviation" pursuant to Public Utilities Code Section 21670(e), and further appointed one (1) additional person to augment the Napa County Conservation, Development and Planning Commission when acting in the capacity of an airport land use commission in order to comply with the requirements of Public Utilities Code Section 21670.1(b) that at least two (2) members of the Airport Land Use Commission have expertise in aviation as defined in Public Utilities Code Section 21670.1(e).

NOW, THEREFORE, BE IT RESOLVED by this Board of Supervisors in order to comply with the requirements of Public Utilities Code Sections 21670(e) and 21670.1 on a continuing basis, that anytime there is a change in membership of either the Napa County Conservation, Development and Planning Commission or the Airport Land Use Commission, this Board shall determine how many members of the Conservation, Development and Planning Commission have an "expertise in aviation", defined in California Public Utilities Code Section 21670(e) as "a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation and role of airports, or is an elected official of a local agency which owns or operates an airport."

BE IT FURTHER RESOLVED THAT The Board shall augment, to the extent necessary, the Napa County Conservation, Development and Planning Commission, whenever said Commission functions as the Airport Land Use Commission, by adding up to two persons to ensure that the Airport Land Use Commission is comprised of at least two members having an expertise in aviation as defined in California Public Utilities Code Section 21670(e).

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BE IT FURTHER RESOLVED that under no circumstances may a person specifically appointed to augment the Conservation, Development and Planning Commission, pursuant to California Public Utilities Code Section 21670 et seq., serve as a Conservation, Development and Planning Commissioner.

BE IT FURTHER RESOLVED that the Board hereby amends that section of the Board Policy Manual relating to the Airport Land Use Commission to read as set forth in Attachment A.

The foregoing resolution was duly and regularly adopted by the Board of Supervisors of the County of Napa, State of California, at a regular meeting of said Board held on the 13th day of February, 1990, by the following vote:

AYES: SUPERVISORS NEGRI, WHITE, VARRELMAN, BATTISTI and MIKOLAJCIK

NOES: SUPERVISORS NONE

ABSENT: SUPERVISORS NONE

ATTEST:

AGNES DEL ZOMPO,
Clerk of the Board

By: Teri Sisson, Deputy

APPROVED FEB 13 1990
BOARD OF SUPERVISORS
COUNTY OF NAPA

AGNES DEL ZOMPO
CLERK OF THE BOARD

BY _____ Deputy

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ATTACHMENT "A"

AIRPORT LAND USE COMMISSION

Established pursuant to Resolution No. 70-159 dated December 22, 1970; as amended by Resolution No. 75-51 dated March 25, 1975, and further amended by Resolution No. 90-22 dated February 13 , 1990.

Resolution No. 70-159, adopted December 22, 1970, the Board, acting pursuant to the provisions of California Public Utilities Code Section 21670.1, determined that the Napa County Planning Commission and the Napa County Airport Advisory Commission jointly should constitute the body to assume and accomplish the planning responsibilities of an airport land use commission as provided for in said section, and that a separate Airport Land Use Commission need not be formed in the County of Napa.

On March 25, 1975, the Board adopted Resolution No. 75-51, amending Resolution No. 70-159 as follows:

> The Board has determined that proper land use planning in relation to the Napa County Airport can henceforth be accomplished through the actions of the Napa County Planning Commission, now renamed the Conservation Development and Planning Commission, acting by itself and not jointly with the Napa County Airport Commission.
>
> The Selection Committee of Mayors for the County of Napa has heretofore determined by majority vote that said Napa County Conservation, Development and Planning Commission may appropriately be designated to perform the planning functions and responsibilities of the Airport Land Use Commission.
>
> Pursuant to the provisions of said Section 21670.1 of the Public Utilities Code of the State of California, the Napa County Conservation, Development and Planning Commission is hereby designated the body to assume and accomplish the planning responsibilities of an Airport Land Use Commission effective March 25, 1975, and that Resolution No. 70-159 is hereby rescinded effective that same date.
>
> A separate Airport Land Use Commission need not be formed in this County.
>
> The Clerk of the Board shall notify the Secretary of State of this determination in conformance with the provisions of said Section 21670.1 of the California Public Utilities Code.

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Resolution No. 75-51 of the Board of Supervisors of the County of Napa, is hereby amended to conform to California Public Utilities Code Section 21670.1, as amended by Chapter 1018, Section 2, of the statutes of 1987, regarding the composition of an appropriately designated body when functioning as the Airport Land Use Commission, as follows:

> Whenever there is a change in membership in either the Napa County Conservation, Development and Planning Commission or the Airport Land Use Commission, the Board of Supervisors of the County of Napa shall determine how many members of the Conservation, Development and Planning Commission have "expertise in aviation," defined in California Public Utilities Code Section 21670(e) as "a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation and role of airports, or is an elected official of a local agency which owns or operates an airport."
>
> The Board shall augment, to the extent necessary, the Napa County Conservation, Development and Planning Commission, whenever said Commission functions as the Airport Land Use Commission, by adding up to two persons to ensure that the Airport Land Use Commission is comprised of at least two members having an expertise in aviation as defined in California Public Utilities Code Section 21670(e). Under no circumstances may a person appointed to augment the Conservation, Development and Planning Commission, pursuant to California Public Utilities Code Section 21670 et seq., serve as a Conservation, Development and Planning Commissioner.

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Filed MAR 25 1975
FLORENCE W. CUNNY
By Agnes DeGarpo
Clerk of the Board

RESOLUTION NO. 75-51

RESOLUTION OF DETERMINATION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NAPA, STATE OF CALIFORNIA, CONCERNING AIRPORT LAND USE COMMISSION FOR THE COUNTY OF NAPA

WHEREAS, by Resolution No. 70-159, adopted December 22, 1970, this Board, acting pursuant to the provisions of California Public Utilities Code section 21670.1, determined that the Napa County Planning Commission and the Napa County Airport Committee jointly should constitute the body to assume and accomplish the planning responsibilities of an airport land use commission as provided for in said section, and that a separate airport land use commission need not be formed in the County of Napa; and

WHEREAS, this Board has determined that proper land use planning in relation to the Napa County Airport can henceforth be accomplished through the actions of the Napa County Planning Commission, now re-named the Conservation, Development and Planning Commission, acting by itself and not jointly with the Napa County Airport Committee; and

WHEREAS, the Selection Committee of Mayors for the County of Napa has heretofore determined by majority vote that said Napa County Conservation, Development and Planning Commission may appropriately be designated to perform the planning functions and responsibilities of the airport land use commission.

NOW, THEREFORE, BE IT RESOLVED by this Board of Supervisors that, pursuant to the provisions of said section 21670.1 of the Public Utilities Code of the State of California, the Napa County Conservation, Development and Planning Commission is hereby designated the body to assume and accomplish the planning responsibilities of an airport land use commission effective March 25, 1975, and that Resolution No. 70-159 is hereby rescinded effective that same date.

BE IT FURTHER RESOLVED that a separate airport land use commission need not be formed in this County.

BE IT FURTHER RESOLVED that the Clerk of this Board shall notify the Secretary of State of this determination in conformance with the provisions of said section 21670.1 of the California Public Utilities Code.

The foregoing resolution was duly and regularly adopted by the Board of Supervisors of the County of Napa, State of California, at a regular meeting of said Board of Supervisors held on the 25th day of March, 1975, by the following vote:

AYES: SUPERVISORS MARTZ, TUTEUR, CHAPMAN, NORRISS AND SIMMS

NOES: SUPERVISORS NONE

ABSENT: SUPERVISORS NONE

ATTEST:

FLORENCE W. CUNNY, County Clerk of the
County of Napa, State of California

By Agnes Del Zompo
Clerk of the Board

Office of the Secretary of State
March Fong Eu

111 Capitol Mall
Sacramento, California 95814

Executive Office	(916) 445-6371
Certification	(916) 445-1430
Corporation Index	(916) 445-2900
Corporation Records	(916) 445-1768
Election Division	(916) 445-0820
Legal Division (Corp.)	(916) 445-0620
Notary Public Division	(916) 445-6507
State Archives	(916) 445-4293
Uniform Commercial Code	(916) 445-8061

Office of Board of Supvr. of Napa County
Carithers Bldg., Rm. 1115
Napa, Ca. 94558

Attn: Mrs. Agnes Del Zompo, Clerk of the Board

Re: NAPA COUNTY AIRPORT LAND USE COMMISSION

Gentlemen:

Enclosed is our original Certificate of Filing with respect to your recent Certificate of Completion.

Also enclosed is a counterpart original of our Certificate of Filing for recording in the county in which the district is located.

Very truly yours,

James E. Harris

James E. Harris
Staff Counsel

Encl.

Sec/State Form DF 104

So recorded 4-8-75

March 25, 1975

Honorable March Fong Eu
Secretary of State
State Capitol Building
Sacramento, California 95814

Dear Mrs. Eu:

The Napa County Board of Supervisors at its meeting of March 25, 1975, adopted Resolution No. 75-51 designating the Napa County Conservation, Development and Planning Commission as the body to assume and accomplish the planning responsibilities of an airport land use commission effective March 25, 1975, and rescinded Resolution No. 70-159 effective that same date.

Resolution No. 75-51 is enclosed.

Sincerely,

(Mrs.) Agnes Del Zompo
Clerk of the Board

Enclosure

Court House - P. O. Box 880
Napa, California 94558

OFFICE OF THE COUNTY CLERK
NAPA COUNTY, CALIFORNIA
FLORENCE W. CUNNY, County Clerk

Telephone (707) 224-7988

March 20, 1975

TO: COUNTY ADMINISTRATOR
FROM: COUNTY CLERK

The City Selection Committee, of which I am secretary, concurs in the adoption of the attached resolution, by a majority vote of three (3) mayors, i.e., Bolin, Schmitt and Ericson.

MARCH FONG EU
SECRETARY OF STATE

State of California
Office of the
Secretary of State
SACRAMENTO

CERTIFICATE OF FILING

I, MARCH FONG EU, Secretary of State of the State of California, hereby certify:

That on the 31st day of March, 1975, in accordance with Section 56452 of the Government Code, there was filed in this office a ~~Certificate of Completion~~ Resolution on behalf of

AIRPORT LAND COMMISSION of
NAPA COUNTY

That said Certificate of Completion was executed by Mrs. Agnes Del Zompo, Clerk of the Board

That said Certificate of Completion referred to Resolution No. 75-51 designating the Napa County Conservation, Development and Planning Commission as the body to assume and accomplish planning responsibilities of an airport land use commission effective March 25, 1975, rescided Resolution No. 70-159 effect that same date.

THE GREAT SEAL OF THE STATE OF CALIFORNIA
EUREKA

IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of 31st March, 1975.

MARCH FONG EU
Secretary of State

By James E. Harris
Deputy Secretary of State

SEC/STATE FORM DF-107 (REV. 1-75)

To recorder 4-8-75

VOL 959 PAGE 301

MARCH FONG EU
SECRETARY OF STATE

State of California BL0426

Office of the
Secretary of State
SACRAMENTO

RECORDED AT REQUEST OF
County Clerk
IN OFFICIAL RECORDS OF
NAPA COUNTY, CALIF.
10:45 A.M. APR 9 1975
ELEANOR E. KIMBROUGH
COUNTY RECORDER

No fee

CERTIFICATE OF FILING

B..... C..... P.....

I, MARCH FONG EU, Secretary of State of the State of California, hereby certify:

That on the 31st day of March, 1975, in accordance with Section 56452 of the Government Code, there was filed in this office a ~~Certificate of Completion~~ Resolution on behalf of

AIRPORT LAND COMMISSION of
NAPA COUNTY

That said Certificate of Completion was executed by Mrs. Agnes Del Zompo, Clerk of the Board

That said Certificate of Completion referred to Resolution No. 75-51 designating the Napa County Conservation, Development and Planning Commission as the body to assume and accomplish planning responsibilities of an airport land use commission effective March 25, 1975, rescided Resolution [illegible]0-159 effect that same date.

IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of 31st March, 1975.

MARCH FONG EU
Secretary of State

By James E. Harris
Deputy Secretary of State

SEC/STATE FORM DF-107 (REV. 1-75)

END OF DOCUMENT

ADOPTION RESOLUTION ANGWIN AIRPORT

RESOLUTION NO. 2024-01 (ALUC)

RESOLUTION OF THE NAPA COUNTY AIRPORT LAND USE COMMISSION, ADOPTING AND CERTIFYING A NEGATIVE DECLARATION AND AN AIRPORT LAND USE COMPATIBILITY PLAN FOR ANGWIN PARRETT FIELD

WHEREAS, the Napa County Airport Land Use Commission ("ALUC") was established pursuant to the State Aeronautics Act, Public Utilities Code §21670, *et seq.*, to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses; and

WHEREAS, this purpose is served by the adoption of an Airport Land Use Compatibility Plan ("ALUCP"), which provide the basic tools to ensure actions taken by local agencies serve the public health, safety, and welfare by maintaining consistent planning and development near airports;

WHEREAS, in 1991, the ALUC adopted the current ALUCP to cover the airport influence areas surrounding the Napa County Airport, the Angwin Airport-Parrett Field, and the Calistoga Gliderport, and revised the plan in 1999 to incorporate changes in technology, airport operations and fleets, and revised guidance from the State;

WHEREAS, since the last revision in 1999, the California Department of Transportation, Division of Aeronautics, has made substantial revisions to its guidance, published in the California Airport Land Use Planning Handbook, most recently in 2011;

WHEREAS, in 2022, ALUC staff began working on a process to update the ALUCP, engaging Mead & Hunt as a consultant to prepare the plan. Staff and Mead & Hunt convened a Project Development Team ("PDT") consisting of representatives from local agencies and the airports that would be affected by the ALUCP;

WHEREAS, staff and Mead & Hunt engaged in several public hearings, meetings, or information sessions to gather information and inform the public about the ALUCP updates, including a kickoff meeting of the ALUC on February 1, 2023, public workshops on November 16, 2023, and December 7, 2023, and information sessions about the proposed ALUCP on May 29, 2024;

WHEREAS, the draft ALUCP was released for public review and comment on June 17, 2024, along with an Initial Study/Negative Declaration analyzing the potential environmental impacts, pursuant to the California Environmental Quality Act ("CEQA");

WHEREAS, ALUC Staff, Mead & Hunt, and Dudek, which was hired to perform the environmental review, prepared an Initial Study/Negative Declaration, finding that the adoption of the ALUCP would not result in significant impacts on the environment, since the displacement of

DocNo. 122274

uses as a result of the new restrictions on development in the Airport Influence Areas would be more than offset by the reduction in displaced uses as compared to the current ALUCP. The Initial Study/Negative Declaration sets forth the displacement analysis, along with analyses of the resource categories required by the CEQA Guidelines, section 15063;

WHEREAS, the proposed ALUCP and Initial Study/Negative Declaration were considered by the Commission at a public hearing on July 17, 2024, where ALUC staff presented the ALUCP and the Commission took public comment. The Commission continued the public hearing to September 18, 2024, to allow ALUC staff to reach out to stakeholders, local agencies, and members of the public who continued to raise questions about the ALUCP. The September 18, 2024, meeting was cancelled due to a lack of quorum and the matter was continued to November 6, 2024;

WHEREAS, after the continuance, ALUC staff reached out to many individuals, as well as all of the local agencies that would be impacted by the ALUCP and offered to provide detailed presentations and to answer any questions about the ALUCP. ALUC staff also received several comments on the draft ALUCP. ALUC staff and Mead & Hunt considered these comments and made appropriate changes to the proposed ALUCP to address these concerns, and also prepared detailed responses to each comment;

WHEREAS, the November 6, 2024, public hearing was continued to December 4, 2024 so that ALUC staff could work with the consulting firm to make final edits to the ALUCP based on comments received at the hearing and specific direction from the ALUC.

WHEREAS, after the continuance, ALUC staff reached out to the Local Area Formation Commission Executive Officer, CalTrans Aeronautics staff, as well as individuals to clarify questions raised by the ALUC and update the plan accordingly. ALUC staff and Mead & Hunt have considered these discussions and made appropriate changes to the proposed ALUCP;

WHEREAS, the final draft of the ALUCP and the Initial Study/Negative Declaration were published with the agenda on November 26, 2024, in advance of the December 4, 2024, public hearing;

NOW, THEREFORE, BE IT RESOLVED by the Napa County Airport Land Use Commission as follows:

1. The Commission, having read and considered the Initial Study/Negative Declaration, finds that the proposed Airport Land Use Compatibility Plan will not result in substantial impacts to the environment and, therefore, adopts and certifies the Negative Declaration.
2. The Commission finds that the proposed Airport Land Use Compatibility Plan will serve the public health, safety, and welfare of the public within the airport influence area of Angwin Airport-Parrett Field, and, in accordance with the State Aeronautics Act, hereby adopts the Airport Land Use Compatibility Plan as presented, and directs staff to prepare the final, adopted version.

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DocNo. 122274

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Napa County Airport Land Use Commission, State of California, at a regular meeting of the Commission held on the 4th day of December 2024, by the following vote:

AYES: COMMISSIONERS Whitmer, Brunzell, Brod, Phillips.

NOES: COMMISSIONERS None.

ABSTAIN: COMMISSIONERS None.

ABSENT: COMMISSIONERS Koch, Dameron, Mazotti.

David R. Whitmer

David Whitmer, Pro tem Chair of the Airport Land Use Commission

APPROVED AS TO FORM Office of County Counsel By: *Jason M. Dooley* Deputy County Counsel Date: November 26, 2024	APPROVED BY THE NAPA COUNTY AIRPORT LAND USE COMMISSION Date: Processed By: Deputy Clerk of the Commission	ATTEST: ANGIE-RAMIREZ-VEGA Clerk of the Commission By:

DocNo. 122274

ADOPTION RESOLUTION NAPA COUNTY AIRPORT

RESOLUTION NO. 2024-02 (ALUC)

RESOLUTION OF THE NAPA COUNTY AIRPORT LAND USE COMMISSION, ADOPTING AND CERTIFYING A NEGATIVE DECLARATION AND AN AIRPORT LAND USE COMPATIBILITY PLAN FOR NAPA AIRPORT

WHEREAS, the Napa County Airport Land Use Commission ("ALUC") was established pursuant to the State Aeronautics Act, Public Utilities Code §21670, *et seq.*, to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses; and

WHEREAS, this purpose is served by the adoption of an Airport Land Use Compatibility Plan ("ALUCP"), which provide the basic tools to ensure actions taken by local agencies serve the public health, safety, and welfare by maintaining consistent planning and development near airports;

WHEREAS, in 1991, the ALUC adopted the current ALUCP to cover the airport influence areas surrounding the Napa County Airport, the Angwin Airport-Parrett Field, and the Calistoga Gliderport, and revised the plan in 1999 to incorporate changes in technology, airport operations and fleets, and revised guidance from the State;

WHEREAS, since the last revision in 1999, the California Department of Transportation, Division of Aeronautics, has made substantial revisions to its guidance, published in the California Airport Land Use Planning Handbook, most recently in 2011;

WHEREAS, in 2022, ALUC staff began working on a process to update the ALUCP, engaging Mead & Hunt as a consultant to prepare the plan. Staff and Mead & Hunt convened a Project Development Team ("PDT") consisting of representatives from local agencies and the airports that would be affected by the ALUCP;

WHEREAS, staff and Mead & Hunt engaged in several public hearings, meetings, or information sessions to gather information and inform the public about the ALUCP updates, including a kickoff meeting of the ALUC on February 1, 2023, public workshops on November 16, 2023, and December 7, 2023, and information sessions about the proposed ALUCP on May 29, 2024;

WHEREAS, the draft ALUCP was released for public review and comment on June 17, 2024, along with an Initial Study/Negative Declaration analyzing the potential environmental impacts, pursuant to the California Environmental Quality Act ("CEQA");

WHEREAS, ALUC Staff, Mead & Hunt, and Dudek, which was hired to perform the environmental review, prepared an Initial Study/Negative Declaration, finding that the adoption of the ALUCP would not result in significant impacts on the environment, since the displacement of uses as a result of the new restrictions on development in the Airport Influence Areas would be

DocNo. 122275

more than offset by the reduction in displaced uses as compared to the current ALUCP. The Initial Study/Negative Declaration sets forth the displacement analysis, along with analyses of the resource categories required by the CEQA Guidelines, section 15063;

WHEREAS, the proposed ALUCP and Initial Study/Negative Declaration were considered by the Commission at a public hearing on July 17, 2024, where ALUC staff presented the ALUCP and the Commission took public comment. The Commission continued the public hearing to September 18, 2024, to allow ALUC staff to reach out to stakeholders, local agencies, and members of the public who continued to raise questions about the ALUCP. The September 18, 2024, meeting was cancelled due to a lack of quorum and the matter was continued to November 6, 2024;

WHEREAS, after the continuance, ALUC staff reached out to many individuals, as well as all of the local agencies that would be impacted by the ALUCP and offered to provide detailed presentations and to answer any questions about the ALUCP. ALUC staff also received several comments on the draft ALUCP. ALUC staff and Mead & Hunt considered these comments and made appropriate changes to the proposed ALUCP to address these concerns, and also prepared detailed responses to each comment;

WHEREAS, the November 6, 2024, public hearing was continued to December 4, 2024, so that ALUC staff could work with the consulting firm to make final edits to the ALUCP based on comments received at the hearing and specific direction from the ALUC.

WHEREAS, after the continuance, ALUC staff reached out to the Local Area Formation Commission Executive Officer, CalTrans Aeronautics staff, as well as individuals to clarify questions raised by the ALUC and update the plan accordingly. ALUC staff and Mead & Hunt have considered these discussions and made appropriate changes to the proposed ALUCP;

WHEREAS, the final draft of the ALUCP and the Initial Study/Negative Declaration were published with the agenda on November 26, 2024, in advance of the December 4, 2024, public hearing;

NOW, THEREFORE, BE IT RESOLVED by the Napa County Airport Land Use Commission as follows:

1. The Commission, having read and considered the Initial Study/Negative Declaration, finds that the proposed Airport Land Use Compatibility Plan will not result in substantial impacts to the environment and, therefore, adopts and certifies the Negative Declaration.
2. The Commission finds that the proposed Airport Land Use Compatibility Plan will serve the public health, safety, and welfare of the public within the airport influence area of the Napa Airport, and, in accordance with the State Aeronautics Act, hereby adopts the Airport Land Use Compatibility Plan as presented, and directs staff to prepare the final, adopted version.

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DocNo. 122275

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Napa County Airport Land Use Commission, State of California, at a regular meeting of the Commission held on the 4th day of December 2024, by the following vote:

AYES: COMMISSIONERS Whitmer, Brunzell, Brod, Phillips.

NOES: COMMISSIONERS None.

ABSTAIN: COMMISSIONERS None.

ABSENT: COMMISSIONERS Koch, Dameron, Mazotti.

David R. Whitmer

David Whitmer, Pro tem Chair of the Airport Land Use Commission

APPROVED AS TO FORM Office of County Counsel By: *Jason M. Dooley* Deputy County Counsel Date: November 26, 2024	APPROVED BY THE NAPA COUNTY AIRPORT LAND USE COMMISSION Date: Processed By: M. Quackenbush Deputy Clerk of the Commission	ATTEST: ANGIE-RAMIREZ-VEGA Clerk of the Commission By: A. Ramirez-Vega

DocNo. 122275

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Sustainable General Plan Policies Matrix

2. Land Use Element

Policy #	Policy
LU-1.4:	Compact Development Pattern. Maintain a compact development pattern that fosters a walkable and bikeable urban form.
LU-2.5:	Active Transportation. Increase walking and bicycling opportunities by implementing pedestrian and bicycle plans and link recreation and commercial services to residential areas with safe and protected pedestrian walkways and bicycle paths
LU-10.13:	Climate Change Adaptation. Support efforts to construct needed infrastructure that helps the City adapt to Climate Change.
LU-11.3:	Preserve Agriculture and Open Space. Define the limits of urban development of the City, thus preserving agricultural and open space outside of the City Urban Limit Line as it may be amended during the term of this General Plan on a long-term basis.
LU-13.6:	Climate Adapted Utility Grid. Support efforts to develop a more resilient power grid by encouraging home microgrids, such as a solar energy systems with one or more electric battery storage backups and fossil fuel backup generators that meet the stringent emission standards set by the Bay Area Air Quality Management District (BAAQMD).
LU-13.14:	Industrial Performance Standards. Continue implementation of zoning standards that ensure industrial development is designed and operated to minimize—to the extent feasible—noise, heat, glare, dust, unscreened storage yards, air emissions, hazardous materials generation, and other negative effects.

3. Housing Element

Policy #	Policy
H-1.1	Sufficient Lower-Income Capacity. Designate sufficient vacant land and underutilized sites with maximum densities to facilitate housing development affordable to lower-income households.
H-1.2	Zoning Capacity. Maintain adequate capacity to accommodate the City's Regional Housing Needs Assessment (RHNA) allocation for all income categories throughout the planning period.
H-1.3	Existing Residential Capacity. Protect residentially designated sites from reclassification to nonresidential designations or downzoning to lower densities.
H-1.4	Infrastructure Facilitation. Ensure infrastructure needed to support anticipated residential development is evaluated in the development review process and funded to ensure continuation and integration of all public services.
H-1.5	Adequate Infrastructure. Continue to assess development fees, assessment districts, and alternative financing methods to fund adequate infrastructure for residential development.
H-1.6	Constraints to Housing Production. Identify and remove governmental constraints to housing production, where feasible.
H-2.1	Diversity of Housing Types. Promote a diversity of housing types, including large-lot development, single family detached and attached residences, mobile homes, manufactured homes, townhomes, multi-family rental and ownership units, accessory dwelling units, and units combined with nonresidential uses.
H-2.2	Housing Type Flexibility. Allow flexibility in the type of units developed on vacant, residentially designated properties in master-planned communities and other planned developments.
H-2.3	Housing Incentives. Support development of affordable housing by offering development incentives on a case-by-case basis.
H-3.1:	Residential Design. Promote residential design that is functional, people- and pedestrian-oriented, aesthetically pleasing, and contributes to a sense of community through the sensitive arrangement of buildings, open space (public and private), and circulation (vehicular and pedestrian).
H-3.5:	Adequate Facilities and Services. As a social justice program measure, establish, evaluate, and maintain an adequate level of community facilities, and municipal services throughout the community.

Policy #	Policy
H-3.6	Transit Services. Actively participate with Napa Valley Transportation Authority program development, including Transit Route Updates as they occur to encourage transit improvements to VineGo and American Canyon Transit.
H-7.1	Special Needs Housing. Address the physical, financial, and supportive service housing needs of households with special housing needs.
H-7.4:	Reasonable Accommodation. Provide reasonable accommodation for persons with disabilities.
H-9.1	Energy Conservation. Promote the use of energy conservation features in existing homes and the design of new residential development.
H-9.2	Sustainable Development. Encourage sustainable development and ensure, at a minimum, that the design of development is 15% more efficient than State laws regarding energy conservation and seek amendments to the zoning code that further reductions in automobile use and associated decreases in Vehicle Miles Travelled (VMT).
H-9.3	Tree Planting. Promote tree planting in residential areas to provide cooling during the summer months.
H-9.4	Energy Saving Innovations. Encourage innovative site designs that incorporate passive and active solar designs and natural cooling techniques.
H-9.5	Weatherization and Energy-Efficiency Retrofitting. Support weatherization and retrofit projects for existing housing units that fall below current state performance standards for energy efficiency.

4. Mobility Element

Policy #	Policy
MOB-1.1:	Complete Streets. Maintain and update street standards that that serves not just automobile operations, but also multi-modal movement and adjacent land uses, including pedestrians, motorists, bicyclists, and transit riders of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas.
MOB-1.4:	Development Review. Evaluate new development to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given an equal or greater level of consideration to motor vehicle operators.
MOB-1.5:	Sidewalks. Require sidewalks on all arterial and collector streets. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.
MOB-1.6:	Transportation Facility Construction and Modification. When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists, and pedestrians appropriate for the road classification and adjacent land use.
MOB-1.7:	Promote Walking and Bicycling. Promote walking and bicycling for transportation, recreation, and improvement of public health and the environment.
MOB-1.9:	SR 29 Mobility. Work with regional partners, including Caltrans, NVTA, and other agencies to explore a complete streets approach that will expand the travel capacity of SR 29 and establish a low-stress method for crossing for students walking and biking to school and other active transportation users.
MOB-1.11:	Reduce the Need to Drive. Implement land use policies designed to create a pattern of activity that makes it easy to shop, play, visit friends, and conduct personal business without driving.
MOB-1.12:	Neighborhood Context. Support safe, complete, and well-connected neighborhood street, bicycle, and pedestrian access and connections that balance circulation needs with the neighborhood context.

Policy #	Policy
MOB-1.15:	Existing Facility Use. Make efficient use of existing transportation facilities and improve these facilities as necessary in accordance with the Circulation Map and NVTA Active Transportation Plan as it may be updated over time.
MOB-1.16:	Agency Coordination. Coordinate with State, Regional, County, and neighboring agencies to ensure highway improvements (i.e.: SR-12, SR-29, and SR-37) appropriately consider impacts to American Canyon.
MOB-1.16:	Agency Coordination. Coordinate with State, Regional, County, and neighboring agencies to ensure highway improvements (i.e.: SR-12, SR-29, and SR-37) appropriately consider impacts to American Canyon.
MOB-1.20:	Bicycle Plan Funding. Include funding for the City's Bicycle Plan updates and bikeway improvements consistent with the Bicycle Plan in the City's transportation financing program and TIF, recognizing the multi-modal travel needs of the City.
MOB-1.21:	Address Mobility Needs. Recognize and meet the mobility needs of people using wheelchairs and those with other mobility limitations.
MOB-1.22:	Non-motorized Circulation System. Provide safe, low-stress, and direct pedestrian routes and bikeways between places.
MOB-1.23:	Pedestrian Connections to Employment Destinations. Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings over State Route 29.
MOB-1.24:	Bicycle Facilities. Bicycle facilities shall be provided to complete a continuous low stress bikeway system, consistent with state adopted bikeway standards, as shown on the current Bikeway Plan Map. Deviations from adopted bikeway standards shall be permitted with the approval of the City Engineer. Deviations from the routing shown on the adopted bikeway diagram shall be permitted with the approval of the City Council.
MOB-1.25:	Street Trees. Ensure that street tree plans consider shade and comfort for pedestrians and bicyclists and traffic calming benefits.

Policy #	Policy
MOB-1.26:	Universal Design. Provide pedestrian facilities that are accessible to people with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts such as bus pullouts and shelters, street lighting, and curbside management features such as pickup/drop-off locations for shared ride/transit network companies and spaces for delivery vehicles to park safely for short durations.
MOB-1.27:	Sustainable Roadway Expansion. Monitor the effects of roadway expansion on air, noise, seismic and archeological resources, and nesting habitat.
MOB-2.3:	Bicycle Facilities Maintenance. Increase the safety of bicycle travel by sweeping debris and repairing bicycle paths and lanes and repairing and restriping worn or damaged surface facilities.
MOB-2.4:	Improved Bikeway Visibility. Consistent with evolving best practices, upgrade existing bikeways using all means available, such as conflict markings, buffers, rumble strips, and delineators. Use visual cues, such as brightly colored paint on bike lanes or a one-foot painted buffer strip, along bicycle routes to provide a visual signal to drivers to watch out for bicyclists. Nurture a "share the lane" ethic, prioritizing bikeways with recent automobile-bicycle collisions and those that are routes to school.
MOB-2.5:	Speeds on Residential, Collector, and Arterial Streets. Implement the current Traffic Calming Program to reduce vehicular speeds through residential neighborhoods with evidence-based best practices, such as enhanced crosswalks, lighted crosswalks, speed cushions, reduced lane widths, and others.
MOB-2.8:	Bicycle Friendly Community. Obtain resources to assist with improving bicycle facilities and education for people of all ages and abilities by securing and maintaining status as a Bicycle Friendly Community awarded by the National League of American Bicyclists
MOB-4.1:	Transit Electrification. Support NVTA in its efforts to electrify the transit fleet.
MOB-4.2:	Municipal Fleet. Prepare a plan to systematically replace the City's vehicle fleet to electric vehicles.
MOB-4.3:	Effects of New Technologies. Monitor and evaluate the development of convenient new electric mobility technologies (e.g., scootershare and bikeshare).

Policy #	Policy
MOB-4.4:	Expand Electric Charging Stations. Evaluate regulatory and incentivized processes and funding mechanisms to streamline new electric vehicle charging stations at the lowest possible cost.
MOB-5.1:	VMT Thresholds. Maintain and periodically reevaluate established vehicle miles traveled (VMT) thresholds and Transportation Demand Management (TDM) mitigation requirements for the purposes of environmental review under the California Environmental Quality Act (CEQA). Continue to maintain LOS standards for the purposes of planning and designing street improvements on Green Island Road, Devlin Road, and American Canyon Road.
MOB-5.2:	Existing Transportation Demand Management Efforts. Continue to support the implementation of existing local and regional efforts to manage traffic demand, such as the Napa Logistics Park trip monitoring program, and employer TDM provisions of the Bay Area Air Quality Management District (BAAAQMD).
MOB-5.3:	Support Transit Operation Improvements. Work with NVTA to expand both ACT and VINE fixed route services, improve operations, and support dedicated bus lanes and/or queue-jump lanes on SR 29 to enhance bus operations by reducing travel time for transit vehicles.
MOB-5.4:	Demand-Responsive Transit. Support NVTA's demand responsive transit system.
MOB-5.5:	Transit Stops. Work with NVTA to situate transit stops at locations that are convenient for transit users and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, and other amenities
MOB-5.6:	Transit Service Funding. Encourage NVTA to continue to pursue Federal and State funds to subsidize capital and operating costs associated with transit operation in the city.
MOB-5.7:	Transit Services Marketing. Support NVTA efforts to encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for local and regional trips.
MOB-5.8:	Support VINE Services. Continue to support the VINE service provided by NVTA.

Policy #	Policy
MOB-5.9:	Transit Supportive Development. Ensure that new development is designed to make transit a viable transportation choice for residents, including neighborhood centers or focal points with sheltered bus stops; locating medium and high-density development on or near streets served by transit wherever feasible; and link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.
MOB-5.10:	Transit for Seniors. Require new community care facilities and senior housing projects with over 25 beds to provide accessible transportation services for the convenience of residents.
MOB-5.11:	SB 375 Implementation. Coordinate with other agencies to implement regional transit solutions as part of the SB 375 Sustainable Communities Strategy.
MOB-5.12:	Park and Ride Facilities. Continue to encourage additional regional public transportation services and support facilities, such as park and ride lots near Broadway (SR-29).
MOB-5.13:	Effects of New Technologies on Transit Use. Monitor and evaluate the development of new mobility technologies (such as rideshare, microtransit, and potentially commuter rail transit) and the potential effects on transit demand and the way users access public transit.
MOB-6.3:	Passenger Rail Service. Encourage regional transit agencies to evaluate passenger rail service with a station in American Canyon.
MOB-7.3:	Monitor Funding. Monitor fee programs and regular funding mechanisms to ensure adequate funding for programmed transportation improvements.
MOB-7.4:	Regional Funding. Maintain standards to qualify for regional transportation revenues and engage regional agencies to provide adequate transportation funding to local jurisdictions.

5. Utilities Element

Policy #	Policy
U-1.1:	Supplemental Surface Water. Support efforts to increase water supply from a variety of sources, such as participating in the Sites Reservoir programs with other NBA users to obtain supplemental surface water through a water transfer from another area, investment in the Sites Reservoir, local rainwater capture, and other feasible sources.
U-1.2:	Facility Upgrades. Require construction of upgraded and expanded, distribution, storage, and treatment facilities to support existing and new development.
U-1.3:	Upgrade Responsibilities. Ensure that improvements to the existing water supply, distribution, storage, and treatment facilities are borne by the project proponent in proportion to benefit, either through the payment of fees, or by the actual construction of the improvements.
U-1.4:	Urban Water Management Plan. Prepare a framework for long-term water planning consistent with the State Urban Water Management Planning Act (UWMP Act), by preparing and adopting an Urban Water Management Plan (UWMP) once every five years.
U-1.7:	Extraterritorial Water Service Customers. Ensure existing water service customers located outside the city limits pay appropriate water rates consistent with Hansen v. City of San Buenaventura (1986) 42 Cal.3d 1172 or latest legal precedent.
U-2.1:	Zero Water Footprint. Ensure new development offsets potable water demand by funding or constructing potable water conservation efforts elsewhere in the water delivery system.
U-2.2:	City Facilities Retrofits. Improve water use efficiency at City facilities through retrofits, recycled water usage, and employee education.
U-2.3:	Retrofits Existing Buildings. Promote existing buildings upgrades to support water conservation by encouraging owners of residential, commercial, and industrial properties to replace inefficient plumbing fixtures, install drought-tolerant and water-wise landscaping, and harvest rainwater for landscaping and other household uses.
U-2.4:	Conservation Applications. Promote the use of water-saving plumbing fixtures and water-saving landscaping in existing development throughout the water service district.

Policy #	Policy
U-2.5:	Recycled Water Use. Subject to State regulations and organizational capacity, consider new ways that recycled water can replace potable water.
U-2.6:	Recycled Water Distribution System. Conserve potable water by expanding the availability of recycled water (i.e., purple pipes) throughout the city.
U-3.4	Alternatives Sustainable Approaches. Consistent with best practices, evaluate environmentally and economically efficient wastewater treatment systems, such as the artificial marshland wastewater treatment system.
U-4.2:	Maximize Pervious Surfaces. Consistent with engineering standards, minimize storm water runoff from new development with pervious surface materials (grass, ground cover, and other).
U-4.5:	Agency Coordination. Coordinate with the Napa County Flood Control and Water Conservation District and other regional agencies and non-profit groups to maintain and improve levees and drainage channels.
U-4.6:	Flood Control Channel Maintenance. Ensure clearance of flood control channels routinely of vegetation and debris which could impede stormwater flows, while protecting significant riparian vegetation.
U-4.8:	Low Impact Development. Require new developments to install green infrastructure consistent with the best management practices of the State and the San Francisco Bay Regional Water Quality Control Board, including but not limited to pervious pavement, infiltration basins, raingardens, green roofs, rainwater harvesting systems, and other types of low impact development (LID).
U-5.1:	Passive Treatment Systems. Consistent with engineering standards and water quality regulations, reduce pollutant loading through passive treatment systems such as vegetated filter strips, grass swales, and infiltration/sedimentation areas in suitable open space areas and incorporated into landscaping adjacent to parking lots and streets.
U-5.2:	Water Detention Facilities. Consistent with engineering standards and water quality regulations, new and existing development to include drainage detention facilities that enhance the quality of water discharges from the facility.
U-5.3:	Impervious Area Water Treatment. Implement engineering standards in new development that require stormwater treatment from impervious areas.

Policy #	Policy
U-5.4:	Storm Water Permitting. Require industrial operations to obtain coverage under the State Storm Water Permit for Industrial Activities, and comply with provisions of the Permit, through notification and educational activities.
U-6.1:	Climate Change Vulnerability Assessment. Use the best available science to forecast areas in the City that are vulnerable to climate change-induced flooding.
U-6.2:	Critical Infrastructure Adaptation. Plan for and construct sea level rise protection for American Canyon Critical Infrastructure such as the former Corporation Yard at 205 Wetlands Edge Road, Wastewater Treatment Plant, and Pump Station.
U-6.3:	Floodplain Management. Evaluate the cumulative increase in offsite flooding potential impacts caused by new development projects that remove property from the 100-year floodplain.
U-8.1:	Recycling Education and Information. Coordinate with Napa-Vallejo Waste Management Authority (NVWMA) and Recology to expand public information and education programs to complement source reduction, recycling, and composting efforts.
U-8.2:	Expansion of Recycling Programs. Expand recycling programs through the local waste hauler.
U-8.3:	Promotion of Recycling. Promote the recycling of solid waste such as paper, metals, aluminum cans, green waste, cardboard, plastic and glass.
U-8.4:	Outreach to Schools. Coordinate efforts at the local elementary and intermediate school level to provide youth education programs.
U-8.5:	Recycling Receptacles and Biodegradable/Recycled-Materials Products. Require the availability of recycling and composting receptacles and use biodegradable or recycled-material products instead of single-use plastic products at all City facilities and City-sponsored events.
U-8.6:	Zero Waste Community. Support American Canyon in implementing policies and programs to become a Zero Waste Community.
U-8.7:	Food Waste Collection. Ensure food waste collection is available and convenient to residents and businesses.
U-8.8:	Green Business Program. Encourage local businesses to participate in the Napa County Green Business Program to minimize waste generation and create recycling and composting programs to reduce waste.

Policy #	Policy
U-8.9:	Demolition and Construction Waste. Require all new development to comply with the current CALGreen requirements for construction and demolition waste diversion.
U-9.1:	Reach Building Code. Reduce energy use in new development by considering a local amendment that requires a 15% energy efficient standard improvement over the California Building Code.
U-9.3:	Resilient Grid. Cooperate with PG&E to obtain applicable City permit approvals that improve electric grid resilience to natural hazards (i.e.: seismic events, flooding, wildfires, extreme wind events).
U-9.4:	Overhead Utility Undergrounding. Develop a comprehensive strategy to underground existing overhead utilities.
U-9.5:	Passive Solar Heating and Cooling. Consistent with the California Subdivision Map Act, require new subdivisions to examine the feasibility of incorporating site layouts that allow passive solar heating and cooling.
U-9.6:	Residential Energy Efficiency. Seek grant funds that help low and moderate-income residents obtain low or no-cost loans to increase energy efficiency of their homes through weatherization, insulation, solar energy generation and energy battery backup storage; and assist utility providers with outreach on home energy efficiency rebates and programs for all residents, regardless of income.

6. Culture, Environment & Sustainability

Policy #	Policy
ENV-1.1:	Areas of Significant Biological Value. Maintain data and information regarding areas of significant biological value within the Planning Area to facilitate resource conservation and the appropriate management of development.
ENV-1.2:	Sensitive Habitat Assessment and Impact Mitigation. Require new development and redevelopment located within sensitive habitats, including coastal saltmarsh, mixed hardwood forest, oak savannah, vernal pools, and riparian habitats to provide a detailed assessment of the potential for impacts on these resources, and include measures to reduce any identifiable impacts.
ENV-1.3:	Habitat Conservation. Support habitat conservation efforts to set aside and preserve suitable habitats, with priority given to habitats for rare and endangered species in American Canyon in accordance with state and federal resource agency requirements.
ENV-1.4:	Native Species. Encourage the use of native vegetation where possible.
ENV-1.5:	Open Space Network. Establish a network of open spaces along the city's natural drainages and riparian corridors and link significant biological habitats by restricting alteration to these resources and limiting land uses. Any recreational use of these areas shall be designed to avoid damaging sensitive habitat areas.
ENV-1.6:	Urban Forest. Build upon existing streetscapes and develop an urban forest within the City’s streets, parks, and open space to provide avian habitat, sequester carbon monoxide emissions, foster pedestrian activity, and provide shade.
ENV-1.7:	Trees for Pollinators. Support sustainable pollinator species (i.e.: bees, birds, butterflies) in American Canyon by planting low-water use pollinator-supportive trees in streets, parks, open spaces, and private development.
ENV-1.8:	Education and Appreciation. With community partners, support a range of educational programs that cultivate an appreciation of American Canyon’s natural environment and biological resources.

Policy #	Policy
ENV-1.9:	Natural Drainage Preservation. Through the development review process, evaluate opportunities to preserve natural on-site drainages and consider opportunities to incorporate pedestrian paths and greenbelts along their lengths.
ENV-1.10:	Natural Resource Integrity. Consistent with Federal and State Resource Permitting agencies, encourage activities that improve the biological value and integrity of the city's natural resources through vegetation restoration, control of invasive plants and animals, and landscape buffering.
ENV-1.11:	Napa River Studies. Support state and federal studies of the Napa River wetlands and riverine systems.
ENV-2.1:	Creek Preservation. Maintain American Canyon Creek within its natural waterway.
ENV-2.2:	Existing Streams and Creeks To the extent feasible, new development to incorporate existing streams and creeks into proposed development plans in their natural state to prevent degradation, erosion, or sedimentation and help impart a unique character to the city
ENV-2.3:	Minimize Soil Erosion. Implement best management practices from the National Pollution Discharge Elimination System (NPDES) to prevent soil erosion impacts on water resources.
ENV-2.4:	Stormwater Drainage on Development Sites. Through the development review process, evaluate methods to ensure required stormwater drainage systems are environmentally sensitive, safe, and attractive.
ENV-2.5:	Public Education. Protect existing water resources by continuing public education on safe disposal of household hazardous waste and storm drain pollution prevention (i.e.: "only rain down the drain").
ENV-3.1:	Greenhouse Gas Emission Reductions. Consider initiatives to reduce direct and indirect greenhouse gas (GHG) emissions from transportation sources, and from new, renovated, and existing development in the city.
ENV-3.2:	Intergovernmental Cooperation. Work with Napa County Jurisdictions together with community organizations, businesses, schools, and regional partners and jurisdictions to educate, mobilize, expand, and accelerate local, regional, and statewide support for comprehensive, immediate, and sustained action to achieve its goal of net zero climate pollution by 2030.

Policy #	Policy
ENV-3.3:	Gas Station Limits. Recognizing that the transportation sector is the largest source of GHG emissions in American Canyon and in California more broadly, prohibit construction of new fossil-fuel stations in American Canyon.
ENV-3.4:	Expand Zero Emission Vehicles. Consider feasible methods to foster widespread use of Zero Emission Vehicles (ZEVs) to improve air quality and help meet California's GHG reductions targets by expanding availability of non-fossil vehicle fuel infrastructure, such as public and private electric vehicle charging stations, and hydrogen facilities for fuel cell electric vehicles throughout American Canyon.
ENV-3.5:	Vehicle Miles Travelled Reduction. Reduce vehicle miles travelled by encouraging future land uses that feature a compact mixed-use urban form connected with pedestrian and bicycle trails.
ENV-3.6:	Reach Building Code. Consider feasibility of adopting a "reach" local amendment to the California building code to require a 15% or greater energy efficiency than the State standard.
ENV-3.7:	Vehicle Idling. Reduce vehicle engine idling in American Canyon by educating the broader community (i.e.: businesses, commuters, residents) on the greenhouse gas impacts caused by engine idling and implementing feasible commercial vehicle regulations.
ENV-3.8:	Building Electrification. Consider a Reach Building Code that would prohibit installation of natural gas in all new construction.
ENV-3.9:	CEQA Qualified Climate Action Plan. Investigate alternatives to develop a CEQA Compliant Climate Action Plan for the City of American Canyon.
ENV-3.10:	GHG Emissions Education. Support educational programs to educate the public on climate change and GHG emissions reduction measures.
ENV-4.1:	Energy Efficiency. Require developers employ energy-efficient site planning methods and building design, including building orientation, shading, landscaping, building reflectance, and passive solar heating and hot water systems.
ENV-4.2:	Renewable Energy Sources. Work with other agencies and utility companies to develop safe, economical, and renewable energy resources.
ENV-4.3:	Renewable Energy Program. Support installation of renewable energy and battery storage for homes and businesses.

Policy #	Policy
ENV-4.4:	Energy Retrofit Program. Develop an energy retrofit program and incentives for homeowners and building owners to encourage energy efficiency improvements such as fixture and appliance upgrades.
ENV-4.5:	Energy Efficiency City Operations. Increase energy efficiency of City operations and evaluate the feasibility of installing renewable energy at city facilities.
ENV-4.6:	Energy Conservation Education. Provide educational programs to the community on energy conservation and renewable energy options.
ENV-4.7:	LEED Certification of Municipal Facilities. Design new municipal facilities to, at minimum, meet the baseline Leadership in Energy and Environmental Design (LEED) certification criteria.
ENV-4.8:	Land Use Planning. Utilize land-use planning techniques to reduce traffic congestion and promote alternative modes of transportation for the community.
ENV-4.9:	Development. Encourage and incentivize the development of mixed-use residential opportunities and live-work environments within the city to lessen the impacts of traffic congestion on local air quality.
ENV-4.10:	Active Transportation. Improve active transportation options within the city by connecting local bikeways and trails to City bus stops and public transportation centers.
ENV-4.11:	Public Transit. Coordinate with NVTA and actively pursue the improvement and expansion of public transit for American Canyon residents.
ENV-5.1:	Regional Air Quality Efforts. Support and coordinate with BAAQMD and State and Federal planning efforts aimed at reducing air pollution and management of major pollutants affecting American Canyon and the region, including the Clean Air Plan.
ENV-5.2:	Construction Management Plans. Require new development and redevelopment projects to prepare and implement a construction management plan that incorporates Best Available Control Measures and all best management practices in accordance with the Air District standards to reduce criteria pollutants.
ENV-5.3:	Separate Sensitive Land Uses. Separate sources of air pollution from sensitive land uses, such as residences, schools, day care centers, hospitals, and nursing homes.

Policy #	Policy
ENV-5.4:	EV Charging Station Requirements. Consider adopting voluntary measures from CalGreen Tier 1 and/or Tier 2 to implement stricter electric vehicle charging requirements for new development.
ENV-5.5:	Alternative Modes of Transportation. Encourage residents to use alternative modes of transportation, including walking, biking, and transit to minimize air pollutant emissions.
ENV-5.6:	City Vehicle Fleet. Transition the municipal fleet to electric or alternative-fuel vehicles.
ENV-5.7:	Air Pollution Education. Support public education programs that promote the reduction of air pollutant emissions, such as reducing vehicle emissions through reducing VMT and using alternative modes of transportation.
ENV-5.8:	Commute Reduction. Support programs that reduce commuter vehicle trips.
ENV-5.9:	Countywide Bicycle and Pedestrian Plans. Work with the County to implement the best practices provided within the American Canyon edition of the Napa Countywide Bicycle Plan and Napa Countywide Pedestrian Plan.
ENV-5.10:	Transit Services. Work with Vine Transit, SolTrans, and other transit providers to regularly evaluate and update transit servicing American Canyon.
ENV-6.1:	Resource Protection. Ensure the City's cultural, historically, and archaeologically significant resources are protected in a manner that preserves and/or enhances the inherent resource value.
ENV-6.3:	Historic Resource Reuse. Encourage appropriate adaptive reuse of historic resources where possible to prevent misuse, disrepair, and demolition,
ENV-7.1:	Preservation. To the extent feasible, protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code.
ENV-7.2:	Development. Ensure that human remains are treated with sensitivity and dignity and ensure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.

Policy #	Policy
ENV-7.3:	Yocha Dehe Wintun Nation Treatment Protocol. In the event any Native American human remains, grave goods, ceremonial items, and items of cultural patrimony are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity, the "Yocha Dehe Wintun Nation Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation" shall be implemented as included as Appendix A to the Housing Element.

7. Parks, Recreation & Open Space

Policy #	Policy
PR-1.1:	Open Space Designation. To the extent feasible, maintain the following types of land as designated open space: a. Sensitive habitats or unique resources such as oak woodlands, riparian/creek corridors, significant wetlands and corridors which connect habitats; b. Those areas which are best suited to non-urban uses due to: i. Infeasibility of providing proper access or utilities; ii. Excessive slope or slope instability; iii. Wildland fire hazard; iv. Noise exposure; and v. Flood hazard.
PR-1.2:	Open Space Funding. Encourage partnering with community groups and neighboring jurisdictions to identify grant opportunities to maintain, enhance, and expand open space, and recreational opportunities.
PR-1.3:	Interjurisdictional Open Space Coordination. Coordinate open space planning, acquisition, and development efforts with those of Napa County and regional and State agencies.
PR-1.4:	Open Space Access. Provide public access to open space resources, with interpretive information, when doing so is consistent with protection of the resources, and with the security and privacy of affected landowners and occupants.
PR-1.5:	American Canyon Bicycle and Pedestrian Trail Plans. Continue to refer to the American Canyon Bicycle and Pedestrian Trail plans for guidance on trail locations, construction design, priority development and other relevant policies. See Mobility Element Appendix A and B.
PR-1.6:	Trail System. Work with property owners, resource conservation agencies, neighboring cities, Napa County, and the State to establish an interconnected system of trails connecting open space resources with surrounding neighborhoods.
PR-1.7:	River to Ridge Trail. Implement the planned River to Ridge Trail alignment (West to East). The trail would travel from Eucalyptus Drive to Broadway, south on Broadway to South Napa Junction Road, east across the railroad tracks to Watson Ranch and the Newell Open Space Preserve beyond.

Policy #	Policy
PR-1.8:	Urban Open Space. Plan, design and build open spaces of varying size (e.g. public plazas, large and small open spaces, and spaces for social gatherings that serve as local focal points) to diversify the open space experience and provide opportunities for a larger range experiences for park users.
PR-1.9:	Surplus Caltrans Right-of-Way. Work with Caltrans to use vacant, surplus properties for park and open space purposes.
PR-1.10:	Urban Trails. Improve the convenience of nonmotorized in-town trips and recreation by linking residential and commercial land uses with pedestrian trails.
PR-1.11:	Trail Construction. Require new development to dedicate and improve trails and walkways at least ten feet wide across long blocks or to provide access to schools, parks, open spaces or other public areas, and where such trails or walkways are within the project boundary or frontage and shown on any map or diagram in the general plan and any of its elements or on any specific plan of the city of American Canyon.
PR-1.12:	Climate Adaptation. Mitigate the effects of heat reflecting from paved trail surfaces by incorporating shade trees along the south and west sides of trails wherever possible.
PR-1.13:	Trail Connectivity. Enhance trail functionality by identifying gaps that connect missing links along a trail or between trail networks.
PR-2.3:	Parks System. Work toward the establishment of a public parks system interconnected by off-street trails or bicycle lanes.
PR-2.10:	Climate Change Adaptation. Consider impacts and feasible adaptation measures to address potential long-term impacts of sea level rise, extreme weather, and heat on the city's park system.
PR-2.26:	Highlight Natural Features. Combine Park sites that contain significant natural features with recreational learning opportunities wherever possible. For example, the City could establish a natural resource learning center near the Napa River Wetlands

8. Environmental Justice Element

Policy #	Policy
EJ-1.1:	Affirmatively Further Fair Housing. Promote and affirmatively further fair housing policies and programs.
EJ-1.2:	Review and Update of Housing Policies. Periodically review and update, as necessary, local housing policies and procedures to ensure they do not pose impediments to furthering fair housing.
EJ-1.3:	Housing Affordability and Access. Support the development and preservation of affordable housing throughout the city for a variety of income levels.
EJ-1.4:	Housing Element Implementation. Support implementation of the Housing Element policies to address equal and fair access to affordable housing options for all residents.
EJ-2.1:	Education and Awareness. Support and expand education programs that increase awareness among residents about property maintenance and neighborhood quality standards.
EJ-2.2:	Safe and Sanitary Housing. Through implementation of the Housing Element, the City shall provide standards for development that promote safe and sanitary housing.
EJ-3.1:	Environmental Justice Considerations. Consider potential adverse health and safety impacts associated with land use decisions and reduce negative impacts on residents from hazardous materials, industrial activities, facility locations, and design features.
EJ-3.2:	New Incompatible Land Uses. Avoid the introduction of new incompatible land uses and consider the potential impacts of adding uses with environmental hazards into existing residential areas.
EJ-3.3:	Environmental Protection. Evaluate and implement environmental protection measures within the City's authority that support equitable treatment of all neighborhoods.
EJ-3.4:	Capital Improvements. When preparing a Capital Improvement Programs, consider reducing existing infrastructure deficiencies in lower-income neighborhoods.
EJ-3.5:	Vision Zero Mobility. Support and fund a Local Road Safety Program to that evaluates priority measures to improve the safety of trails and streets in all areas of the City.

Policy #	Policy
EJ-3.6:	Accessible Infrastructure. Implement a City-wide accessibility plan to improve accessible pathways throughout the City.
EJ-3.7:	Combat Heat Island Impacts. Consider the addition of trees in new street and trail construction to reduce the heat island impacts of new paved surfaces,
EJ-4.1:	Accessibility to City Events. Schedule City events using different days, times, and formats (i.e., virtual and digital accessibility) to encourage and facilitate participation among community members with work, school, and other obligations that conflict with more traditional scheduling.
EJ-4.2:	Innovative Communication. Promote and implement new and innovative approaches to facilitate communication between members of the community and City-elected officials and staff members.
EJ-4.3:	Transparent Public Decision-Making. Ensure transparent public decision-making processes through effective public outreach, engagement, and participation that is inclusive of socially disadvantaged individuals and groups.
EJ-4.4:	Leadership Development. Promote and implement programs that educate local residents about the roles of each municipal department and local decision-making processes.
EJ-5.1:	Community-Supported Agriculture. Support community-supported agriculture/food production, such as community gardens and cottage food operations.
EJ-5.2:	Acceptance of Government-Issued Vouchers. Coordinate with farmers market vendors and local food retailers to continue to accept payment through Electronic Benefit Transfer (EBT), which allows residents in the Supplemental Nutrition Assistance Program (SNAP) and the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC) to purchase food with their program benefits.

Policy #	Policy
EJ-5.3:	Access to Community Assets. Identify and address gaps in access to residential, commercial, recreation facilities, natural open space areas, and physical and mental health resources, to help ensure that these resources are equitably available to all residents.
EJ-5.4:	Integrated and Accessible Park System. Continue to develop an integrated park system that is safe and accessible.

9. Safety Element

Policy #	Policy
S-1.1:	Emergency Shelters. Periodically coordinate with emergency shelter providers to ensure that necessary equipment supplies are available in case of emergency,
S-1.2:	Critical Facilities. Coordinate with service providers to ensure the resilience of critical emergency facilities to serve the entire city and other jurisdictions within the region.
S-1.3:	Law Enforcement. Coordinate with the American Canyon Fire Protection District, Napa County, the State, and neighboring jurisdictions to ensure readiness and availability of emergency services and back up services.
S-1.4:	Water and Sewer. Ensure any interruption of utility services in the case of a disaster is minimal and short-term, including water and sewer services.
S-1.5:	Business Disaster Preparedness. Coordinate with the American Canyon Chamber of Commerce to assist local and small businesses in preparing and responding to disasters and in planning for the subsequent continuity of operations.
S-1.6:	Public Training. Encourage residents to attend periodic training programs on wildfire mitigation and disaster planning, and to develop disaster preparedness and evacuation plans for their families.
S-1.7:	Public Awareness. Increase public awareness of City and Fire District emergency response plans, evacuation routes and shelters, and ways to reduce risks at the home and office, focusing on the most vulnerable populations such as older adults and individuals with chronic health conditions. Offer informational materials in multiple languages.
S-1.8:	Emergency Access. Work with the American Canyon Fire Protection District (ACFPD) and the Napa County Sheriff's Department to identify and regularly evaluate emergency access routes to improve accessibility throughout the city in the event of a disaster.
S-1.9:	Essential Facilities. Work with service providers to maintain the reliability of essential facilities, such as communications towers, electrical substations, water services, and first-response buildings in the event of an emergency through promoting grid resilience and energy independence. Work to implement on-site power generation through solar photovoltaic systems and battery storage.

Policy #	Policy
S-1.17:	Critical Infrastructure Siting. Whenever feasible, locate the following critical facilities outside of flood, seismic, and high fire hazard zones: health care facilities, schools, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.
S-1.20:	Funding for Critical Facilities. Direct the dedication of funds to upgrade and maintain City owned critical facilities, including the Emergency Operations Center, fire and police departments, and City Hall, to make them more resilient to the potential impacts of natural disasters.
S-2.1:	Fire Safe Site Design. Develop site design and ongoing maintenance standards for new development in the moderate and high fire hazard zones to mitigate wildfire risk, including implementing minimum road widths and clearances to ensure adequate space for emergency vehicles.
S-2.2:	Utility Undergrounding. Develop a comprehensive plan to underground overhead utilities in new development projects and throughout the city.
S-2.3:	Residential Evacuation Routes. Require that all new residential development have at least two emergency evacuation routes.
S-2.4:	Public Education. Coordinate with the American Canyon Fire Protection District to target fire safety education efforts and fire hazard reduction strategies towards the most vulnerable populations such as older adults and individuals with chronic health conditions.
S-2.5:	Fire Equipment. Coordinate with the American Canyon Fire Protection District to ensure that all fire equipment remains operable and adequate to respond to a major disaster.
S-2.6:	Building and Fire Code Compliance. Require new development to meet or exceed structural hardening requirements in the most current version of the California Building Codes and California Fire Code.
S-2.7:	Development Standards Update. Incorporate relevant new legislative requirements and best practices into the City's development standards.
S-2.8:	Property and Building Improvements. Encourage property and building owners to implement site improvements and building retrofits to bring existing non-conforming developments into conformance with contemporary fire safe standards.
S-2.9:	Fire Protection Plans. Coordinate with the American Canyon Fire Protection District to consider developing fire protection plan guidelines and standards for new construction projects.

Policy #	Policy
S-2.10:	Fire Suppression. Coordinate with the Fire District to ensure adequate water supply to suppress wildfire, as part of the next Napa County Multi-jurisdictional Hazard Mitigation Plan update.
S-2.11:	Peak load Water Supply. Support measures to provide adequate water availability throughout the city to meet future peak fire demand during times of peak domestic demands.
S-2.12:	Emergency Roadways. Maintain roadways used for emergency access by emergency response vehicles as necessary and appropriate to ensure ongoing serviceability.
S-2.13:	Community Fire Breaks. Coordinate with the American Canyon Fire Protection District to encourage property owners to maintain fire breaks and fuel modification/reduction zones on their property.
S-3.1:	Regulatory Compliance. Coordinate with local, state, and federal agencies to ensure the City's flood control regulations comply with federal, State, and local standards.
S-3.2:	FEMA Coordination. Coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the City.
S-3.3:	Changing Conditions. Coordinate with the Bay Development and Conservation District (BCDC) to consider the need to expand flood control capacity caused by flood conditions associated with climate change and extreme weather.
S-3.4:	City Preventative Maintenance. Maintain City storm drains to prevent local flooding and debris flows.
S-3.5:	Private Preventive Maintenance. Require property owners keep natural drainage courses on their sites free of obstructions such as structures, dams, and debris, which may adversely affect flooding on the site or downstream properties.
S-3.6:	Development in Flood Zones. Implement the standards and requirements defined in the Municipal Code to reduce hazards within the 100-year flood zone and require projects in the 100- and 500-year flood zones to incorporate adequate stormwater management and flood-prevention design measures.

Policy #	Policy
S-3.7:	Reduce Flood Vulnerability. Seek funding and assistance to protect existing structures and infrastructure that are vulnerable to flood hazards and sea level rise impacts.
S-3.8:	Protect Public Facilities. Protect existing public infrastructure at risk from sea level rise through building retrofits and other mitigation methods/
S-3.9:	Zero Net Fill. Establish an ordinance that requires any permit that adds fill within a floodway to demonstrate that an equal amount of fill is removed from the floodway.
S-3.10:	Sea Level Rise Mitigation. Require new development and redevelopment within areas at risk of sea level rise to incorporate mitigation measures to address flood and erosion hazards into the project's design.
S-3.11:	Flood Protection by Wetlands. Coordinate with resource agencies to preserve and restore wetlands in the western areas of the city to mitigate the effects of sea level rise and flood impacts.
S-3.12:	Public Facilities. Locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, or identify mitigation measures to ensure such facilities are protected from flood hazards.
S-5.1:	Regulations. Ensure that American Canyon Fire Protection District continues to enforce the Fire Code relating to the use of hazardous material and ensure that appropriate regulations are followed and precautions are taken for the type and amount of hazard being created.
S-5.2:	Cleanup Sites. Require developers coordinate with the Napa County Health Care Agency to confirm that hazardous waste cleanup sites located within the city are remediated by the property owner in a manner that keeps the public safe.
S-5.4:	Storage and Disposal. Coordinate with the American Canyon Fire Protection District to enforce proper storage and disposal of hazardous materials, including medical waste, by commercial and industrial operations.
S-5.5:	Safe Use and Disposal. Coordinate with the City's waste service provider(s) to increase public awareness about safe use and disposal of household hazardous wastes.
S-5.6:	Hazardous Material Review. Review new development sites for potential presence of hazardous materials.

Policy #	Policy
S-7.1:	Water Conservation. Continue and expand water conservation programs and water efficiency upgrades for existing and new development.
S-7.1:	Water Conservation. Continue and expand water conservation programs and water efficiency upgrades for existing and new development.
S-7.3:	Climate Planning Partnerships. Engage surrounding jurisdictions and Napa County to coordinate climate adaptation planning efforts.
S-7.4:	Green Infrastructure. Utilize drought-tolerant green infrastructure projects including street trees and landscaped areas and encourage installation of green roof systems as part of cooling strategies to help reduce the heat island effect and energy demand during extreme heat events.
S-7.5:	Extreme Heat Response Measures. Update emergency/disaster response measures to provide support during extreme heat emergencies.
S-7.6:	Extreme Heat Education. Provide educational programs on preparing for extreme heat days and the effects heat related illness and target educational efforts to vulnerable populations.
S-7.7:	Air Conditioning Alternatives. Encourage residents to adopt air conditioning supplements such as installing fans or planting shade trees.
S-7.8:	Public Facility Retrofits. Seek funding to retrofit existing public facilities, including public buildings and transit stops, to protect the community from extreme heat events and poor air quality.
S-7.9:	Resilient Hubs. Establish community serving facilities that support vulnerable population resilience during climate related emergencies such as poor air quality and extreme heat.
S-7.10:	Open Space Protection. Protect city open space areas and parks from the effects of drought and heat by incorporating drought tolerant landscaping and native trees for shade.
S-7.11:	City Tree Maintenance. Reduce risk of falling tree limbs caused by drought and heat by properly maintaining city trees.
S-7.12:	Emergency Power for Critical Facilities. Work with local providers and facility owners to establish emergency power systems for critical facilities such as hospitals, police and fire departments, City Hall, and community centers.

Policy #	Policy
S-7.13:	Climate Change Impact Outreach. Create an outreach plan with specific outreach programs for vulnerable populations identified in the Climate Change Vulnerability Assessment to educate and help prepare residents for climate change hazards such as extreme heat, sea level rise, flooding, drought, wildfires, and poor air quality.
S-7.14:	Monitoring. Coordinate with the Napa County Public Health Department to establish extreme heat and air quality warning systems and develop accessible and language appropriate community education resources to prepare community members for increase extreme heat events and air pollution.
S-7.15:	Backup Power Sources. Require new City-owned critical facilities to have adequate backup power sources and battery storage to minimize service disruptions during climate hazard events.
S-8.4:	Roadway Noise. Encourage nonmotorized transportation alternatives for local trips and decrease excessive motor vehicle noise by implementing traffic-calming road design, lateral separation, natural buffers, and setbacks.
S-8.5:	Highway Noise. Continue to coordinate with California Department of Transportation (Caltrans) and the NVTA to complete the American Canyon SR 29 Corridor Improvement Project.

ATTACHMENT 3



Photo Credit: Bob McLenahan

City of American Canyon 2024 General Plan Annual Progress Report

February 27, 2025

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Purpose of this Document

California law requires every city and county adopt a long-term General Plan that expresses a long-term shared vision of a Healthy, Equitable, Resilient, and Economically Vibrant community. As the constitution of development, General Plan policies are fulfilled through City functions related to land use decisions, municipal service delivery, capital improvement projects, and consideration of funding priorities including potential service level changes.

Section 65400(b) of the State of California Government Code requires planning agencies to provide an annual report to their legislative body and the Governor's Office of Planning and Research (OPR) on the status of the General Plan and progress in its implementation. The four basic purposes of the annual report are as follows:

- Assess General Plan implementation progress consistent with the goals, policies and implementation measures.
- Provide information that may lead to needed General Plan modifications to improve implementation.
- Correlate land use decisions made during the reporting period, and General Plan goals, policies and implementation measures.
- Inform local agency progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to housing development.

This APR draws significantly on published annual reports, such as the State of the City, Community Development published monthly status reports, the American Canyon Police Annual Report, and the Fire District monthly newsletter. All these reports reflect priorities that fulfill General Plan policies. This year's General Plan Annual Report looks back at 2024 and the City's progress toward implementing the General Plan.

A copy of the Housing Element Annual Progress Report is included in this report as "Appendix A" to complete the General Plan review. The 2024 Calendar Year Housing Element and General Plan Annual Progress Report was presented to the Planning Commission on February 22, 2024 and the City Council.

General Plan Background/Element Status

Following incorporation in January 1992, the City adopted a General Plan in 1994. The General Plan includes the following elements: 1) Land Use, 2) Housing, 3) Economic Development, 4) Circulation, 5) Utilities, 6) Public Services-Facilities, 7) Parks- Recreation, 8) Natural – Historic – Cultural, 9) Geology, 10) Flood Hazards, and 11) Noise. The General Plan also includes a Bicycle Plan and Pedestrian Plan as Appendix 1 and 2 to the Circulation Element.

Since the original General Plan adoption, the City has incrementally amended the Land Use Element many times, the most recent was November 7, 2023. This most recent amendment amended land uses in the City's northeast sphere of influence in preparation of an annexation application.

The Circulation Element was comprehensively updated in 2013 with incremental amendments since that time, the most recent was June 4, 2019. The 2019 Circulation Element amendment reflected changes needed to the Circulation plan to accommodate the Watson Ranch Specific Plan.

The Housing Element has been comprehensively updated consistent with State mandates, the most recent

was January 31, 2023 and certified by the State Department of Housing and Community Development (HCD) in May 2023.

Since 2020, the City has been preparing a comprehensive Technical update to the General Plan. In 2024, we completed public review for the General Plan Update Program Environmental Impact Report (PEIR). Following completion of response to EIR comments, we will begin adoption hearings in 2025.

In 2024, the Napa County Airport Land Use Commission updated its Napa County Airport Land Use Compatibility Plan. By State Law, the City is required to amend our General Plan and implementing ordinances to become consistent with the Napa County Airport Plan by June 2, 2025. To meet the State-imposed deadline, this task will be accomplished in conjunction with or in advance of the Comprehensive General Plan update.

City's Responsibility

The effectiveness of the General Plan ultimately depends on how it is implemented and maintained over time. The General Plan is a fundamental document that provides local control over the physical development of our City. All Capital Improvement Projects, Land Use Ordinances, Development Approvals, Impact Fees, Infrastructure dedications and Conditions of Approvals must be consistent with the General Plan.

General Plan Amendments

State law allows the City to amend its General Plan no more than four times per year. Amendments may be proposed and acted upon at any time during the year and one action may include multiple amendments. Any changes to the General Plan require public hearing by the City Council and evaluation of the environmental impacts as required by the California Environmental Quality Act. In 2024, the City did not amend the General Plan.

Monitoring Long-Term Growth

The City monitors long-term growth through consistency among General Plan Elements working together to connect future growth with needed infrastructure. Implementing actions, such as traffic, water, parks, and other impact fees helps pay for the impacts of new development. Master Plans, such as the Urban Water Master Plan, the 5- Year Capital Improvement Plan (CIP), and other long-range infrastructure plans address impacts of land use growth.

Specific Plans, such as the Broadway District Specific Plan and Watson Ranch Specific Plan tie future growth to infrastructure needs. The California Environmental Quality Act (CEQA) also plays an important role in evaluating proposed development with infrastructure needs.

Major Development Applications

The City processed the following major development applications during Calendar Year 2024. A current list of projects and status is available on the City's website at this link address:
https://www.cityofamericancanyon.org/government/community-development/development-projects

Napa River Ecology Center - A Design Permit application submitted by the American Canyon Community & Parks Foundation to create an Ecology Center by repurposing the 5,000 square foot City Corporation Yard and 3-acre parcel located at 205 Wetlands Edge Road. The project will provide indoor and outdoor instructional uses and community activities that focus on conservation and environmental science, nature art, and wellness programs. This application was approved by the Planning Commission in January 2024.

Crawford Way Multifamily Project – A Design Pemit application for development of 100 townhome-style apartments at a 4.27-acre site at the SW corner of the Crawford Way and Hwy 29 Intersection. This application is scheduled to be reviewed by the Planning Commission in early 2025.

Napa Junction Solar Project – A Design Permit for a 3 megawatt solar utility facility at a 6.6-acre site at 5381 Broadway St. The project includes a 1,000 SF office and approximately 253 parking stalls for RV and boat storage. This application was approved by the Planning Commission in July 2024.

SDG 220 Distribution Center Conditional Use Permit - A Conditional Use Permit (CUP) application for a new 219,834 square foot single-story wine storage and distribution center on a 10.17-acre parcel 1055 Commerce Court. This project was approved by the City Council in November 2024.

Residences at Napa Junction – A Design Permit for 453 multi-family rental dwellings with 15% affordable housing. This application is under review.

Watson Ranch Lot 8 Subdivision – A Final Subdivision map for 25 single family homes was approved by the City Council in May 2024. The Design Permit for home floorplans and landscaping was approved by the Planning Commission in September 2024.

Watson Ranch Lot 7 Subdivision – A Tentative Subdivision map for 136 single family homes was approved by the City Council in November 2024. The Design Permit for home floorplans and landscaping was approved by the Planning Commission in October 2024.

Major Development Construction

Construction was approved, initiated or completed within American Canyon for the following major projects during the Calendar Year 2024:

Pacific Gas and Electric Regional Center – This project consists of a 100,000 square foot regional center for maintenance operations on 12 acres. The project received site plan approval in 2021 and construction was completed in April 2024.

Lemos Pointe Apartments - This project consists of 186 affordable apartments on a 6.77-acre site within the Watson Ranch Specific Plan (WRSP). The project received building permits in 2021 and occupied in June 2024.

Watson Ranch Harvest (Lot 10) – This project consists of 216 single family homes on a 27-acre site. The project received site plan and subdivision approval in 2021. By the end of 2024, 94 homes were completed and building permits for 24 more were under construction.

SDG Commerce 217 Distribution Center – A Conditional Use Permit for a new 217,000 sqft distribution warehouse. Construction was completed in October 2024.

Napa Cove Affordable Apartments – This project consists of 66 affordable apartments on 3.5 acres. The 3-building project received occupancy in September through November 2024.

Chicken Guy Restaurant – Construction of a 2,818 sqft quick serve drive-thru restaurant was open for business in November 2024.

Watson Ranch Artisan (Lot 14/15) – This project consists of 98 single family homes on a 12-acre site. All construction permits were issued and completed by December 2024.

Home2Suites Hotel – This project consists of 102 hotel rooms on 2 acres. The building received site plan approval in 2020, construction permits in 2022, and is now under construction. Occupancy is expected in mid-2025.

Oat Hill Residential Project – The Oat Hill Residential project includes 291 multifamily residential units on 20 acres. By the end of 2024, permits were issued for 231 dwelling units. Occupancy is expected in mid-2025.

Major 2024 Planning Activities that Support General Plan Goals

Comprehensive General Plan Update – The City issued a Notice of Preparation of a Program EIR for the Comprehensive General Plan update in 2022. In 2024, the City completed public review of the Program EIR. In 2025, the city anticipates approval of the General Plan Update and Program EIR by mid-year.

General Plan Environmental Impact Report Workshop – the Planning Commission conducted a workshop to discuss the proposed updated General Plan Land Use plan in October 2024.

6th Cycle Housing Element Update – The City Council approved the Housing Element in January 2023 and the State Department of Housing and Community Development (HCD) certified the Housing Element in May 2023. In 2024, the City completed numerous implementation measures. Please see the attached Annual Housing Element report in Appendix A.

Paoli/Watson Annexation – The City Council conducted the final Prezoning reading for the 80-acre Paoli/Watson Annexation area in February 2024.

Industrial Greenhouse Gas Standards and Industrial Sustainability Standards Ordinance - the City Council adopted a Bay Area first-of-its-kind industrial sustainability standards ordinance for warehouse development in February 2024.

Updated Utility Connection Fees – The City Council adopted "Water Rates and Connection Fees", Chapter 13.14 "Water Conservation Plan", and Chapter 14.04: "Wastewater Rates and Charges" to establish new potable water, recycled water and wastewater property related fees and charges in April 2024.

Environmental Sustainability Goal – The City Council adopted an Environmental Sustainability Goal resolution in Aril 2024.

Annual Housing Element Report - The Planning Commission and City Council each conducted a public hearing to review the Housing Element Annual Report prior to the April 1 deadline in 2024.

Annual General Plan Report - The Planning Commission and City Council reviewed the General Plan Element Annual Report prior to April 2024.

Accessory Dwelling Unit Ordinance - The City Council updated the Accessory Dwelling Unit and Emergency Shelter Ordinance to current standards in April 2024.

5-Year Capital Improvement Program - In May 2024, the Planning Commission confirmed that the 5-Year Capital Improvement Program is consistent with the General Plan. In June 2024, the City Council approved the plan.

Fair Housing Napa Valley - In June 2024, the City Council received an Annual Report from Fair Housing Napa Valley on work accomplished in American Canyon during Calendar Year 2023.

City of Napa Housing Authority - In June 2024, the City Council received an Annual Report from the City of Napa Housing Authority on affordable housing monitoring and grant allocation work accomplished in American Canyon during Calendar Year 2023.

Proposed FY 24/25 Budget – The City Council adopted a balanced annual citywide budget in June 2024.

Community Development Permitting Software – In June 2024, the City Council approved a contract with OpenGov to update the Building, Planning, and Code Enforcement permitting software. The update will provide greater transparency to customers' ability to access the status of their projects and enable field staff to update project status outside the office

National Night Out - The City Council and Department Management Team visited approximately 15 block parties throughout American Canyon during the annual National Night Out event in August 2024.

Architecture Standards in American Canyon - The City Council conducted a moderated workshop with the Planning Commission to discuss desirable architecture in the City that is consistent with objective standards in August 2024.

Green Island Road Reconstruction Financing – In August 2024, the City Council approved issuance of bond financing to reconstruct Green Island Road.

National Community Planning Month – the City Council celebrated National Community Planning Month by adopting a Proclamation to commemorate the event in October 2024.

National Code Enforcement Month – the City Council celebrated National Code Enforcement Month by adopting a Proclamation to commemorate the event in October 2024.

Impact Fee Inflation Adjustment – To maintain the buying power of impact fees over time, the City Council approved an annual inflation adjustment to impact fees in November 2024.

Active Transportation Development Standards Workshop – The Planning Commission and the Open Space, Active Transportation, and Sustainability Commission conducted a joint workshop to discuss the status of Federal, State, and Local Active Transportation Standards and the process to update and adopt new local standards in December 2023.

Napa Valley Transportation Authority (NVTA) Project Initiation Document - In 2022, the City continued its support to NVTA's efforts to complete a "Project Initiation Document" for Highway 29 beautification, functionality, and operational improvements. In 2022, the NVTA Board approved the plan and authorized environmental review.

Status of General Plan Implementation Actions

The table below analyzes selected General Plan policies and action items that made notable progress in 2024. The table is not a comprehensive list of all policies and action items in the General Plan; many policies/actions are under ongoing implementation and may not be listed here.

A majority of the General Plan policies and related action items have been implemented through the adoption of ordinances or resolutions, incorporated into the regular governmental activities, or considered during the review of development proposals. The policy implementations below provide a snapshot to highlight annual progress.

Land Use Element
Goal 1E: Develop residential neighborhoods that provide a range of housing opportunities.
In 2024, • the City issued and inspected construction permits for a wide range of housing types: the Oat Hill multifamily project (291 units), the Lemos Pointe affordable apartments (186 units), the Napa Cove affordable apartments (66 units), the Watson Ranch Artisan single family homes (98 units), the Watson Ranch single family homes (216 units). • The City processed an application for 100 townhomes at Crawford Way/SR-29
Goal 1F: Develop high quality commercial uses.
In 2024, • The city inspected the Home2Suites hotel which is under construction. • The City approved two outdoor amphitheaters in Watson Ranch. • The City completed the Chicken Guy Quick Serve restaurant. • Conducted plan check review for the Hampton Inn Hotel
Goal 1I: and Economic Development Element Goal 3 Develop industrial uses that provide employment for residents and revenue for the City.
In 2024, • Processed grading permits for the Phase 1 Giovannoni Logistics Center. • Completed construction permits for the Pacific Gas & Electric Regional Center. • Completed a 217,000 square foot warehouse on Commerce Court. • Completed an entitlement for a 220,000 square foot warehouse on Commerce Court. • Approved a Solar Farm and RV storage at 5381 Broadway and approved grading permits.
Goal 1L: Study potential development of lands between Newell Drive and the City Urban Limit Line.
In 2024, the City continued to see progress in Canyon Estates – a custom home neighborhood in the former Special Study area. The homebuilder Richmond American has purchased 33 lots and is processing entitlements for the revised project.

Goal 1Q: Expand American Canyon's jurisdictional boundaries to establish a logical pattern of growth and services.
This project would add approximately 80 acres into the City limits consistent with the General Plan Sphere of Influence and Urban Limit Line. In 2024, the City issued a Notice of Preparation of an Environmental Impact Report (EIR) for the Paoli/Watson Lane Annexation. The City Council approved final reading for the Prezoning.
Goal 1U: Conduct decisive near-term action to reduce greenhouse gas emissions in American Canyon.
• Adopted a resolution approving a new environmental sustainability goad: "Demonstrate Leadership in Environmental sustainability." • The City Council adopted a Bay Area first-of-its-kind industrial sustainability standards ordinance for warehouse development in February 2024. • The City continues to participate in the Napa County Regional Climate Action and Adaptation Plan. • Added 3 new Level 2 dual port charging stations: City Hall. Napa Junction Community Center, and the Philips West Aquatics Center.

Economic Development Element
Goal 3B Improve the appearance and functionality of the Highway 29 corridor and establish a Town Center to provide for economically sound local-serving commercial development.
In 2024, the city continued to issue construction permits for new commercial and residential development in the Broadway District along Highway 29 and in Watson Ranch which will provide a new Town Center, known as the Napa Valley Ruins & Gardens. These include completion of the Lemos Pointe apartments, Napa Cove Apartments, Artisan and Harvest single family neighborhoods. The City is inspecting a new a hotel, and reviewing construction permits for a second new hotel in the Broadway District. Also, the City welcomed construction completion and business opening for Chicken Guy restaurant and renovation of the Canyon Café into the new Birria Spot.

Circulation Element
Guiding Policy 1: Safe and convenient access to activities in the community.
Highlights during 2024: • City Council approved a Five-Year Road Maintenance Expenditure Plan for FY 2024/25 through FY 2028/29 using Measure T tax funds (Napa Countywide Road Maintenance Act.) • Installed two new Radar Speed Signs. The first sign was a replacement for the existing sign on west bound Benton Way. The second sign was installed in a new location on north bound Newell Dr. in front of the American Canyon High School. • Completed design for the Melvin Road Sidewalk and Drainage Improvements project. • Completed design to close sidewalk gaps and provide for drainage improvements between Melvin from Cassayre to James Road as well as close a couple of short sidewalk gaps on James Road to Donaldson.
Guiding Policy 2: Implement Planned Roadway Improvements.
• Relocated overhead utility lines and poles to a new underground system across the Napa Cove apartment site. • Extended Wetlands Edge Court to improve storm drainage flow and provide a paved cul-de-sac north of Eucalyptus Drive. • Completed the joint trench utility undergrounding work on Green Island Road. • Completed Benton Way pavement rehabilitation from Wetlands Edge to Elliott Drive.

- Completed Rio Del Mar East, extension of Rolling Hills Drive, Mallen Way connecting to the northern terminus of Newell Drive, Marcus Road and installing public utilities to serve all the developments within Watson Ranch. Also include in this phase are offsite utilities.
- Completed design for ADA ramp upgrades, pavement, striping, and crosswalk improvements on Knightsbridge between Danrose and Elliott, Regent Court, Park Lane, Lansford Court, Arden Court, Linwood Lane.
- Completed design for ADA curb ramp upgrades, various pavement treatments, sewer CIPP and water main upgrades, striping and pavement marking upgrades for Rio Del Mar from Highway 29 to Carolyn Drive, all of Los Altos Place east of Carolyn Drive, Cassayre Drive, Flamingo Court, Del Rey Court, Alta Loma Drive, Joan Drive from Carolyn Drive to Los Altos Place, and Carolyn Drive from Rio Del Mar to Los Altos Place.

Guiding Policy 3: Design circulation system to focus regional travel on SR 29.

In 2024, the City continued to support the Napa Valley Transportation Authority efforts to develop a "Project Initiation Document" for Highway 29 beautification, functionality, and operational improvements.

Natural Resources Element

Goal 8: Protect and preserve the significant habitats, plants and wildlife that exist in the City and its Planning Area.

Highlights during 2024:

- Received a $246,000 California State Parks Outdoor Environmental Education Facilities Grant to construct an outdoor education area (open-air seating for up to 40 people), install 20 interpretive signs and elements, and construct a gender-neutral restroom at Wetlands Edge Preserve. This project was identified and adopted as part of the Five-Year Capital Improvement Project Budget for FY 23/27.
- Began to develop a Wetlands Restoration Plan to guide restoration, protection, and improvement of the North Slough and Lower Napa River wetlands and uplands along the City's shoreline.

Park and Recreation Element

Objective 7.3: Ensure that American Canyon provides both active and passive recreational activities in a variety of park and trail settings

Highlights during 2024:

- Completed renovation of the Adult Activity Center.
- Completed the Veterans Memorial Park skatepark.
- Replaced playground equipment and a fully accessible surface at Via Bellagio Park.
- Provide ADA accessible improvements to the Newell Open Space parking lot and improved trail access up to the fenced woodland area. Project scope includes design, right of way acquisition and construction.
- Completed design for the Wetlands Edge enhancement project consisting of an outdoor educational area (open air seating area), landscape area and bathroom.
- Contributed $1 million toward funding for the Napa River Ecology Center in partnership with the American Canyon Community and Parks Foundation.

Policy 7.8.4: Promote the establishment of a volunteer services program to assist City park and recreation staff, thereby stimulating more direct community involvement and reducing future staffing costs.

- Received assistance from 122 volunteers, equating to 455 volunteer hours.
- Conducted a Citizens Academy to help residents understand the workings at City Hall. This year's graduation class beautified the picnic table area near City hall.
- Works with over 21 American Canyon community nonprofit organizations and partners that provide staff support, supplies, and facilities at no cost, that support the success of their programs, services, and events.
- Support several community sports organizations that provide an advanced competitive sports experience with over 3,771 rental hours at no cost to these organizations.
- Newell Open Space invasive plant species removal in February.
- Community Garden maintenance in March.
- Earth Day volunteer wetland enhancement with native plants in April
- American Canyon hosted the 2024 volunteer recognition event in April. This event celebrates key contributors to our community, recognizing our community groups and members who invest in impactful and meaningful philanthropic work.

Public Services-Facilities Element

Goal 6A: Ensure a high level of fire protection and emergency services for the City's residents, businesses and visitors.

Highlights during 2024:

- Deployed sheep as an eco-friendly method for fire and weed abatement in our parks and open spaces in partnership with the City, Napa Firewise, and Napa County.
- Responded to 2,139 incidents
- Provided mutual aid for 191 incidents.
- Promoted two Fire Captains to Battalion Chiefs
- Hired three firefighter paramedics.
- Received a total of $177,000 in grant funds for two sets of "Jaws of Life" hydraulic tools, obtained a patrol rescue boat and trailer and obtained nine sets of personal protective gear.
- for firefighting equipment from the Firehouse Subs Public Safety Foundation.
- Supports and trains the voluntary American Canyon Community Emergency Response Team (ACCERT)
- Supports and trains the Explorer Program which offers young adults 14-21 a hands-on experience in firefighting under the guidance of professional firefighters.
- Participated in a Health Fair at the American Canyon fire District in April.
- September 11th Ceremony.

Goal 6B: Ensure a high level of police protection for the City's residents, businesses and visitors.

Highlights during 2024:

- Over 4,100 Neighborhood Watch Sign Ups (up from >3,600 in 2022).
- A slight decrease in vehicle theft (65) and in burglaries (24) (from 70 and 29 in 2022
- respectively)
- Zero (0) homicides
- One (1) fatal traffic accident
- Total collisions on local roads (67) were down significantly in 2023 (from 107 in 2022).
- Responded to 15,294 calls for service, booked 607 people into jail and booked 60 firearms
- into property.

- ACPD's clearance rate for violent crimes was 76% and property crimes was 43%. This is significantly higher than the Statewide average of 41% for violent crime and 7.2% for property crime.
- Organized the 40th American Canyon National Night Out held on the first Tuesday in August. This year, there were 12 neighborhood hosted parties.

Natural-Historic-Cultural Element

Goal 8F: Reduce consumption of nonrenewable energy sources.

- The City partnered with Recology to provide food waste composting throughout the city.

Utilities Element

Goal 5: Establish and maintain a secure water supply and treatment, distribution and storage system.

Highlights during 2024:

- Constructed a new a 24'x60' Modular Building with individual cubicles for all staff, a conference meeting area and a lunch breakroom area. In-kind work by staff (water/electrical) saved approximately $15,000.
- Staff continued to improve their skills. Fidel Lopez received a Cross-connection Specialist Certification. William Harder received a Distribution Garde 2 Certification, Jonathan Wood received a Distribution Grade 1 Certification.
- Completed 9,162 LF of new recycled water mains and includes the conversion of existing irrigation services from the domestic water system to the new recycled water system.
- Completed design for water main improvements on Knightsbridge between Danrose and Elliott, Regent Court, Park Lane, Lansford Court, Arden Court, Linwood Lane.

Goal 5A: Provide a high-quality water supply to American Canyon water users.

In 2024,

- Responded to 1,503 service calls
- Identified and repaired 215 water meter leaks
- Replaced 36 water meters
- Replaced 33 service connections
- Repaired 7 water mains
- 800 water meter lids were refurbished and repaired, estimated cost savings approximately $92,000.00
- Participated in the Low-Income Household Water Assistance Program (LIHWAP) that provides financial assistance to low-income Californians to help manage their residential water utility costs. The program began in the summer 2022, the City of American Canyon received a total of $49,507.00 in the grant fund on behalf or residents in need of assistance.
- The City continued to participate in development of the Sites Reservoir, which is an environmentally sensitive reservoir that stores excess winter runoff water for use when demands are high. This facility is anticipated to be completed in early 2030's.

Objective 5.10: Ensure that adequate storm drain and flood control facilities are provided and properly maintained to protect life and property from flood hazards.

Replaced approximately 500 feet of compromised clay sewer main on Andrew Road between Thayer and Crawford Way.

Objective 5.14: Provide a system of wastewater collection and treatment facilities which will adequately convey and treat wastewater generated by existing and future development in the City's service area.
In 2024, completed design of a project to upsize the existing sewer main on Broadway between Crawford and Donaldson through a trenchless method. Completed design of sewer and water main upgrades for Rio Del Mar from Highway 29 to Carolyn Drive, all of Los Altos Place east of Carolyn Drive, Cassayre Drive, Flamingo Court, Del Rey Court, Alta Loma Drive, Joan Drive from Carolyn Drive to Los Altos Place, and Carolyn Drive from Rio Del Mar to Los Altos Place.

Housing Element Annual Progress Report Overview (Appendix A)

Preserving and enhancing the range and affordability of housing is an important goal of the General Plan. Attached to this report is the Annual Housing Element Progress Report. This report was presented to the Planning Commission on February 27, 2025 and the City Council on March 18, 2025.

TITLE
Draft Artificial Intelligence (AI) and Data Policy

RECOMMENDATION
Review and provide feedback on the *draft* Artificial Intelligence (AI) and Data Policy.

CONTACT
Alexandra Ikeda, Deputy City Manager

BACKGROUND & ANALYSIS
The following is a Council Requested Item

We live in a fast-changing technological world where Artificial Intelligence (AI) is becoming part of everyday life and work. AI tools are already used across many sectors to improve efficiency, support communication and decision-making, and enhance services, and our organization is no exception. As the City continues to modernize and use digital tools such as our registration and utility billing systems, along with newer platforms like NeoGov and OpenGov, we are generating and managing more digital information than ever before. The City does not currently have a formal data policy guiding how this information is managed, which creates the risk that sensitive employee, customer, or City information could be shared inappropriately, or even unintentionally.

The intent of the *draft* AI and Data Policy is to provide clear expectations for the responsible use of AI tools and the protection of City data, while still encouraging safe and innovative use of technology. The policy outlines how AI tools may be used as part of daily work and emphasizes transparency, accountability, and ethical use. It also establishes standards for how City information is collected, stored, shared, and protected across all systems. This includes defining what sensitive information is and making clear that it should only be handled in secure City systems.

This policy is in draft form. Staff are seeking feedback from the City Council, recognizing that refinements may be needed. The draft will also be reviewed by legal counsel and shared with bargaining units before a final version is brought forward for adoption.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

There is fiscal impact from this item.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

COMMUNICATION

Level 0: No Further Public Communication Needed
Included in the City Council Agenda Packets - this serves as the official communication for this item.

ATTACHMENTS:

1. Draft AI and Data Policy

Artificial Intelligence (AI) and Data Policy

PURPOSE

The City of American Canyon encourages the use of emerging technologies that promote innovation, enhance productivity, and improve organizational performance and service delivery, all while serving the public good and upholding ethical standards. This policy provides guidance for the responsible use of Artificial Intelligence (AI) and City data systems. The goal is to support efficiency, collaboration, and innovation while protecting sensitive information and maintaining public trust.

This policy applies to all City employees, volunteers, contractors, and consultants who use City systems or have access to City information. For the purposes of this policy, these individuals are referred to as "City staff" or "staff."

UNDERSTANDING DATA AND ARTIFICIAL INTELLIGENCE (AI) TECHNOLOGIES

Data systems and AI technologies encompass a range of tools that enable organizations to collect, process, analyze, and generate information in increasing sophisticated ways.

Data Systems include platforms, software, and processes used to store, manage, and analyze data, such as databases, dashboards, analytics tools, and machine learning pipelines. These systems are essential for both internal and external functions and often contain sensitive and private customer and employee information that must be protected and managed responsibly.

AI refers to computer systems that perform tasks typically requiring human intelligence, such as recognizing patterns, understanding language, making predictions, and generating content. A growing area of AI, known as Generative Artificial Intelligence (Generative AI), can create new content, such as text, images, code, or audio, based on user prompts. These tools can assist staff by helping draft, edit, summarize, or analyze information, but they also introduce potential risks related to privacy, data security, intellectual property, and bias.

DEFINITIONS

Data Systems: Computer systems, software, websites, databases, or tools the city uses to collect, store, manage, or share information.

City Data Systems: The platforms, software, storage systems, networks, databases, and tool the city owns, operates, or uses to collect, store, manage, analyze, or transmit information. These systems may contain sensitive or confidential data and must be handled securely and in compliance with City policies and laws.

Artificial Intelligence (AI): Technology that helps computers do tasks that normally require human thinking, such as understanding language, recognizing patterns, or making suggestions.

Generative AI: A type of AI that can create new content, such as text, images, audio, or code, based on prompts or examples. Examples include ChatGPT, Google Gemini, and Adobe Firefly.

Personally Identifiable Information (PII): Information that can be used to identify a specific person. This includes names, phone numbers, home addresses, email addresses, birthdates, social security numbers, drivers license numbers, account number, and any other identifying details.

Protected Health Information (PHI): Health-related information that can be connected to an individual. This includes medical history, treatment information, health insurance details, and any health data tied to a person's identity. PHI is protected by federal and state laws and must not be entered into AI tools or shared outside approved secure systems.

Health Insurance Portability and Accountability Act (HIPAA): A federal law that protects medical and health information. HIPAA requires that PHI only be stored and shared in secure, approved systems. PHI cannot be entered into AI tools or shared outside authorized City systems and workflows.

Criminal Justice Information Services (CJIS): A federal security standard for criminal justice data, including arrest records, criminal history, fingerprints, dispatch information, and law enforcement reports. CJIS data may only be accessed, stored, or shared in systems approved for CJIS compliance. CJIS data cannot be entered into AI tools.

Sensitive or Confidential Information: Any information that is private, protected, or not meant to be shared publicly. This includes PII, PHI, CJIS, internal planning or legal documents, financial information, security or infrastructure details, and employee or customer information.

Public Information: Information that is already published or cleared for public release, such as City website text, Council agendas, newsletter, press releases, or publicly posted reports.

AI Output: The text, images, summaries, answers, or other content produced by an AI system.

Hallucination: When an AI tool produces content that sounds correct but is actually incorrect, fabricated, or misleading.

PRINCIPLES

The City is committed to using data and AI in ways that improve services, support employees, and maintain public trust. These principles guide all use of AI and City data systems.

1. Accountability: Staff are responsible for the work they create and the information they handle. AI may assist with tasks, but staff must review, edit, and approve all final content, decisions, and communications.

2. Ethical Use: AI tools must be used in ways that reflect the City's values, including fairness, respect, transparency, and service to the community. AI should support work, not replace professional judgement or responsibility.

3. Transparency: When AI contributes substantially to a document or communication, staff should acknowledge its use when appropriate. AI-generated materials should neve be presented as solely human-created work.

4. Accuracy and Hallucinations: AI tools can sometimes produce false or fabricated ("hallucinated") information that appears credible. Staff must apply critical thinking and review and verify all AI-generated content before relying on it or sharing with the public.

5. Privacy and Security: Sensitive or confidential information must not be entered into AI tools. This includes information related to City operations, employees, or community members. This expectation applies across all City data systems, not just AI. Sensitive and confidential information must always be stored, shared, and managed securely and in compliance with City policy and law.

6. Fairness and Bias: AI systems reflect bias from the data they were trained on. Staff must apply judgment and care to avoid reinforcing discriminatory or unfair outcomes, especially in situations involving access to services, enforcement actions, or eligibility determinations.

7. Responsible Learning and Use: The City encourages staff to explore tools that can improve efficiency and creativity, while using careful judgment. Staff should seek guidance when unsure whether content or information is appropriate to use in AI

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systems.

8. Human Oversight: AI can support work, but it cannot replace human responsibility. Final decisions and communications must always be made and approved by staff.

DATA PROTECTION AND PRIVACY

Protecting sensitive and confidential information is required in all City work. This responsibility applies to every employee, contractor, volunteer, and system, including AI tools and City data systems. Sensitive and confidential information is always protected.

- Do not enter PII, PHI, CJIS, or confidential City information into AI tools.
- Do not store or share sensitive information outside secure City systems.
- When unsure whether information is sensitive, treat it as sensitive.
- Ask your supervisor if clarification is needed.

Certain City roles, such as Police, Dispatch, Code Enforcement, HR, Fire/EMS, Finance and others may be required to follow additional federal and stat privacy laws, including HIPAA for health insurance and CJIS for criminal justice information. When these laws apply, they take priority. Staff must handle PHI and CJIS data only in secure systems specifically approved for that purpose and not in AI tools.

INTELLECTUAL PROPERTY AND ATTRIBUTION

AI use must comply with copyright, trademark, and licensing rules. Staff are responsible for ensuring that any AI-generated or AI-assisted work respects intellectual property rights. When applicable, staff must provide attribution or acknowledge of AI assistance in accordance with City guidance.

ACCEPTABLE AND PROHIBITED USES

- *Acceptable Uses*. AI tools may be used to assist with general work tasks when no sensitive data is involved, including:
    - Drafting or rewriting emails to improve tone and clarity (When no PII/PHI/CJIS/confidential details are included.
    - Drafting memos, summaries, instructions, or public materials.
    - Creating outlines, talking points, or presentation ideas.
    - Summarizing or translating public documents.
    - Brainstorming ideas or improving clarity of language.

- *Prohibited Uses*. AI tools cannot be used to:

- Enter or share PII, PHI, CJIS, employee, personnel, financial, or confidential City information.
- Make decisions about eligibility, enforcement, personnel matters, services, or safety.
- Share draft, internal, unpublished, or restricted documents.
- Move City data into unsecure systems.
- Perform personal, political, or outside business activity.

GUIDANCE AND SUPPORT

City staff are expected to use City data systems and AI tools responsibly. Good judgement should be used when handling information or deciding whether AI is appropriate for a task. If clarification is needed, supervisors can provide guidance and support.

A one-page AI & Data Use Quick Guide is available to help support staff apply this policy in daily work. The Quick Guide summarizes key reminders in plain language and does not replace this policy.

OVERSIGHT AND GOVERNANCE

The City Manager's Office is responsible for the overall oversight of this policy. Information Technology (IT) supports implementation, provides guidance on data security, and may update technical practices as needed. Department supervisors are responsible for ensuring that their teams understand and follow this policy in their daily work. This City may update this policy as technology, legal requirements, and City practices evolve.

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AI & DATA USE QUICK GUIDE

Staff are encouraged to use new technologies, including AI, to improve productivity and service. At the same time, we protect private, confidential, and sensitive information. If you wouldn't share it publicly, don't enter it into AI.

WHAT YOU CAN USE AI FOR

- Drafting or rewriting emails for tone and clarity (no confidential details).
- Summarizing public documents.
- Translating public information.
- Drafting memos, text, or presentations.
- Creating outlines, talking points, or ideas.
- Rewriting content to make it easier to understand.

WHAT AI CANNOT BE USED FOR

- PII (names, addresses, phone numbers, social security numbers, etc.).
- PHI (health information connected to a person).
- CJIS data (criminal justice or police information).
- Internal or confidential City information.
- Passwords, internal links, system or security information.
- Making decisions about people (services, enforcement, hiring, discipline).

KEY REMINDERS

- You are responsible for your work, even if AI helps.
- AI supports work, it does not replace judgement.
- When unsure whether information is sensitive, treat it as sensitive.
- Ask your supervisor if clarification is needed.

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CITY COUNCILMEMBER REPORT

Council Meeting Date: 11/18/2025

Submitted by: * Mayor Pierre Washington

Event Date: 05/11/2025

Event Type Conference

Event Title: So. County Developer Meeting American Canyon

Event Report: On November 5, 2025, Supervisor Belia Ramos and I *(along with City Manager Jason Holley)* hosted a developer meeting in a collaborative discussion on American Canyon's future pertaining to development and circulation needs.

The meeting was intended to secure developer engagement, encourage shared responsibility, and ensure council support for coordinated infrastructure planning that advances approved and prospective projects.

I believe we were able to achieve positive momentum and we are scheduled for a follow-up meeting with the developers in two weeks.

Event Date: 06/11/2025

Event Type Committee Report

Event Title: STATE ROUTE 37 POLICY COMMITTEE MEETING

Event Report: On November 6, 2025, Vice Mayor Mark Joseph and I, along with Regional elected officials from Solano, Marin and Napa County attended the Resilient SR-37 State Route 37 Policy Committee meeting, in Petaluma, Ca. This meeting was focused on discussions/information provided by Bart Ney, from Caltrans who was illustrating the navigation of the Regional Park and "Tolay" Creek Bayland overpass/bridge that will be reconstructed and heighten. There was also discussion about fair tolling and tolling locations.



Event Date: 06/11/2025

Event Type Committee Report

Event Title: American Canyon Finance Sub-Committee meeting

Event Report: On November 6, 2025, at 1pm, Vice Mayor Mark Joseph and I attended the city's Financial Sub-Committee meeting where Financial Director Jem Cruz provided us with a thorough status on the state of the city's financials. This meeting focused more on recommendations for the council to consider approval of changes to the Fiscal & Budgetary Policies: Reserves, Renovation and Replacement Fund, and Pension Stabilization Fund.

Periodic reviews will be performed to assess fund levels. If any funds exceed operational needs, excess amounts may be reallocated through the budget process with Council approval.

City Manager Jason Holley and Assistant City manager Juan Gomez provided additional insight to the safeguards around the reviews.

Event Date: 08/11/2025

Event Type Community Event

Event Title: Comedy Show Manila Munchies featuring Rex Navarrete

Event Report: On Saturday, November 8, 2025, the organizers of Friendors, (associated with manila Munchies hosted a "Kamayan" Dinner & Comedy show, featuring comedian Rex Navarrete at the American canyon Boys & Girls Club. There was plenty of amazing Filipino food, fellowship with community members and leaders and lots of laughter. We also enjoyed the singing of American Canyon High School choir, led by Mr. Jamie Butler. Our elected officials in attendance were Supervisor Belia Ramos, Vice Mayor Mark Joseph, Councilmembers David Oro & Brando Cruz.



CITY COUNCILMEMBER REPORT

Council Meeting Date: 11/18/2025

Submitted by:* Vice Mayor Mark Joseph

Event Date: 06/11/2025

Event Type Committee Report

Event Title: Resilient SR37 Policy Committee

Event Report: Mayor Washington and I attended the bi-monthly policy committee meeting. It is more informative than policy-setting.

- We received updates on the near term projects of Sears Point to Mare Island, focusing on the three construction phases. Phase 1 is Tolay Creek Bridge replacement/SR121 Intersection improvements (fully funded, ready to go out to bid next Spring); Phase 2 is Eastbound SR27 and a Strip Marsh enhancement project (funding conditionally approved and ready to list in early 2027); and Phase 3, which is the westbound improvements (funding is still being worked on and hopefully will be combined with Phase 2). Additional discussion focused on environmental impacts (use of retaining walls; only 9 acres of wetlands are being impacted) and how to handle the grading impacts (can we use the dirt excavated from one phase for fill in another?)
- We also received an update on the Novato Creek Bridge Replacement, which is also fully funded and construction is expected sometime in 2027. This is also part of the near term component. The long-term phase is actually raising the highway on both sides of the bridge to be above sea level rise.

The full agenda (with attachments) can be found ***here***.

Event Date: 06/11/2025

Event Type Committee Report

Event Title: Finance Subcommittee Meeting

Event Report: Mayor Washington and I met with staff to review one aspect of our fiscal policies, relating to Reserves and the Capital-related internal service funds. This included a discussion of the current fund balances and designated uses for the various capital funds, as well as our Pension Stabilization Fund. The Mayor and I were supportive of staff's suggestion that we consider a Section 115 Pension Fund (probably the wrong term). This would give us more stability in managing our PERS retirement costs (we do something similar with our OPEB--retiree health insurance costs).

We also discussed what an annual set-aside could be, based on asset depreciation. This tends to generate a much larger number than we probably need or can afford (for example, the current annual charge would be $3.6 million). So our next steps need to focus on refining that number as well as identifying where funding could come from.

We also agreed to start reviewing the complete fiscal policies and begin targeting which sections, if any, should be recommended for revisions by the full Council.

Event Date:

Event Type Community Event

Event Title: City and Community events/activities

Event Report:

- **Veteran's Day:** We had a great turnout for this event, and St. Senator Christopher Cabaldon was there to give his remarks. The program went very well, with performances by the ACMS Choir, the annual Photography Contest, and speeches! Shout out to Council member Cruz as our keynote speaker!
- **New ACMS Track:** Councilmember Cruz and I were also present for the unveiling of the refurbished track at our Middle School. It looks great, and they had a clever way to cut the ribbon: members of our ACMS Track Team broke through the banner to celebrate its re-opening!
- **Manilla Munchies Part 2:** I made a short appearance at this new event. There was great food and entertainment. This is another fund raiser by the new Friendors nonprofit in town. I only wish I hadn't already had a big lunch, so I could eat more!
- **Habitat for Humanity lunch:** I had lunch with members of this group. They are looking for sites in American Canyon that they can acquire and then build affordable housing, using sweat equity by the future owners. Our Planning Staff offered them some prospective sites, and I gave them a couple of City-owned parcels that might work. We'll see--nothing will happen quickly, since it takes time to acquire the site(s), design the homes, and build them--especially if volunteer labor is involved. But it's the right thing to pursue.
- **ACHS Art & Music Fest:** As the AC Arts Foundation President, I met with Jamie Butler and Valerie Zizak-Morais to start planning for our next event, scheduled for March 21, 2026 at the RD Winery. It will be combined with the Chamber's Mustard Celebration, and is also a fund raiser for our school's Visual and Performing Arts (VAPA) program.
- **Juneteenth Celebration Planning:** As ACAF President, I also met with Brenda Knight and others to discuss how to approach our Juneteenth Celebration for next year. We have some exciting new changes, but we're not ready to make any announcements yet!

FUTURE AGENDA ITEMS OF NOTE

November 20, 2025, Planning Comm. 6:30 p.m.
Crawford Way Tentative Subdivision Map

December 2, 2025, City Council Meeting 6:30p
Sites Reservoir Project Update
High Strength Waste Project
2026 City Council Committee Assignments
Open Gov Presentation

December 3, 2025, TBID Meeting. 11:00 a.m.
Review Donation Requests

December 3, 2025, OSATS Meeting. 6:30 p.m.
Complete Streets Approach for CIP Projects
BCDC's SB272 Sea Level Rise Report

December 11, 2025, PCS Meeting. 6:30 p.m.
Recommend Community Grants

December 16, 2025, City Council 6:30p
Crawford Way Tentative Subdivision Map
Award Community Grants

December 18, 2025, Planning Comm. 6:30 p.m.
TBD

January 20, 2026, City Council 6:30 p.m.
Communications Update
Annual Comprehensive Financial Report and FY 2024-25 Year End Results
Q3 CIP Update

Unscheduled Council Directed Items	Councilmember	Date of Council Vote	Notes
All Electric Reach Code	Joseph	11/7/2023	On hold pending RCAAP and *Berkeley* litigation.
Food Ware Ordinance	Joseph	9/17/2024	On hold, pending RCAAP
Purple Heart Designation	Washington	10/15/2024	In progress, council date TBD