
3.4 POPULATION AND HOUSING

This section discusses population and housing in Napa County and describes current and future population and housing projections, applicable laws and regulations governing population and housing, and the proposed transportation improvement expenditure plan impacts on growth inducement and displacement of people or housing. Information presented in this section is gathered from the Association of Bay Area Governments (ABAG), and county and city general plans.

Environmental Setting

Population

According to ABAG *Projections 2005*, the current Napa County population is estimated at 134,100 people. Approximately 80 percent of the Napa County population lives in the county's five incorporated cities. Population in Napa County is expected to increase approximately 23 percent in 25 year period between 2005 and 2030, an annual growth rate of approximately 0.5 percent per year. Most of that growth is expected to occur in American Canyon, Calistoga, Napa, and unincorporated Napa County. About 89 percent of the growth is expected to take place in Napa and American Canyon because of their closer proximities to Bay Area job centers and to the Napa Airport Industrial Area and because their land use policies support State housing goals. Table 3.4-1 presents current and future population projections in Napa County.

Table 3.4-1
Current and Future Population Projections in Napa County

Location ¹	2005 Population	2030 Population (Forecasted)	Annual Growth Rate, 2000-2030 (%)
American Canyon	14,300	20,100	1.4
Calistoga	5,200	5,400	0.1
Napa	80,300	91,500	0.5
St. Helena	6,100	6,300	0.1
Yountville	3,400	3,600	0.2
Unincorporated Napa County	24,800	26,500	—
Total County	134,100	153,400	0.5

Sources: Projections, *Association of Bay Area Governments 2005*, page 152.

Notes:

- ¹ Locations listed are subregional study areas defined by ABAG and can include the Sphere of Influence or some other subregional area.

Housing

ABAG estimates that there are currently 49,290 households in Napa County, with an average of 2.61 persons per household. ABAG projections estimate an increase of 12,028 new households in Napa County by 2030.

Regulatory Setting

Future programs implemented under the proposed transportation improvement expenditure plan may be partially federally funded or may be located on a federal or State route and could be administered through Caltrans' Local Assistance Program and as such would be required to comply with state and federal regulations as described below.

Federal Regulations

Federal Uniform Relocation Assistance and Real Property Policies Act of 1970. The Uniform Relocation Assistance and Real Property Policies Act ensures fair and equal treatment of persons whose real property is acquired or who are displaced as a result of a federal or federally assisted project. Displaced persons and businesses are assured repayment of actual reasonable moving expenses; actual direct losses of tangible personal property as a result of moving or discontinuing a business or farm operation; actual reasonable expenses in searching for a replacement business or farm; and actual reasonable expenses necessary to reestablish a displaced business or farm. Displaced persons or businesses may also elect to accept "in lieu" payments to be determined according to criteria established by the head of the lead agency.

Executive Order 12898. Executive Order No. 12898 of February 11, 1994 ("Federal Actions to Address Environmental Justice in Minority Population and Low-Income Populations") provides:

To the greatest extent practicable and permitted by law ... each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations (Subsection 1-101).

Each Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensure that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under, such programs, policies, and activities, because of their race, color or national origin (Subsection 2-2).

Each Federal agency shall work to ensure that public documents, notices, and hearings relating to human health or the environment are concise, understandable, and readily accessible to the public [Subsection 5-5(c)].

A Presidential Memorandum that accompanies the Executive Order emphasizes that the order is “intended to promote nondiscrimination in Federal programs substantially affecting human health and the environment, and to provide minority communities and low-income communities access to public information on, and an opportunity for public participation in, matters relating to human health or the environment.”¹ The memorandum notes that a National Environmental Policy Act (NEPA) analysis must include “effects on minority communities and low-income communities,” and that mitigation measures “should address significant and adverse environmental effects of proposed Federal actions on minority communities and low-income communities” [Subsection 5-5(c)]. In addition, “each Federal agency shall provide opportunities for community input in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving the accessibility of meetings, crucial documents and notices” [Subsection 5-5(c)].

State Regulations

California Relocation Assistance Act (Government Code Section 7260 et seq.). The California Relocation Assistance Act provides a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a public entity. This Act requires that comparable replacement housing be made available or provided to any displaced persons within a reasonable period of time before the displacement occurs. Relocation assistance would be provided at the local level. Displaced persons or businesses are assured payment of fair market value for acquired property.

Caltrans Relocation Assistance Program. The Caltrans Relocation Assistance Program provides additional assistance in accordance with the federal act. The Caltrans program provides relocation advisory services, residential relocation payments program (possibly including moving costs, purchase supplements, or rental supplements), or last resort housing. The Caltrans Business and Farm Relocation Assistance Program assists potential relocation of businesses including reimbursement for lost property and expenses or “in lieu” payments.

Local Regulations

Population and housing in Napa County are guided by the Napa County *General Plan* and the general plans of its incorporated cities and town. The Napa County *General Plan* encompasses all of the unincorporated areas. The following discussion summarizes the relevant goals and policies of the Napa County and city general plans.

¹ Weekly Compilation of Presidential Documents, 279, February 11, 1994.

Napa County

- **Growth Management System Element:** Napa County Measure A, approved by County voters in 1980, required the adoption of a Growth Management System Element in the Napa County General Plan (Chapter 4). Before Measure A expired in 2000, the Board of Supervisors reaffirmed Measures A's policies in the adoption of Ordinance 1178, also in 2000. The Growth Management System sets a one percent annual residential growth limitation in unincorporated areas. This program also includes an incentive for the creation of affordable housing; 15 percent of annual residential permit allocation is reserved for affordable housing.
- **Objective 5c:** The County will maintain an orderly pace of residential growth that helps the County preserve the public health, safety, and welfare as it extends public services concurrent with the new demand created by growth.
- **Land Use Element, Residential Policy 2.1:** The County will encourage interest in the cultural heritage of Napa County for the education and enjoyment of present and future citizens to enhance the individual's sense of identity with the County. For that purpose the County will develop regulations and programs to preserve and utilize historical buildings and area of historic significance, or scenic attractiveness.
- **Land Use Element, Agricultural Policy 3.3:** The County will develop a coordinated plan to promote an agricultural support system including physical components (such as farm labor housing, equipment supply and repair) and institutional components (such as 4-H, FFA, agricultural education and experimentation).
- **Land Use Element, Agricultural Policy 3.4:** The County will initiate studies of tax assessment policies which recognize the long term intent of agricultural zoning and the fact that agricultural land uses require a minimum of public expenditure for protection and servicing.
- **Land Use Element, Agricultural Policy 3.6:** The County will establish minimum agricultural parcel sizes which reflect the availability of natural resources, in order to assure that agricultural areas can be maintained as economic units.
- **Housing Element Policy 7a:** The County will encourage mixed-use development and appropriate housing densities in suitable locations within designated urban areas to facilitate access by foot, bicycle, and/or mass transit to and from commercial services and job locations, educational facilities and to minimize energy and water usage.
- **Housing Element Goal 9:** The County shall work with the cities, other governmental units, citizens, the private and non-profit sectors, to plan for services, facilities and

accommodations, including housing, transportation, economic development, parks and recreation, open space and other total County needs.

- **Housing Element Goal 12:** The County shall allocate housing growth to ensure that the annual rate of growth does not exceed one percent (1.0%) to maximize protection of its agricultural lands, to match housing growth with the ability of the county to provide services, to protect its open space resources, to reduce impacts on area transportation facilities and to direct growth toward existing urban areas as required by the County's Land Use Element.

American Canyon

- **Housing Element Objective 2.2:** Ensure that residential sites are served by adequate infrastructure and services.
- **Housing Element Policy 2.2.1:** Facilitate the provision of infrastructure needed to support anticipated residential development, and ensure the continuation and proper integration of all services.
- **Housing Element Policy 2.2.2:** Maintain internal consistency among the General Plan's elements to provide the necessary services and infrastructure for residential development.
- **Housing Element Policy 2.14.2:** Offset the loss of affordable units due to development or demolition.

Housing Agreement between Napa County and American Canyon

Napa County and American Canyon entered into an agreement regarding housing and urban limits in October 2003. Subsequent to the agreement, Napa County transferred 394 units of its Regional Housing Needs Demand allocation to American Canyon. In addition, American Canyon adopted a Rural/Urban Boundary consistent with its 1994 General Plan. The agreement was intended to preserve agriculture and open space in Napa County, prevent urban sprawl, and direct growth and development into cities.

Calistoga

- **Housing Element Objective H-1.3 (A1):** Continue to update the Capital Improvement Program annually to ensure that sewer, water and street improvements facilitate timely residential development.
- **Housing Element Objective H-1.3 (A2):** Continue to manage growth to ensure that new development does not adversely affect the community's small-town residential

character and quality of life and does not outpace Calistoga's ability to provide the services to meet its existing and planned population.

Napa

- **Housing Element Policy H-3.9 (Timing of Housing and Infrastructure):** The City shall continue to support and strengthen the timing of new housing with needed infrastructure improvements.

Memorandum of Understanding between Napa County and Napa

Napa County and Napa entered into a Memorandum of Understanding (MOU) regarding housing and urban limits in October 2003. Pursuant to the MOU, Napa County transferred 664 units of its Regional Housing Needs Demand allocation to Napa. The MOU included a revenue sharing technique and funds for the purchase of some specific properties to offset costs incurred by Napa for accommodating the additional units. The MOU recognized the intent of Measures A and J to preserve agricultural land and establish Napa's Rural Urban Limit, and intended to preserve open space, prevent urban sprawl, direct growth and development into existing cities, and to encourage transit-oriented development where appropriate.

St. Helena

- **Land Use Policy 2.6.1:** Urban development shall be allowed to occur only within the Urban Service Area during the time frame of the General Plan.
- **Land Use Policy 2.6.21:** Require new residential projects to be designed to facilitate non-automobile modes of travel (i.e., walking, biking, transit, etc.).

Yountville

- **Housing Element Objective H.2:** Promote the development of infrastructure and regulations that accommodate increased residential development of all housing types.
- **Housing Element Policy H.2.4:** Allow flexibility in the alignment of future streets and extensions

Impacts and Mitigation Measures

Methodology

The locations of proposed transportation improvement expenditure plan programs were reviewed to determine whether any of the programs would result in increased growth, or result in the displacement

of substantial housing or people such that construction of new housing would be required elsewhere. Areas where housing or people could be potentially displaced as a result of the proposed transportation improvement expenditure plan programs were qualitatively identified based on general land use designations and a windshield survey of the major transportation corridors in Napa County.

Significance Criteria

The proposed transportation improvement expenditure plan programs would have significant environmental impacts related to population and housing if they would:

- Induce substantial population growth in an area, either directly or indirectly;
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Impacts and Mitigation Measures of the Jamieson Canyon Corridor Program

PH-1. Implementation of the proposed Jamieson Canyon Corridor Program projects would not induce substantial population growth in Napa County, directly, but could induce substantial population growth indirectly. (LTS)

The proposed Jamieson Canyon Corridor Program projects include widening Jamieson Canyon, including the placement of safety barriers, the construction of a new interchange at the intersection of SR 12 and Airport Boulevard, and the construction of a flyover ramp connecting southbound SR 221 to southbound SR 12 and SR 29, the Soscol Flyover. As discussed under “Environmental Setting,” population and housing in Napa County is expected to grow substantially over the next 25 years. Improved circulation in Napa County, particularly in the Jamieson Canyon Corridor area, is currently needed due to existing traffic congestion and unsafe roadway conditions. The Jamieson Canyon Corridor Program projects would not create a new means of accessing the Napa County area. Rather, the proposed transportation improvement projects would improve existing roadway safety and traffic circulation and would be implemented in response to projected growth, and any subsequent encouragement of growth as a result of these projects would not be substantial due to existing Napa County policies which limit growth (Measure A) and local policies (Napa Rural Urban Limit policy). In addition, with implementation of the proposed transportation improvements, future growth projections would not be expected to increase substantially (see 3.5, Transportation). Therefore, this impact is considered less than significant.

PH-2. Implementation of the proposed Jamieson Canyon Corridor Program projects could result in the displacement of people or property. (LTS)

Implementation of the proposed Jamieson Canyon Corridor Program projects could require acquisition of land outside of existing road rights-of-way. Potential right-of-way takes could include existing residential or business property and the subsequent displacement and relocation of persons, housing, and/or businesses. However, potential property acquisitions required to implement the Jamieson Canyon Corridor Program projects would be required to comply with the California Relocation Assistance Act, Caltrans' Relocation Assistance Program, and the Federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act, if a project were federally funded in whole or in part. Federal funding, under NEPA, would also require compliance with Executive Ordinance 12898 to ensure no disproportionate effects to low-income or minority populations. Compliance with these regulations and programs would ensure proper compensation, relocation services, and benefits for any residents or businesses displaced due to potential right-of-way acquisitions. Therefore, impacts resulting in the displacement and relocation of property including residences, businesses, and/or persons under implementation of the proposed Jamieson Canyon Corridor Program projects are considered less than significant.

Impacts Related to the Transportation Demand Management (TDM) Program

Exact locations of the specific projects proposed under the TDM program are not known at this time. The TDM Program projects would encourage non-vehicular modes of transit, including promotion of biking, carpooling, and different forms of mass transit. These projects would not directly induce an increase in population or a demand for housing. Construction of intermodal transfer facility (Napa VINE Transit Center) would further encourage use of transit or car pool programs. Therefore, the impacts of the TDM Program projects would not result in the direct or indirect inducement of population growth. Similar to the impacts discussed above under the Jamieson Canyon Corridor Program, the construction of new transit center facilities could also result in potential right-of-way takes resulting in the potential displacement and subsequent relocation of persons, housing, and/or businesses. As with implementation of the Jamieson Canyon Corridor Program projects, implementation of the TDM Program would require compliance with applicable federal, state, and local regulations pertaining to displacement and/or relocation of persons, housing, and/or businesses. This impact is considered less than significant.

Impacts Related to Safe Streets and Roads Maintenance and Congestion Relief Program

The Safe Streets and Roads Maintenance and Congestion Relief Program projects includes the 20 star projects listed in Table 2-1, as well as funds for maintenance and rehabilitation of existing roadways, potential widening of existing local streets, installation of traffic signals and other general maintenance, and rehabilitation projects to improve traffic safety and circulation within Napa County. Therefore, the impacts of the Safe Streets and Roads Maintenance and Congestion Relief Program projects would not

result in the direct or indirect inducement of population growth. Construction of new roads or expansion of existing roads could occur for specific projects in the Safe Streets and Roads Maintenance and Congestion Relief Program, such as the extension of Flosden Road, a Star project. Similar to the impacts discussed above under the Jamieson Canyon Corridor Program, the construction of new transit center facilities could also result in potential right-of-way takes resulting in the potential displacement and subsequent relocation of persons, housing, and/or businesses. As with implementation of the Jamieson Canyon Corridor Program projects, implementation of the Safe Streets and Roads Maintenance and Congestion Relief Program projects would require compliance with applicable federal, state, and local regulations pertaining to displacement and/or relocation of persons, housing, and/or businesses. This impact is considered less than significant.