



# **APPENDIX E**

## **POLICIES AND PROGRAMS RELATED TO AIR QUALITY**

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This appendix is a compilation of policies and implementation programs located in various sections of the General Plan Policy Document that address air quality and the air quality implications of land use and transportation.

### Chapter 1: Land Use

- LU-4.2 The City shall allow for convenient supporting services and alternative residential types to meet special needs by permitting recreational uses, public and quasi-public uses, churches, day care and congregate living facilities, and single room occupancy units in residentially-designated areas, when they meet the standards for development that protect neighborhood character.
- LU-4.3 The City shall encourage the development of housing for the elderly, disabled, and low-income households in every planning area with residential Pods, where the City determines the development is compatible with surrounding land uses and where site conditions and service capabilities permit. Sites considered especially appropriate for these uses are those accessible to transit, commercial, and medical services. Planned developments, condominiums, and mobile home parks are considered to have unique, self-contained development patterns that can be designed with little impact on the existing development pattern.
- LU-5.2 The City shall restrict or impose conditions on significant traffic-generating land uses along crucial corridors. When feasible, the City shall seek to improve the appearance and internal integration of existing strip commercial areas by implementing the following:
- a. When new development is proposed or when an opportunity arises due to use changes within an existing strip area, the City shall encourage shared parking and access (reducing curbcuts), shared design features, shared signing, consistent landscape treatments across frontages, and other integrating features.
  - b. The City shall not permit the development of new strip commercial areas lacking appropriate access control, or extensions of existing areas along arterials and collectors through development at the terminus of existing commercial strips.
  - c. To reduce the impacts of existing commercial uses on crucial corridors and other major streets, the City may not allow certain uses generating significant traffic.
- LU-5.3 The City shall require major new commercial projects to be designed to support mass transit and alternative modes of transportation.
- LU-5.7 The City shall encourage developers of larger commercial projects to provide for on-site mixed uses that would allow employees to make non-work-related trips (e.g., banking, lunch, dry cleaning, recreation, child care) without having to use their automobiles.
- LU-5.8 The City shall encourage automobile-oriented uses to locate parking in areas less visible from the street (e.g., reverse frontage commercial centers).
- LU-5.A The City shall prepare and adopt design guidelines to guide placement, scale, massing, and parking area design of new commercial developments; emphasizing reverse frontage designs, placement of buildings to define street edges and spaces, traffic circulation across property lines, mass transit access, and site design that produce a unified pedestrian environment.
- LU-5.B The City shall develop standards for landscaped parking layouts, streetscaping, mass transit, unified signage, lighting, street furniture, buffering, delivery/ unloading areas, and other related features that will improve the appearance and function of commercial and office areas.

- LU-5.C The City shall develop zoning incentives to promote development of higher density residential uses in and adjacent to existing commercial areas.
- LU-7.3 The City shall encourage development of support services such as dining, recreation, and child care in the city's industrial categories to provide employee-related services near the workplace.
- LU-7.4 The City shall ensure that industrial development is designed and operated to minimize noise, heat, glare, dust, unscreened storage yards, air emissions, hazardous materials generation, and other negative effects.
- LU-8.1 The City shall promote efficient use of larger vacant parcels and vacant areas of the city by encouraging mixed use development.
- LU-8.2 The City shall promote the renovations and reuse of existing buildings in the downtown and mixed use areas.
- LU-11.12 The City shall improve visual, transit, and pedestrian linkages between downtown and existing tourist/visitor destinations such as the Wine Train, Napa Expo, the Factory Outlet Center and other future visitor-oriented development.

**Chapter 3: Transportation**

- T-1.1. The City shall require all new development to mitigate traffic impacts in accordance with the circulation system classifications shown in Table 3-3 and reflected in the Future Circulation Improvements Diagram (Figure 3-2), with the following exceptions:
  - a. To encourage the use of alternatives to the personal automobile, all streets at the collector level and above are shown with five-foot bike lanes on each side. Except on designated bike routes, required bike lanes may be eliminated on a case-by-case basis, at the City's discretion. . . .
- T-5.1 The City shall continue to support financially feasible transit services within the city with the objective of increasing the transit/automobile mode split to five percent transit by 2020.
- T-5.2 The City shall continue to implement the VINE's combined geographic and frequency of service

standards, as follows:

- a. Bus routes should be located within ¼ mile of 85 percent of city residences, and within 1/8 mile of 90 percent of city activity centers.
- b. 60 percent of bus routes should operate at half-hour intervals, with the remaining 40 percent operating at hourly intervals.
- T-5.3 The City shall, when financially feasible, consider increasing the level of transit service (routes, frequency of service) as the demand for transit service grows.
- T-5.4 Where opportunities arise, the City shall give high priority to coordinating Napa transit services with inter-city and regional services.
- T-5.5 The City shall support reasonable consolidation of transit services to achieve efficiency and effectiveness throughout the valley and to improve commuter linkages to transit systems in adjoining counties.
- T-5.6 The City shall, when feasible, use opportunities created by completion of discontinuous elements of the arterial/ collector system to eliminate long one-way loops at the outer ends of existing routes.
- T-5.7 When new development occurs on any arterial or collector street with an existing or planned bus route, the City shall require the dedication and/or provision of bus turn-outs in appropriate locations.
- T-5.8 The City shall continue to support adequate, efficient and convenient transfer and operational facilities in the downtown area, with supplemental facilities for transfers at key locations. The City shall continue to coordinate the route structure so that buses meet downtown for convenient transfers.
- T-5.9 The City shall plan for terminal and operations facility expansion in updates to the *Short Range Transit Plan* and transit capital planning process.
- T-5.10 The City shall explore the feasibility of developing a satellite transfer point and park-and-ride facility in conjunction with the Trancas/SR 29 Interchange project.

- T-5.11 The City shall consider available sites downtown for possible use as a satellite or replacement terminal and/or operational facilities, and establish priorities for reserving these sites for such use in the future.
- T-5.12 The City shall encourage developers to include public transit support and promotion of other alternatives to single occupancy vehicles (SOV) in commercial development projects. Support may include provision of discount bus passes to employees, bicycle facilities, transit information displays, and on-site transit facilities (turnouts or berthing space, shelters, and access).
- T-5.13 The City shall consider some or all of the following programs, or other reasonable programs, encouraging alternatives to the private auto:
- a. Allow a reduction in the number of required parking spaces in a development in exchange for a financial commitment to alternative commute modes.
  - b. Allow developers to contribute to the operating costs of new routes and/or increasing the frequency for buses serving their employees or customers in lieu of other transportation impact mitigation programs.
  - c. Encourage commercial developers with projects projected to employ 50 or more people to provide carpool parking spaces close to the building entrances.
- T-5.14 The City may permit reductions in minimum parking requirements for new developments where transit is available.
- T-5.15 The City shall define adequate access to a private commercial and/or industrial project to include egress through the property, pullout areas, handicapped accessible shelters and/or benches at passenger loading areas, signs, poles, and high grade pads for bus parking as necessary.
- T-5.16 The City shall, where appropriate, establish cooperative agreements with developers to share the costs of providing access and to share liability responsibility for transit's presence on a property.
- T-5.A The City shall develop standards for the location and construction of bus turnouts, based on existing and possible transit routes, bus design and operating characteristics, and other relevant criteria.
- T-5.B The City shall develop zoning incentives for use during the review of development applications that encourage alternatives to the use of private autos.
- T-6.1 The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes. To this end, the City shall continue to implement the bicycle network shown in Figure 3-4.
- T-6.2 The City shall apply for funding to undertake bicycle network route improvements that include the following components:
- a. Completion of through north/south and east/west routes
  - b. Completion of elements of the existing network
  - c. Connections to employment centers and shopping areas: downtown, corporate park, Trancas, State Hospital
  - d. Connections to larger schools (high schools, middle schools; Napa Valley College)
  - e. Connections to Napa to destinations outside Napa (e.g., "Up-valley," Vallejo, Sonoma Valley)
  - f. Easily and affordably implemented, building on the existing network
  - g. Off-road routes such as the River Trail; Wine-Train trail ("Rail Trail")
- T-6.3 The City shall evaluate the feasibility of establishing two "bicycle boulevards" to provide priority travel for bicycles, establishing a north/south and east/west route through the city.
- T-6.4 The City shall provide for safe bicycle lanes on new or reconstructed freeway crossings and bridges. The City shall also consider modifications to existing bridges and freeway crossings to improve bicycle safety.

- T-6.5 The City shall consider the feasibility of constructing a bicycle/pedestrian bridge over Highway 29 at Pueblo Avenue.
- T-6.6 The City shall consider innovative ways of encouraging bicycle use on a few key through streets that are normally too narrow (in part or in whole) to safely accommodate bicycles.
- T-6.7 The City shall incorporate designs to support bicycle operating characteristics in intersections and traffic control systems.
- T-6.8 The City shall provide for bicycle storage and access in future development.
- T-6.9 The City shall promote bicycle access in the site planning and design of all residential subdivisions over 20 units, and of all commercial or industrial projects over 20,000 square feet.
- T-6.10 The City shall encourage bicycling by providing information to the public and participating in regional bicycle planning efforts. To this end, the City shall support efforts by the County to prepare a regional bicycle plan and a regional bicycle route map.
- T-6.11 The City shall maintain existing bicycle facilities and regularly review the status of the City's progress in improving bicycle facilities.
- T-6.12 The City shall incorporate regional bicycle routes (such as the Bay Trail) into the City bicycle route system.
- T-6.A The City shall investigate the feasibility and location of two "bicycle boulevards" in the City of Napa, to include a north/south and an east/west route.
- T-6.B The City shall investigate innovative ways of encouraging bicycle use on a few key through streets which are normally too narrow (in part or in whole) to safely accommodate bicycles. Such innovations may include prohibiting parking during peak travel times and/or prohibiting parking on one side of a particularly important street and restriping the street for bicycle lanes. Candidate streets for this type of treatment include Lincoln Avenue and narrower portions of Jefferson Street and others deemed appropriate by the Public Works Director.
- T-6.D The City shall, as funding permits, implement a demonstration project for intersection controls. Based on the results of the demonstration project, the City may prepare a recommendation for new intersection design and control standards which are "bicycle friendly."
- T-6.E The City shall seek funding from ISTEA and other funding programs to retrofit intersections along designated bicycle routes to make them bicycle friendly.
- T-6.F The City shall, as funding is available, prepare a bicycle route map to be made available to the public.
- T-6.G The City shall continue to seek funding for development of a recreational trail system along the Napa River, Salvador Channel, and other trail segments included in the *Napa River and Citywide Trails Plans*.
- T-7.1 The City shall continue to require that commercial and industrial projects requiring more than 10 parking spaces provide bicycle parking at the rate of 1 space per 10 parking spaces.
- T-7.2 The City shall provide for bicycle support facilities, as appropriate, in existing and new development.
- T-7.A The City shall review and update its standards for bicycle racks so that bicycle racks and/or lockers are provided for all new retail commercial, industrial uses and existing commercial and industrial uses and theaters.
- T-7.B The City shall investigate requiring the provision of bicycle racks or lockers in all older commercial and industrial buildings, theaters, shopping centers or other similar uses over 5,000 square feet upon an application for any use permit where automobile parking is provided on-site.
- T-7.C The City shall consider the feasibility of establishing the position of Bicycle Coordinator with primary responsibility for implementing the bicycle policies of this General Plan.
- T-8.1 The City shall encourage and assist bicycle education programs for youth and adults.

- T-8.2 The City shall, as funding and staff resources permit, work with the school district to encourage students to identify safe routes to school, such as a "Safe Way to School" program.
- T-8.3 The City shall consider seeking changes in bicycle law enforcement procedures to allow bicycle enforcement to focus on improving bicycle safety. For example, bicycle violators could be required to take bicycle safety classes, and income from bicycle enforcement could be used to support bicycle safety programs.
- T-8.A The City shall work with bicycle clubs and schools to establish regular bicycle safety classes and programs such as bike rodeos.
- T-8.B The City shall review existing bicycle accident records and develop a focused enforcement program with a goal of reducing accidents by 10 percent.
- T-9.1 The City shall require sidewalks along at least one side of all new local streets, and both sides of new and reconstructed arterial and collector streets.
- T-9.2 The City shall require appropriate pedestrian access in all new developments.
- T-9.3 The City shall develop a major public multi-use trail and amenities along the Napa River from Stanly Ranch to Trancas Street, and along Salvador Channel, while protecting the natural resources along the trail corridor. If feasible, establish a multi-use trail along the Wine Train Railroad right-of-way.
- T-9.4 The City shall connect the city's major planned trails (as identified in Chapter 5, Parks and Recreation), to the proposed regional Ridge and Bay Trails, connecting all of these major pedestrian and bicycle routes to downtown.
- T-9.5 The City shall maintain a pedestrian-oriented downtown area, with retail uses oriented to the sidewalk.
- T-9.6 The City shall work with the Napa Valley Unified School District (NVUSD) and other agencies to actively promote pedestrian safety, particularly for school children and others with special pedestrian needs.
- T-9.7 The City shall work with the NVUSD and local private schools to establish a "safe route to school" plan for elementary and high schools within the city.
- T-9.8 The City shall, where deficiencies in school routes are identified, coordinate with NVUSD and property owners to develop cost-effective pedestrian and bicycle access to school sites.
- T-9.9 The City shall continue the sidewalk accessibility ramp program (in addition to improvements accomplished through individual project approval) in order to achieve consistent accessibility to and from the pedestrian environment at intersections.
- T-9.10 The City shall promote the improvement of the pedestrian environment whenever feasible, particularly on high traffic volume streets.
- T-9.A The City shall develop zoning standards and incentives to promote pedestrian access and amenities in development projects.
- T-10.2 The City shall support the preservation of the California Northern Railroad (CNR) Jameson Canyon rail line as a functioning transportation corridor for movement of goods and, eventually, people.
- T-10.3 The City shall, if rail lines are to be abandoned by private companies, consider public acquisition for rail or trail use.
- T-10.4 The City shall consider possible future transportation uses of existing rail rights-of-way when reviewing or developing short-term recreational use plans that include portions of such rights-of-way.
- T-10.6 The City shall encourage the continuation of private airport transit service.

## Chapter 7: Natural Resources

- NR-5.1 The City shall encourage the use of mass transit, bicycle facilities, and pedestrian walkways in order to decrease use of private vehicles and thereby reduce emissions from mobile sources.
- NR-5.2 The City shall encourage land use patterns and management practices that conserve air and energy resources, such as mixed use development and provisions for local-serving commercial uses adjacent to neighborhoods.

NR-5.3 The City shall promote energy conservation/energy efficiency improvement programs, which reduce energy demand from power-generating facilities which contribute to background levels of regional air emissions.

NR-5.4 The City shall, during discretionary review, require that development proposals comply with federal and state air quality standards, or make findings that the project has overriding benefits to the community that outweigh nonattainment of the standards.

NR-5.5 The City shall, during early consultation with project proponents, encourage project design that minimizes direct and indirect air emissions. Projects should consider the following air quality concerns:

- a. Land use and design measures to encourage alternatives to the automobile and to conserve energy;
- b. Land use and design measures to minimize exposure of sensitive receptors to odors, toxics, and criteria pollutants; and
- c. Applicable Bay Area Air Quality Management District rules, regulations, and permit requirements.

NR-5.6 The City shall continue and, where appropriate, expand the use of synchronized traffic signals on roadways susceptible to emissions improvement through approach control.