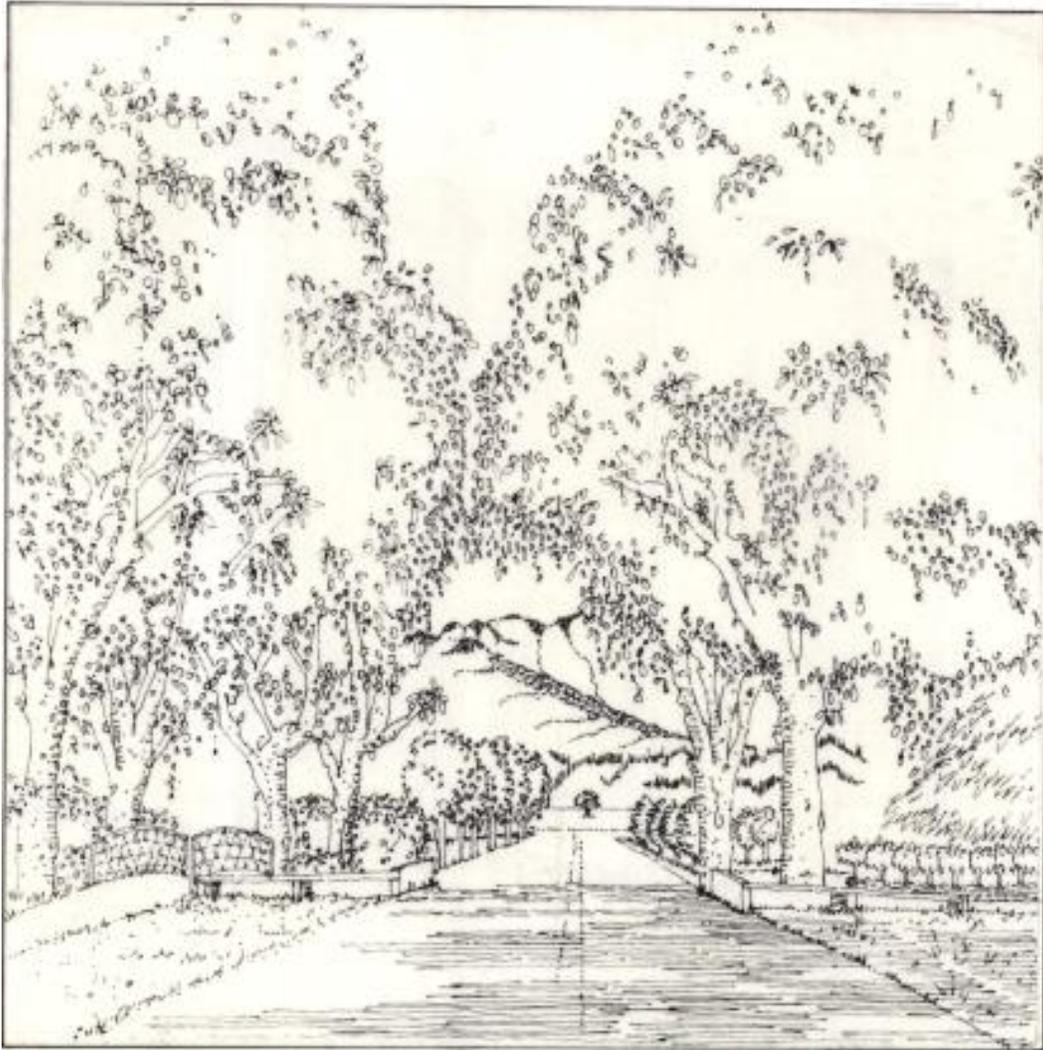


**YOUNTVILLE GENERAL PLAN**  
To Be Read In Conjunction With The Yountville Zoning Ordinance and Design Ordinance





**YOUNTVILLE GENERAL PLAN**

**RESOLUTION NUMBER 935-92**

**Amendments:**

<b>Resolution Number</b>	<b>Date</b>	<b>Resolution Number</b>	<b>Date</b>
1010-94	01-11-94		
1114-95	04-25-95		
1173-96	01-23-96		
1234-96	07-29-96		
1329-97 <sup>1</sup>	04-06-97		
1392-97	11-25-97		
1641-99	06-01-99		
1787-00	09-05-00		
1844-01	03-07-01		

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<sup>1</sup> Resolution setting General Plan Amendment review process.



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Special thanks to the unnamed land owners and residents  
of Yountville who provided input during this amendment process



## CHAPTER I.

## INTRODUCTION

### A. INTENT: REESTABLISHING TOWN STRUCTURE

The 1992 revision to the Yountville General Plan represents an important milestone in the Town's history and evolution. Like many other towns, large and small, throughout California, development in Yountville reflects two distinctly different eras of planning and development. The town was chartered in 1879 as an agrarian settlement with a gridiron of streets. As was typical of American towns in the nineteenth century, growth was directed by a town map which located streets and individual lots. Within this town structure individual settlers and builders made the town, one building at a time. In recent years the patterns of growth in Yountville, and most other American towns, has been very different. Recent development has been on large parcels of land, without a pre-configured pattern of streets, blocks, and lots. Planned Development procedures encouraged development of these parcels as self-contained areas, with minimal connection to the existing town fabric. Planned Developments, as they have evolved in California, reflect both the dominance of the automobile and the fact that most construction is now the domain of professional developers, not individual settlers building for their own use.

In the lengthy public discussion that accompanied this General Plan revision, citizens of Yountville debated the merits of those parts of town built the old way, lot by lot on a grid, versus the parts of town built the new way through the General Plan, Zoning Ordinance and Planned Development process. People noted many differences in character and detail of older areas and newer ones in the mixture of uses, the sense of the landscape around the town, the design of streets, the relationships of buildings to streets, and buildings themselves. Most residents of Yountville and the Citizen's Task Force expressed particular affection for the parts built the old way. It is the character of the old part of town that is particular and distinctive.

This document, therefore, represents a conceptual break from the planning practice of the recent past. It also recognizes that conditions are fundamentally and permanently different from those that produced the nineteenth century town. This Plan and its companion documents, the Zoning Ordinance and Design Ordinance, acknowledge contemporary facts regarding the automobile, tourism, professional developers and the distribution of goods and services by large organizations. Working within these constraints, this Plan seeks to reshape Yountville's future growth. It resists the encroachment on Yountville of generic, placeless suburbia and gives form to a rebirth of the historic agrarian town so loved by its residents.

### B. TOWN HISTORY & SETTING

The Town of Yountville is located in the heart of the Napa Valley about sixty miles north of San Francisco, halfway between the cities of Napa and St. Helena. From most parts of the town, there are views of the Mayacamas Range to the west, and the Howell Mountain Range to the east. The map on the following page shows Yountville's position relative to other prominent cities in the vicinity.

Like some other small towns in Napa Valley, Yountville began as an agricultural settlement surrounded by fields and vineyards. Today, the city limits remain small and compact, encompassing about two and a half square miles; however, the planning area is less than one square mile. (See Map of Soils Classifications, Figure IV.1, for complete view of incorporated city limits.) Incorporated as a California city in 1965, Yountville has grown to a population of about 3,300, of which about 1,300 reside in the Veterans Home of California.

Yountville has an established reputation for fine restaurants and shops. However, this commercial success has created pressure for expansion to serve the increasing number of visitors to the Napa Valley. In an effort to maintain its rural small town qualities, recent commercial growth has been restricted to modest expansion of local-serving businesses.

Although there are few remaining un-built parcels, it is critical to direct their development in ways that preserve Yountville's setting and vitality.

C .

LEGAL REQUIREMENTS

By State Law, every community in California is required to have a General Plan. A General Plan must contain and address the following seven elements: Circulation, Open Space, Land Use, Housing, Conservation of Natural Resources, Safety, and Noise. An updated Housing Element that is consistent with State housing laws must be submitted to the State for review every five years. The Town Council adopts the General Plan by resolution as a legal document. The General Plan must be internally consistent among the seven elements and with other legal documents pertaining to the community. The last review and revision of Yountville's General Plan was in 1985, with several additional revisions between 1985 and 1992. Concurrently with the 1992 update of the General Plan, the Zoning Ordinance is being revised. A new Design Ordinance is also being prepared.

D . CITIZEN PARTICIPATION & THE PUBLIC PROCESS

In 1990, the Yountville Town Council initiated a review of the current General Plan that was adopted in 1985. There was concern that the Land Use, Housing and Circulation Elements as well as the Zoning Ordinance, were not fully achieving the goals of the 1985 General Plan. It has been, and remains, the desire of Yountville residents to retain its small town character, scale, and pace of life.

The Town has made a concerted effort to reach out to the vast majority of its residents. Over 30 public meetings were held during the past two years. Two mailings were sent to every property owner; once at the beginning of the process, and again for the first public hearing. Meeting dates and information about the process appeared in the local papers, bi-monthly in the Community and Recreation Newsletters, and on Channel 6, the local Community Access television channel.

In July 1992, a 20 member Task Force was appointed by the Town Council to guide the development of the General Plan as the community's policy statement. The Town Council held three public hearings on the Plan in October 1992, and the Plan was adopted by resolution 935-92 on November 10, 1992. The 1992 Yountville General Plan supersedes the 1985 General Plan and all amendments made to the 1985 Plan.

E .

ORGANIZATION OF THE GENERAL PLAN

The Yountville General Plan is organized into four chapters that discuss the seven elements required by State law. Town Structure is emphasized in Chapter II and includes three elements: circulation, open space/parks, and land use. A key feature of Chapter II is the Town Map that establishes a framework for future growth in the way that Town Maps guided the growth of most American towns when they were first established. Each chapter consists of text, charts, and other illustrations that express the concerns of the Town Council and the community. Each chapter concludes with issues, objectives and policies followed by strategies for implementation for each of the seven required General Plan Elements. The chart on the following page specifies where each of the State-mandated elements and related information is located within each chapter.

Mandated Element	Location
<b>CIRCULATION</b>	<b>CHAPTER II</b>
Description of Existing System	page 11-14
Map of Existing System (with proposed streets)	page 10
Description of Proposed System	page 14
Map of Proposed System (also Table II.4 )	page 10, 14
Transit Routes and Alternative Modes of Transportation	page 13-14
Utilities	page 15
Implementation	page 19
<b>OPEN SPACE</b>	<b>CHAPTER II</b>
Preservation (Open Space/Parks Map)	page 20-22
Description of Existing Open Space/Parks	page 21-22
Recreation Facilities	page 21-22
Trails	page 22
Implementation	page 24
<b>LAND USE</b>	<b>CHAPTER II</b>
Land Use Map	page 26
Location of Housing and Business	page 27-28
Location of Recreation and Educational Facilities	page 40
Location of Civic Buildings	page 40
Flood Areas	page 97-99
Implementation	page 38
<b>HOUSING</b>	<b>CHAPTER III</b>
Potential Housing and List of Available Parcels	page 65-67
Governmental and Non-governmental Constraints	page 69-71
Energy Conservation	page 74
Quantified Objectives (Housing Unit Counts)	page 85
Implementation	page 74-84
Citizen Participation	page 3, 42
Progress on Housing Programs	page 43-47
<b>CONSERVATION</b>	<b>CHAPTER IV</b>
Air Quality	page 87
Water (watersheds, flood map)	page 88-89
Soils and Minerals (soils map)	page 86-87
Vegetation and Wildlife Habitat	page 89
Archaeology	page 89
Energy	page 89
Waste Water Reclamation	page 91
Solid Waste	page 89
Implementation	page 95
<b>SAFETY</b>	<b>CHAPTER IV</b>
Natural Disasters (includes maps of geologic conditions and flooding)	page 97-99
Emergency Services (fire and police)	page 100
Implementation	page 101
<b>NOISE</b>	<b>CHAPTER IV</b>
Sources (identification and projected levels, contours map)	page 102-103
Transmission and Reception (extent of noise)	page 103
Implementation (noise attenuation and protection)	page 104

Figure I.2 Table showing location of State-Mandated Elements within the General Plan

F.

RELATIONSHIP TO OTHER DOCUMENTS

The General Plan must be internally consistent and cross-referenced with other regulating documents of the town. The Zoning Ordinance has been updated, reformatted, and coordinated with the General Plan. A new Design Ordinance has been created to regulate the design of the town and its buildings through design standards. The Design Ordinance has been adopted as an ordinance. The ambiance of the town, its pedestrian character, and the way in which the public spaces are shaped by buildings, depends upon the interaction between land use and the details of design. Accordingly, the three documents are closely related and cross referenced. It is necessary that anyone who considers building in the town be familiar with the intentions and provisions of all three documents.

G.

PREVIOUS GENERAL PLANS

This is the fourth General Plan since the Town of Yountville was incorporated. Like others before it, this General Plan builds on those that precede it. Each new plan is part of the town's growth. The 1992 General Plan acknowledges the cumulative nature of the process and that the town will continue to change to respond to the needs of its residents and businesses. Listed below are highlights of previous plans.

**1966** - The first General Plan focused on the shift from an agricultural community to a small town consisting of neighborhoods with commercial uses interspersed. Excluding the Veterans Home of California, the town was about one square mile with about 800 residents. Its primary objective was to plan adequately for the influx of people and business moving into Napa Valley. Projections made at the time stated that in 1985 Yountville would need to accommodate a population of 30,000.

**1975** -The second General Plan addressed the growth of the Napa Valley as a result of the expanding wine-making industry and the large numbers of people moving to California in general. The size of the town did not change, however, the density of building increased substantially and residents began to feel that the rural character of the town was eroding.

**1985** - The third General Plan reconsidered the amount of land zoned for commercial and residential uses. At that time, about half of the land in the town remained in vineyards, orchards or was undeveloped. There was concern that development since 1975 was not adequately achieving the primary goal of the 1975 General Plan, that of "conserving the small town character, scale and pace of life in Yountville". Because many feared that the town would be overwhelmed by visitor-oriented commercial development, land was rezoned and the potential for commercial uses restricted. The conservation of natural resources was acknowledged as an important part of the town's character and the Plan established polices to retain the natural character of Hopper Creek and other open space.

---

*Figure 1.3*                      *Map of Un-built Parcels*

## H .

## AREAS OF OPPORTUNITY

Within the town limits of Yountville, there are about 70 acres of land available for future development. A large portion of this land is designated for residential development and some highly visible properties are zoned for commercial uses. These properties will have an effect on the quality of the town as significant as the combined development of the last 20 years. The principal objective of the General Plan revision and the accompanying documents, the Zoning Ordinance and Design Ordinance, is to shape these future developments in a way that captures and perpetuates the flavor of Yountville's oldest neighborhoods. Figure I.3 identifies these parcels.

## I .

## ADMINISTERING THE GENERAL PLAN

State law defines how cities should maintain their Plan as a contemporary policy guide. The California Government Code requires each planning department to report annually to the Town Council on "the status of the Plan and progress of its implementation" (Section 65400[b]). That report must include the Town's progress in fulfilling its "fair share of its regional housing needs." The report must be reviewed by the Town Council and submitted to the California Department of Housing and Community Development no later than 30-days after the Town Council hears the report.

In addition, the Town Council should review the Plan comprehensively every five years to determine whether it reflects community values and needs. The Housing Element has an established schedule for review every five years; Northern California cities are required to update their Housing Elements for adoption by July 1995. Once a year, the Town Council should review the accomplishments and status of implementation programs set forth in the General Plan. Amendments to the General Plan are encouraged in conjunction with this review, although amendments may be accepted at other times of the year.

The State of California permits up to four amendments to the General Plan per element per year (Government Code Section 65358[b]). Amendments may be made to any part of the text, issues, objectives, or policies in response to changing needs or accomplishments of the community. General Plan amendments may be initiated by the Town Council, Town staff, or Yountville citizens. Detailed information on the procedure and timing for amendments is available at Town Hall. All amendments require application to the Town and public hearings by the Town Council. Environmental review in accordance with provisions of the California Environmental Quality Act is required for every General Plan amendment.

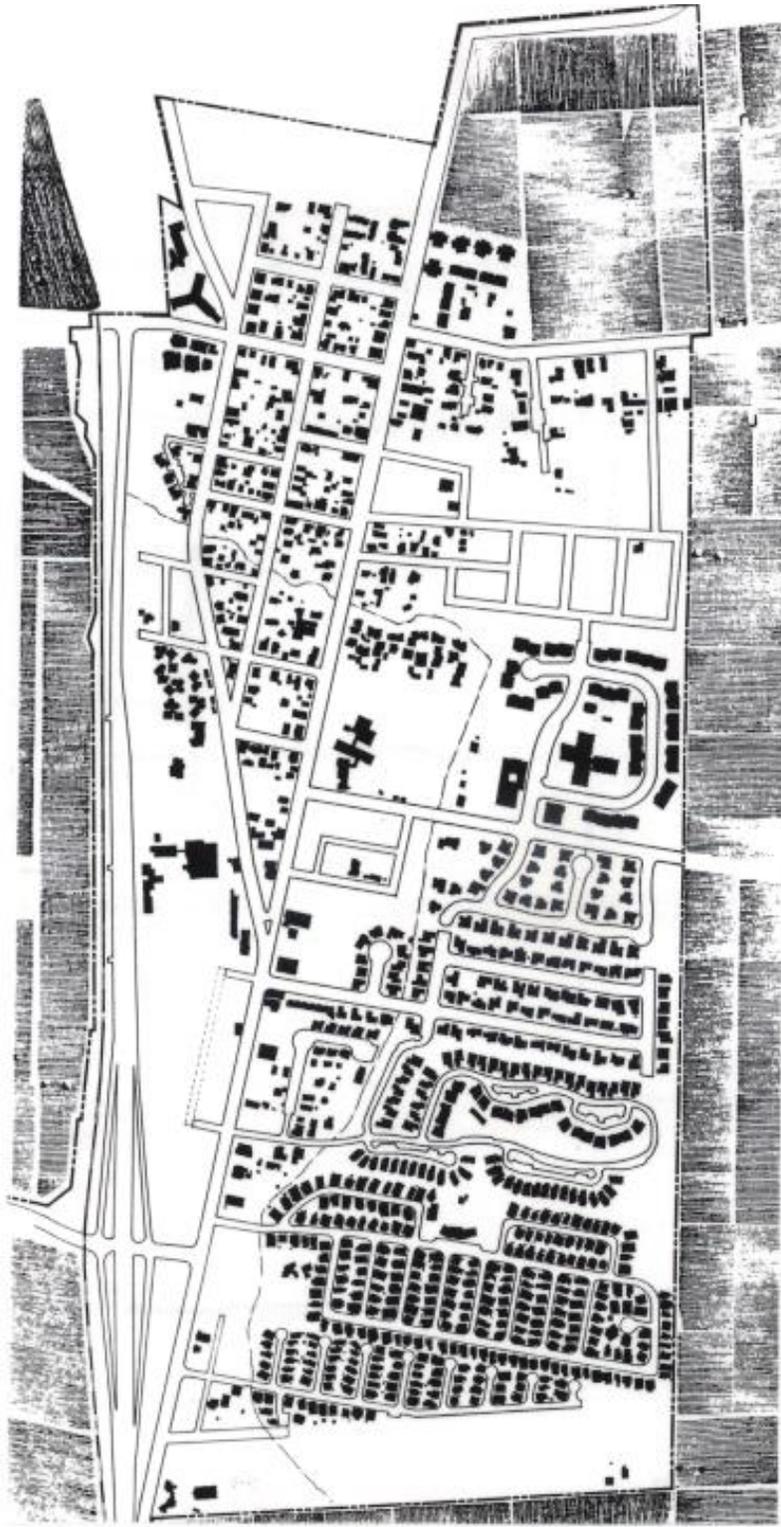


Figure II.1

Town Map

## CHAPTER II.

## TOWN STRUCTURE

### A . INTENT OF THE TOWN MAP

The Yountville Town Map is the most important element of the Town's planning documents. Originally, town maps were the primary tools by which the organization of American towns was established. The disappearance of town maps is linked with the transformation and widespread disintegration of the structure of American towns after World War II. There is a clear difference between a town whose street locations and land division are guided by a map and a town that grows without such a map. With this kind of map there is a collective civic order that shapes and controls private investment on private property. Without such a map, private property is autonomous and private investment is directed principally toward its own needs. A map can make individual acts part of the collective act of town-making. Things add up. Without a map that establishes a town structure that is larger than private parcels of land, there is no organizing principal that links private parcels together into a cohesive town fabric. The 1992 Yountville Town Map shows the layout of streets, including new streets within future development parcels. The framework established by these streets supports a network of open spaces, parks, and pedestrian and bike paths through out the town and reinforces its view corridors. Figure II.1 is the Town Map for Yountville. The original is on display at Town Hall.

### B . CIRCULATION

The Circulation Element of the General Plan is most closely aligned with the Land Use Element, and discusses circulation and transportation needs for the planned land uses.

#### B . 1 The Grid

Yountville streets are organized in two ways. In the area known as Old Town, the blocks between Washington and Yount Streets represent the classic American pattern of a main street and residential grid. Heritage Estates, Vintage Estates, and the mobile home parks include characteristics of the post-World War II pattern of curvilinear streets, collectors, and cul-de-sacs. The character and functioning of these two patterns is very different. Collectors with cul-de-sacs create privatized residential areas with no through traffic, but with concentrations of traffic on collector roads. Gridiron planning links development together in continuous town fabric, and most significantly for Yountville, creates streets which function as view corridors to the surrounding landscape. The Task Force members voted unanimously in favor of the grid layout for new streets and development. Therefore, the 1992 Yountville General Plan utilizes gridiron planning whenever possible for future development, and locates connections amongst existing areas to enable streets to function according to the principles of the gridiron.

#### B . 2 Washington Street

Washington Street is Yountville's main street, the focus of its commercial and civic life. However, Washington Street has gaps and inconsistencies. Some recent commercial development has been inward-focusing, set away from the street and without definition. This plan, together with the Zoning Ordinance and Design Ordinance, intends to direct new commercial development in order to strengthen Washington Street as a pedestrian-oriented commercial main street with a cohesive building frontage.

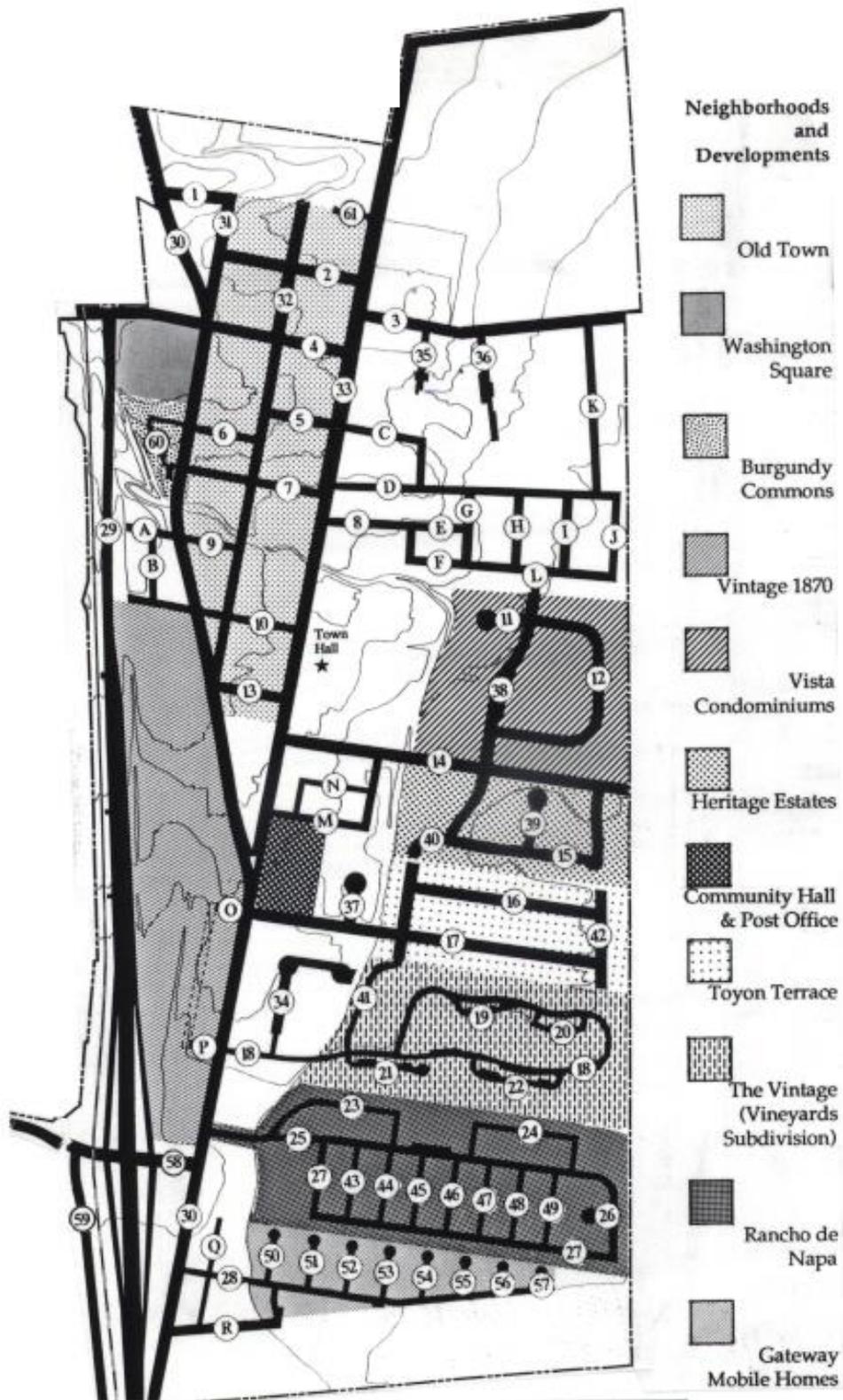


Figure II.2 Street Identification Map

This section discusses existing conditions found within the town. These include the street system, pedestrian and bike paths, traffic patterns and congestion, transit routes, and the accommodation of off-street parking. Figure II.2 identifies existing streets by number and proposed streets by letter.

The existing street network is a combination of the two street systems described above; the original grid of residential streets, and a newer pattern of collectors and private streets, which are linked by two north-south streets known as Washington and Yount Streets. The proposed new streets continue to direct visitor traffic to Washington Street, Yountville's "Main Street" and only arterial street.

Washington Street is a two-way street that provides parking on either side, south of Mulberry Street. North of Mulberry Street there are many access drives, and only a few on-street parking spaces. The Town Hall and Library front onto Yount Street which is two-lanes with on-street parking on either side. The U.S. Post Office is located at the 'Y' where Yount Street merges with Washington at the center of town.

East-west streets include Madison Street, Yountville Cross Road, Finnell Road, and California Drive. Each of these has a different character and width, but each is designed to accommodate through traffic.

In Old Town, the streets provide many routes to serve its residents but do not accommodate large volumes of through traffic. They are rural in character and have no concrete curbs, gutters, or sidewalks. Jefferson Street, a well-used residential street, has a paved width of 36 feet with gravel shoulders on both sides for walking and potential on-street parking.

1	Jackson Street	21	Vintner Court, private	41	Heather Street
2	Monroe Street	22	Colombard Way, private	42	Holly Street
3	Yountville Cross Road	23	San Carlos, private	43	San Juan Capistrano, private
4	Madison Street	24	San Miguel, private	44	San Domingo, private
5	Adams Street	25	Mission, private	45	San Fernando, private
6	Pedroni Street	26	Mission Court, private	46	San Francisco, private
7	Starkey Avenue	27	San Antonio, private	47	San Diego, private
8	Mount Avenue	28	Champagne Drive, private	48	Santa Barbara, private
9	Creek Street	29	California State Hwy. 29	49	Santa Cruz, private
10	Webber Avenue	30	Washington Street	50	Burgundy Circle, private
11	Vista Court	31	Lincoln Avenue	51	Chablis Circle, private
12	Vineyard Circle	32	Jefferson Street	52	Gamay Circle, private
13	Humboldt Street	33	Yount Street	53	Port Circle, private
14	Finnell Road	34	Oak Leaf Court	54	Riesling Circle, private
15	Heritage Way	35	Mesa Court	55	Sherry Circle, private
16	Larkspur	36	Tallent Lane, private	56	Sauterne Circle, private
17	Mulberry Street	37	Ivy Court	57	Vin Rose, private
18	Oak Circle	38	Vista Drive	58	California Drive
19	Hopper Way, private	39	Harvest Court	59	Solano Avenue
20	Carignan Way, private	40	Heritage Court	60	Burgundy Way, private
		61			Grant Lane, private

*Figure II.3*

*Table of Existing Streets*



To eliminate congestion created by visitor buses along Washington Street, designated off-street visitor bus parking spaces are needed within existing parking areas. Half a dozen or more spaces currently exist within the Vintage 1870 parking lots near the tennis courts. Additional spaces in town still are needed.

### B . 3 . d

### Existing Transit Routes

Yountville's public transportation includes local and regional bus service. Since 1982, public transportation has been provided throughout town and to the Veterans Home of California; however, Yountville has no transportation terminals within its service network. The town was once served by the railroad adjacent to the west side of State Highway 29. Since passenger service is no longer provided, the Town does not view rail service as integral part of the transportation and circulation network. The Town has an active program to improve and increase the number of pedestrian and bicycle routes which connect the residential neighborhoods to commercial business area.

In 1990, the State of California mandated that each county develop and annually review a County Congestion Management Plan, CMP. It has become the prerequisite for obtaining local subvention funds from the State, including funds from the State Transportation Improvement Program, STIP, to have a CMP established. In 1992, the County of Napa, and the five municipalities formed a joint powers congestion management agency which now serves as the basis for meeting the State's requirements.

State Highway 29 defines a portion of Yountville's western boundary. This portion of the CMP arterial network includes the Yountville Overpass which provides access to California Drive, and the on-grade intersection at Madison Street. Continued monitoring of this intersection is necessary to ensure that signalization occurs. In addition to the street network, there are alternative modes of transportation which provide services to Yountville. These include the following:

#### BEAR FLAG EXPRESS , BFE

The BFE provides regular bus service within the town east of State Highway 29, and to the Veterans Home of California, west of 29. It is operated by the Town of Yountville through a contract with the Veterans Home of California.

#### GREYHOUND BUS COMPANY

A national private company, Greyhound, provides one stop daily to Yountville with connections to the neighboring cities, and the greater Greyhound network.

#### AMTRAK BUS/RAIL

Although connecting service to Yountville is provided by Amtrak bus, riders are required to purchase their Amtrak rail ticket before boarding the Amtrak bus to the Martinez rail station. Ticketing procedures may change and should be checked periodically.

#### NAPA VALLEY TRANSIT

A joint powers, inter-city transportation system which makes several stops in Yountville daily, except Sunday.

#### VAN-GO

A paratransit demand/response system that serves Yountville's elderly and handicapped persons.

#### B.4 Description of Proposed New Streets

For the most part, the circulation system for Yountville will remain unchanged. New, local-serving streets will be provided on the remaining un-built parcels when they are developed. The proposed new streets, illustrated in the Town Map, Figure II.1, extend the gridiron pattern of streets found in Old Town. New streets or alleys will be rural in character and built according to standards established in the Design Ordinance, Chapter I, Section A.1. New streets are indicated by letter in the Street Identification Map, Figure II.2, and keyed to Table II.4 below.

There are two locations where individual site conditions require additional surveying and engineering studies to determine feasible locations for new development. There are problems associated with existing flood channels and other topographic conditions of adjacent parcels that make it untimely to designate even new street locations. These parcels are known as the Vintage Partners Property and the Catholic Church Property.

The preferred location for a new street on the Vintage Partners property south of Vintage 1870 is indicated on all maps with a dashed line and is intended to provide through-access and connect Mulberry Street with Oak Circle. Although not mandatory, the new street could provide additional access to properties fronting Washington Street and assist in reducing traffic congestion along Washington Street. Final street location will be determined during site planning review by the Town Council.

Since the Catholic Church property lies within the "special flood hazard" zone as shown in Figure IV.4, development potential is even more unknown, and therefore, only the access street into the property is shown on the maps. The proposed access street begins at Washington Street, follows along the northern boundary of the parcel and crosses Hopper Creek. It is intended that the access street connect to adjacent properties and new development not interfere with activities of the church. A detailed study of this property that addresses potential flooding and its mitigation is needed to determine the location of new development and its streets.

---

A Extension of Creek Street	G New Street, Forrester	M New Street, Bardessono
B New Street, Filippi	H New Street, Forrester	N New Street, Bardessono
C Extension of Adams Street	I New Street, Forrester	O Extension of Mulberry Street
D New Street, Lande/Forrester	J New Street, Forrester	P Extension of Oak Circle
E Extension of Mount Avenue	K New Street, Stags View	Q New Street, Rabe
F New Street, Forrester	L Extension of Vista Drive	R New Street, Catholic Church

*Figure II.4*

*Table of Proposed New Streets*

With the exception of telephone service, existing utilities are discussed in Chapter IV., Conservation. Electric and gas service is discussed in Section A.6, Energy; water service in Section A.3, Water; and refuse collection and recycling in Section A.7, Solid Waste.

Pac Bell currently provides telephone service through overhead transmission lines. The Town will continue to support efforts made by Pac Bell to underground existing and new lines.

## B . 6 C i r c u l a t i o n

## I s s u e s , O b j e c t i v e s , P o l i c i e s

The following circulation and transportation topics reflect the intentions of the Town to maintain most streets as two-way, two-lane streets, non-signalized (except for Madison Street at State Highway 29) and preserve the rural character of existing and new streets.

## B . 6 . a I s s u e : C o n n e c t i o n o f S t r e e t s a n d T r a f f i c F l o w

Objective

- 1 Maintain all street intersections at a level of service "C" or better.

Policies

- 1.1 Require all new development or subdivisions to submit data to the Town about their effect on the level of service at intersections impacted by the development.
- 1.2 Allow the level of service to drop below "C" only when the deterioration is infrequent and for a short duration of time.

Objective

- 2 Improve future traffic circulation and safety at the intersection of Madison Street with State Highway 29.

Policies

- 2.1 Require new development that impacts the intersection of Madison Street with State Highway 29 to contribute to associated improvement costs.
- 2.2 Continue to request that CalTrans install a traffic signal at the intersection.

Objective

- 3 Keep visitor traffic from infiltrating residential neighborhoods.

Policies

- 3.1 Continue to route visitor traffic along Washington Street.
- 3.2 Change the classification of Yount Street to be a residential street. Continue to prohibit trucks on Yount Street with the exception of agricultural vehicles.
- 3.3 Continue to route California Drive and Madison Street as the primary ingress and egress points from State Highway 29 to the town.
- 3.4 Retain Heather Street right-of-way north of the Toyon Terrace subdivision and connect at a future date.

Objective

- 4 Improve existing and planned traffic circulation in the vicinity of the 'Y', where Washington Street merges with Yount Street.

Policies

- 4.1 Improve traffic circulation along Washington Street by minimizing the number of driveways serving planned commercial and residential development.
- 4.2 Consider a turn-lane on Washington Street, both north and south of the "Y."
- 4.3 Continue to use directional signs to route visitor traffic to Washington Street.

B . 6 . b

Issue: Location of New Streets

Objective

- 5 Locate new streets to enhance circulation and connect to existing street network.

Policies

- 5.1 Provide new streets and connections in new developments or subdivisions as indicated on the Street Identification Map, Figure II.2
- 5.2 Road access to any new development should be designed to disperse traffic, minimize traffic impact on existing residential areas, and not require significant improvements to existing streets.

B . 6 . c

Issue: Street Character and Design

Objective

- 6 Maintain and enhance the rural, residential quality and character of streets.

Policies

- 6.1 Provide new streets according to standards outlined in the Design Ordinance Chapter I, Section A.1, Street Design and Types.
- 6.2 Ensure safe, walkable streets.
- 6.3 Direct visitor traffic away from residential streets.

Objective

- 7 Preserve the quiet, rural character of residential streets.

Policies

- 7.1 Use landscaping to slow and discourage traffic flow away from residential neighborhoods.
- 7.2 Ensure that traffic generated and distributed by new development be within level of service 'C' and in keeping with the Congestion Management Plan.
- 7.3 Design all street improvements to preserve and enhance the rural character of Yountville.



Policies

- 12.1 Continue to provide local public transportation, if financially feasible, to the entire town including the Veterans Home of California.
- 12.2 Continue to support efforts to maintain all regional and town bus service.
- 12.3 Continue to support all efforts to keep Greyhound service to Yountville.

Objective

- 13 Maintain and improve connections to the Veterans Home of California by way of streets, wheelchair transport, pedestrian and bike paths.

Policies

- 13.1 Maintain California Drive as the primary link between residential and commercial areas of the town with the Veterans Home of California.
- 13.2 Provide additional routes to the commercial and residential neighborhoods.
- 13.3 Continue to cooperate with the Veterans Home of California to provide public transportation to residential neighborhoods and the business district.

Objective

- 14 Minimize the impact of any railroad activity related to traffic circulation, congestion, and safety which is in the vicinity of Solano Avenue, California Drive and State Highway 29.

Policies

- 14.1 Require that any proposed use of the railroad right-of-way be carefully reviewed by the Town Council.
- 14.2 Require that any railroad use or facilities have no negative impact on the residential quality of the town.
- 14.3 Require that transportation linked to the street network from the Wine Train be integrated with the existing public transportation system.

B . 6 . g

I s s u e : C o n g e s t i o n M a n a g e m e n t P l a n

Objective

- 15 Continue to participate in the Napa County Congestion Management Plan, CMP.

Policies

- 15.1 Promote design features in all development that will encourage transit use.
- 15.2 Encourage the expansion of private and public transit services.
- 15.3 Participate in regional organizations to provide a coordinated effort to improving the transportation network and reducing automobile use.
- 15.4 Utilize the Napa County Congestion Management Plan as a guide to meeting the statutory requirements mandated by State legislative action.

The following is a list of measures that will be taken by the Town to implement the policies stated above. All implementation measures should be undertaken as soon as possible relative to economic feasibility and long-term planning goals.

#### UPDATE OF DESIGN ORDINANCE

The parking requirements in the Zoning Ordinance, and design standards in the Design Ordinance shall be periodically reviewed and revised to implement the concept, objectives, and policies of the Circulation Element.

#### PARKING STUDY FOR COMMERCIAL AREA

The Town, in conjunction with representatives of local businesses, should continue the study of parking issues in the commercial area, and develop a solution that is agreeable to all parties involved. Consideration should be given to the possibility of shared parking among small businesses. The study should focus on the accommodation of parking along Washington Street, from California Drive to Madison Street, in ways which reinforce the continuity of Washington Street as a commercial-oriented main street.

#### HIGHWAY 29-MADISON STREET INTERSECTION

The Town Council has made repeated requests and will continue to ask CalTrans for the installation of a traffic signal at the intersection of State Highway 29 and Madison Street. Future street improvement plans should consider existing and planned land use in the town and be implemented as soon as funding is available.

#### FUNDING OF STREET, BICYCLE, AND PEDESTRIAN IMPROVEMENTS

All new developments which require street improvements and are located on sites which the pedestrian and bicycle path network traverses, will be required to install and finance the entire cost of the improvements. Long term improvements will be financed by gas tax funds, transportation grants, and other public funding sources. The Town may establish a traffic mitigation program which estimates the cost of all improvements necessary to keep the required level of service as stated in Section B.5.a, Objective 1, and assess new development a mitigation fee based upon projected trip generation. These fees would be used towards the financing of improvements.

#### DEVELOPMENT REVIEW PROCESS

The Town has a development review process which requires all new development proposals of a medium or large scale to submit a traffic study with their applications. The traffic study must address the impact of the proposed development on the local street system, adjacent streets and highways, plus its conformance with the circulation objectives, congestion management plan and policies of the Plan. The study shall be prepared by a traffic consultant retained by the Town, or as part of an Environmental Impact Report (EIR) prepared for the proposed project, and its costs shall be borne by the applicant.

#### CAPITAL IMPROVEMENTS PROGRAM

The Traffic Study prepared in October, 1988 contains a number of recommendations to address existing traffic problems. A long term capital improvements plan should be prepared by the Town which includes a timetable for projects and recommended studies.

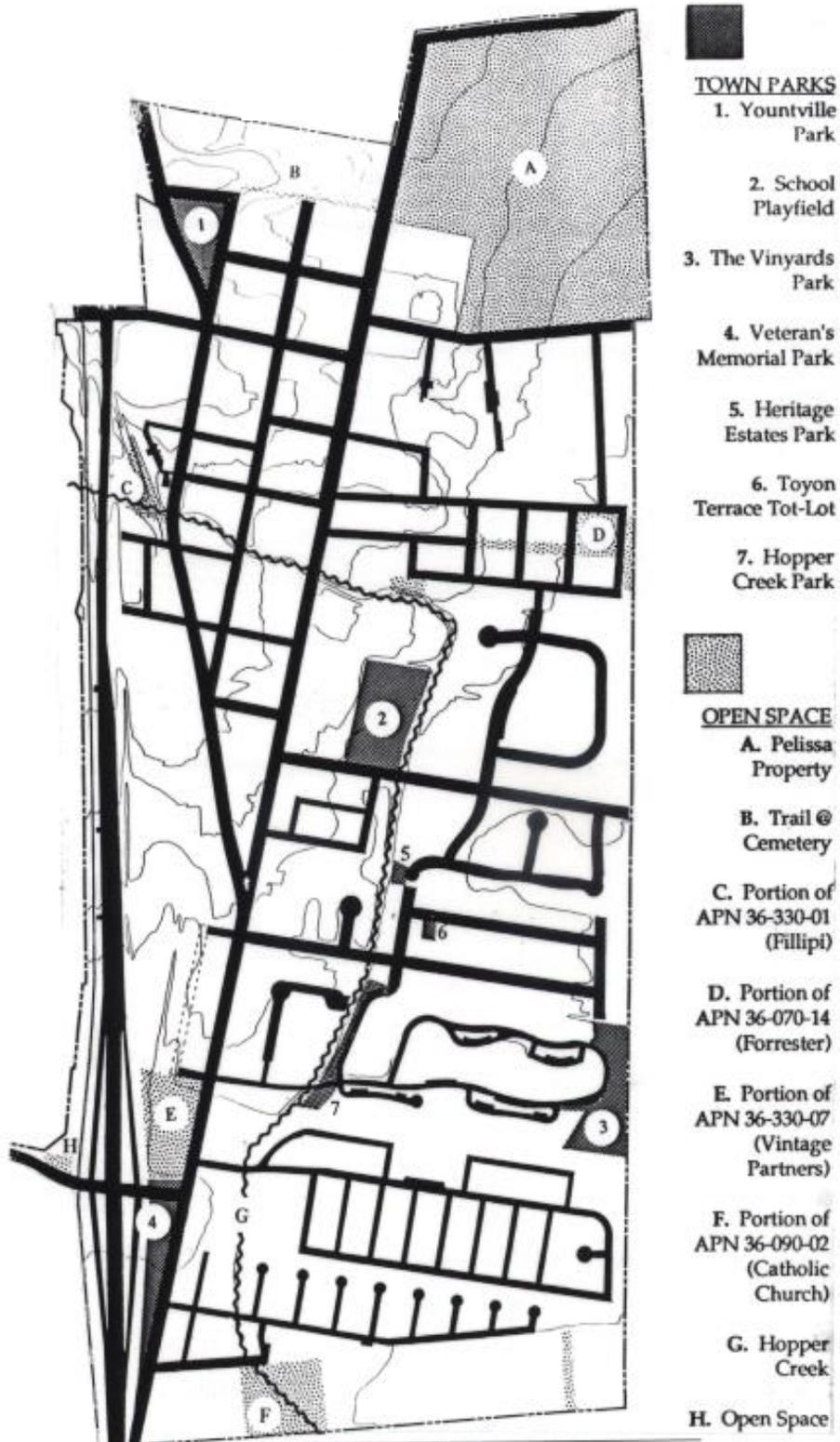


Figure II.5

Open Space/Parks Map

An important feature of the traditional American street grid is the connection it makes between townscape and landscape. In a gridiron town streets function as view corridors. One's place in the landscape and the particular features of landscape are clear and visible. This principle applies in cities like San Francisco and Seattle and in towns like Sonoma and Yountville. Awareness of the landscape makes these places distinctive and different from one another. On curvilinear streets and cul-de-sacs this principle disappears. Views are blocked, one tends to lose track of where one is and places become similar to one another. The sense of belonging to a particular and distinctive community is lessened. Entry points or gateways provide an important opportunity to establish this community sense of place creating an initial visual impression and reflecting the character of the community. Since its splendid setting is one of Yountville's principal assets, it is essential that all future growth protect view corridors, establish new ones wherever possible, and maintain the highest quality design at the primary gateways to the community.

Existing town parks and open space within the town limits are identified in the map on the opposite page. Town parks are publicly owned and maintained while other open space is generally privately owned. In addition to its other civic and symbolic roles, the town cemetery provides a scenic vista along the town's northern limits. The vineyards and orchards, which remain within the town limits, contribute a special quality to the rural character of the town. Unfortunately, it is these lands and their unique qualities that are being lost as new development occurs, and therefore, it is critical to preserve existing view corridors and open space within new developments.

#### MEASURE J AND TOWN LIMITS

The intent of "Measure J" is to preserve the Napa Valley as a productive agricultural landscape. It states that county land designated as agriculture, cannot be re-designated to another land use or subdivided into less than 40 acres and allows only one house per parcel. General Plan amendments dealing with open space cannot be made until the year 2020 without a yes vote of the people. Measure J stipulates that new growth must be accommodated within the urban limit lines of existing communities.

#### VIEW CORRIDORS

The numerous view corridors provide a strong sense of the surrounding landscape throughout most of Yountville, especially in Old Town. Existing north-south view corridors include Washington, Jefferson, and Yount Streets looking north; and east-west view corridors include Oak Circle, Creek and Webber Streets looking west, and Finnell Road and Mulberry Street looking east. On Heritage Way there is a 30 foot wide easement which extends the street right of way and functions as a view corridor.

#### SOUTHERN ENTRY TO TOWN

For many years an important Yountville landmark has been the small vineyard operated by the Vintage 1870 Partners at the southern end of their property next to the principal entrance to town at California Drive and Washington Streets. This property along with the vacant property opposite California Drive at Washington, provide an opportunity to create a primary gateway that is reflective of the overall character of the Town. The General Plan must anticipate the future development of the entire Vintage 1870 property. The General Plan, Zoning Ordinance and Design Ordinance must balance the needs and rights of the property owners with the importance of this gateway area to the character of the town. Accordingly, the Land Use, Open Space and Town Structure maps classify a portion of the Vintage 1870 land now occupied by vineyard as Agricultural, and the Land Use map designates the Washington-California intersection as a primary gateway entry. The Zoning Ordinance and Design Ordinance, however, make provision

for publicly acceptable commercial uses on the balance of the Vintage 1870 land which would be compatible with this portion of the property's role as Agricultural. Use of this land, and the adjacent vacant land at the Washington-California Drive intersection, should be judiciously controlled to ensure a gateway of high aesthetic quality and reflective of the Town's character.

#### PARKS AND PLAYFIELDS

Two of town's public parks are located adjacent to the major entrances to town. To the north, at the intersection of Madison Street and Washington Street, lies Yountville Park; and at the southern entrance, Veterans Memorial Park. A third public park, called Vineyard Park, lies along the eastern boundary of the Vintage subdivision and adjacent to vineyards just outside of town limits. Within this park are tennis courts and picnic grounds. Smaller parks within newer subdivisions include: Heritage Estates Park, Toyon Terrace Tot Lot, Washington Street Park, and Hopper Creek Park adjacent to the Vintage. Behind the school and east of the Hopper Creek pedestrian and bike path, there are large playfields.

#### HOPPER CREEK

Hopper Creek is the primary natural watercourse that traverses the entire town. In addition to providing storm drainage, it serves as open space and in a few places, as a park. It also contains a pedestrian and bike path. The pedestrian and bike paths currently in place within the town are not part of the California Recreational Trails system. Policies related to its continued preservation are outlined in Chapter IV, Conservation.

#### AGRICULTURAL LANDS

Several land parcels within the town limits are currently used for agricultural purposes. The portions of the parcels in viticulture uses are as follows: Pelissa property, 30 acres; Bardessono property, five acres; Vintage Partners property, six acres; Catholic Church property, 10 acres; and the Forrester property, 13 acres. There is also a three-acre parcel, the Lande property, which is currently used as a prune orchard. In addition, the Veterans Home of California has 30 acres of its land utilized for the production of hay; however, the Town of Yountville has no land use control over this land as long as it remains used for State purposes.



C . 3 . e

I s s u e : H o p p e r C r e e k

Objective

- 5 Protect and maintain existing natural watercourses.

Policies

- 5.1 Maintain the existing watercourse of Hopper Creek and native vegetation along its frontage as outlined in Chapter IV, Section A.4, Vegetation and Wildlife Habitat and B.1, Storm Drainage and Flood Hazards.

C . 3 . f

I s s u e : O p e n S p a c e

Objective

- 6 Establish open space within unbuilt parcels where needed to reinforce or extend the existing network of open space throughout the town.

Policies

- 6.1 Provide open space consistent with the area shown on the Open Space/Parks Identification Map, Figure II.5, for the parcels known as Vintage Partners (APN 336-330-37) and Filippi (APN 36-090-01).

C . 4

I m p l e m e n t a t i o n

REVIEW OF DEVELOPMENT PROPOSALS

The following areas within un-built parcels should be reviewed to determine whether the proposed design adequately fulfills the intent as stated by the objectives and policies in Section C.3.

- 1 Proposed Open Space as Neighborhood Parks  
The Open Space Parks Identification Map indicates areas within two parcels, APN 36-040-12 & 14 (Forrester) and APN 36-090-02 (Catholic Church), for the creation of open space to serve as new neighborhood parks. Dispersed throughout the new development, these areas are intended to serve surrounding residents and must be built concurrently with the adjacent housing.
- 2 Proposed Open Space  
The Open Space Parks Identification Map indicates areas within one parcel, APN 36-330-07 (Vintage Partners), for Agricultural. The open space shown on the Vintage Partners parcel as a single large area preserves the rural character at one of major entrances to town.
- 3 Proposed and Existing View Corridors  
Open Space Policy 2.2 outlines specific locations that must provide view corridors in their future developments. Chapter I of the Design Ordinance addresses existing and proposed view corridors. One example of an existing view corridor is that of Heritage Way, wherein an easement has been established on two parcels as a view corridor into the vineyards and mountains to the east. Similar provisions must be included in the conditions of approval for all future development.

4 Hopper Creek

Open Space Policy 5.1 provides for the maintenance of Hopper Creek as a natural resource and feature of the town. In the future development of parcels bordering on Hopper Creek, the natural quality of the creek must be preserved. In addition, parcels bordering on Hopper Creek must address in their future development the terms and conditions of the Hopper Creek Pedestrian/Bike Plan.

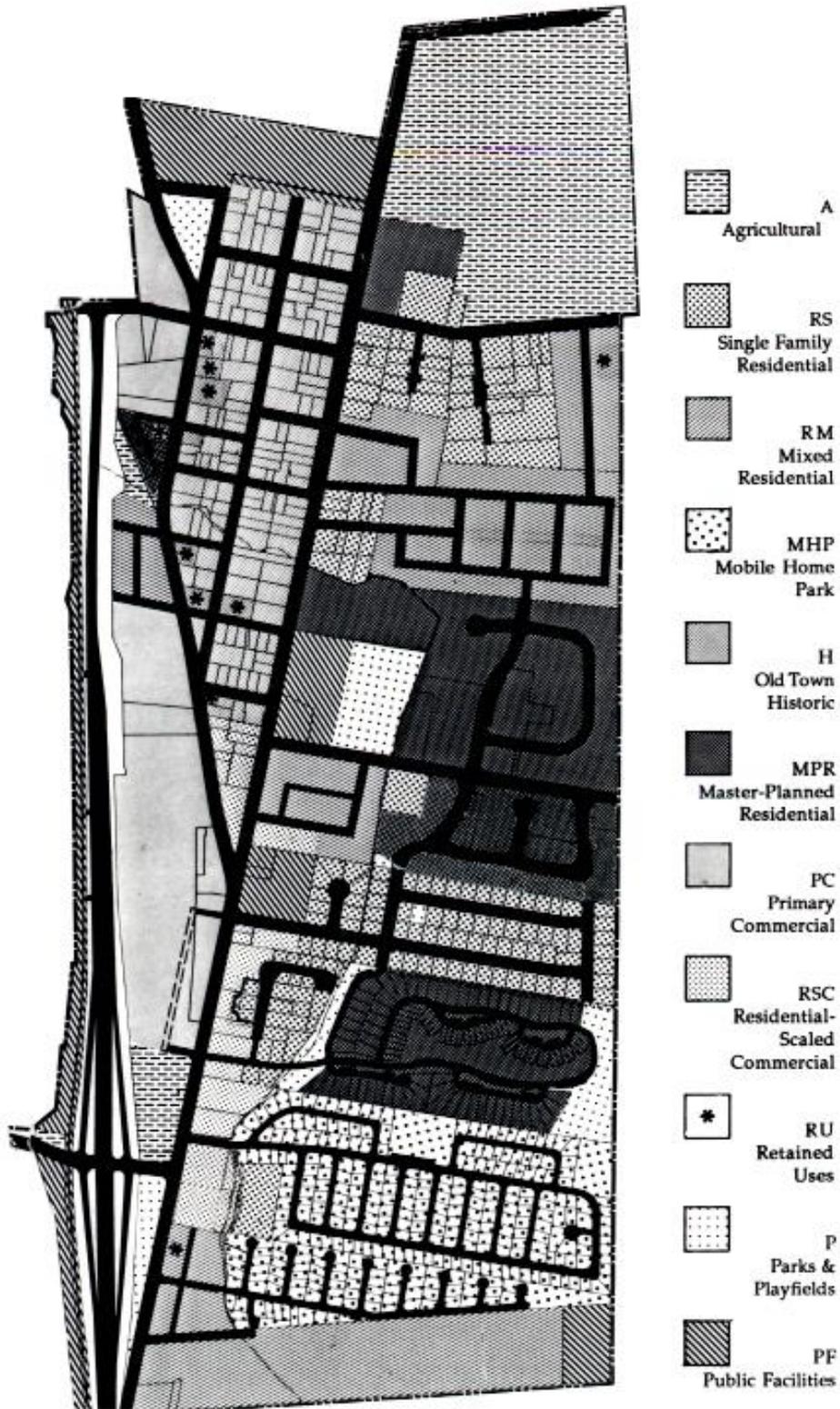
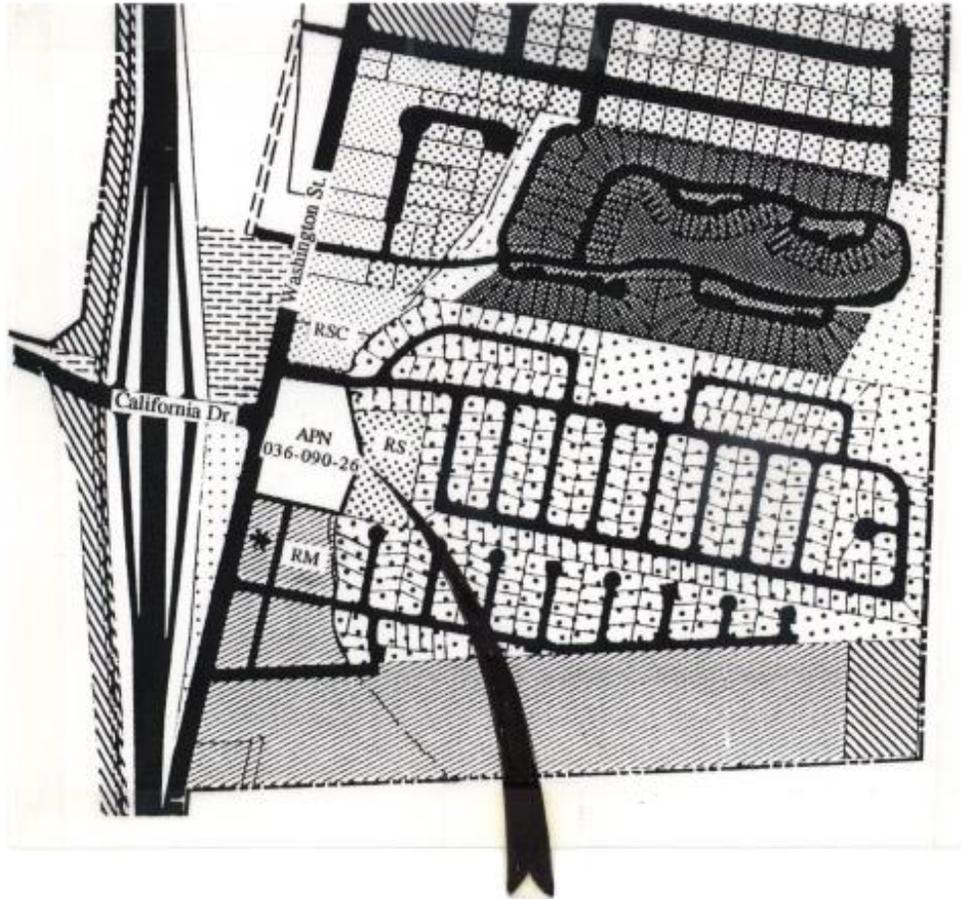


Figure II.6

Land Use Map



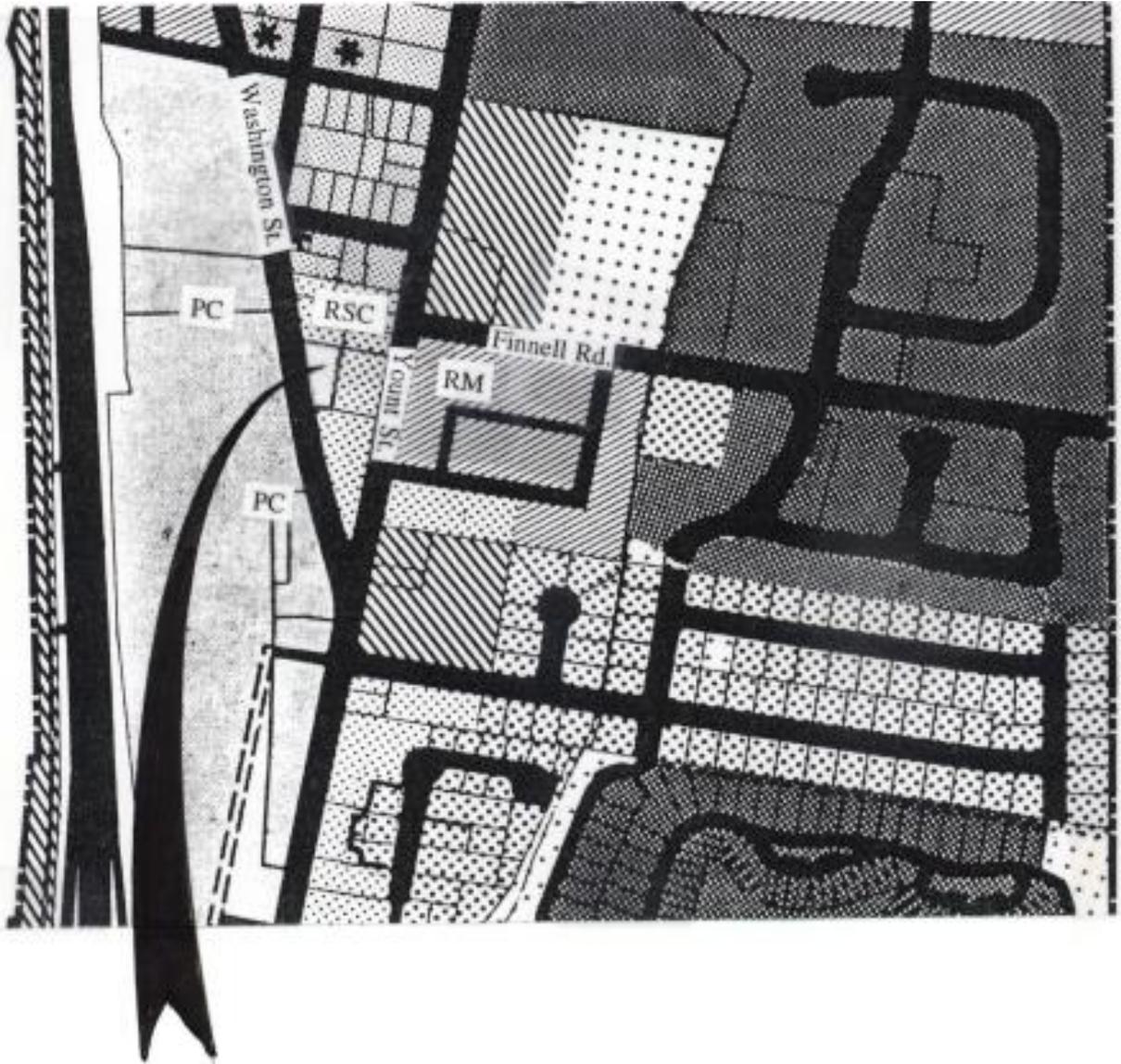
Re-classification of APN 036-090-026 from RM (Mixed Residential) to RSC (Residential Scale Commercial)

*Figure II.6.a*

*Land Use Map  
(amended 7-29-96 Resolution 1234-96)*

Exhibit A

General Plan Amendment 1997-I



Reclassification of  
Assessors Parcels 036-061-009 and 036-061-16 from RSC - Residential Commercial to PC -  
Primary Commercial

Figure 11.6.B Land Use Map  
(amended 11-25-97 Resolution Number 1392-97)

Typically, the land use element is the heart of a General Plan. This General Plan, however, is based upon the observation that typical land use designations have not provided the town with adequate tools to retain, extend, or reinforce Yountville's historic town structure. Therefore, this section on land use is intended to supplement the Town Structure established by the Circulation and Open Space/Parks portions of the Plan. In Section B.3.a, Circulation, new streets are located within the remaining parcels to create new parcels similar in size and scale to blocks in Old Town. The proposed street network shown in the Town Map will encourage incremental development and easily accommodate a mix of residential uses and building types. The land use designations outlined below have been designed to address the civic design issues, and economic and housing needs that face the Town and its citizens. The issues, objectives, and policies related to land use follow the definitions of the land use designations.

## D . 1

## I n t e g r a t e d U s e s a n d B u i l d i n g T y p e s

The distribution of land uses and building types in a traditional town, such as Yountville, is more intricate than the classifications of typical land use or zoning maps. Such maps usually segregate residential, commercial and institutional uses into separate zones, and often fail to distinguish among the varied activities that are classified as "commercial." Segregated land use zones are directly related to automobile-dependent suburban patterns in which all activities are linked by car trips. To preserve (and in some places to restore) the intimate, pedestrian character of Yountville, it is desirable to permit patterns of use that are not as simple and diagrammatic as those on a typical zoning map. For example, it is necessary to distinguish between large commercial buildings that distribute goods and services in large volume to both residents and visitors, and smaller buildings that are the same size as houses and primarily serve a local market. Buildings that are work places, or which house both work and dwelling but generate little traffic or parking, are another category. It is important that land use classification protect residents from noxious or inappropriate uses without needlessly restricting private endeavors that contribute to the richness and interest of the town.

## D . 2

## E x i s t i n g C o n d i t i o n s

Yountville is a small, primarily residential town in a rural setting. Commercial development accounts for only a small percentage of the land area. Until recently, residential development has been rural in character and perceived density. However, the average density in single-family neighborhoods in Yountville is greater than single-family planned unit developments in many suburbs.

In the last 15 years, residential development that has occurred mostly east of Yount Street has been very different in character and pattern from Old Town. These new developments include Vista Condominiums, Crossroads Condominiums, Hopper Creek Village, and Heritage Estates.



D . 3 . a

R e t a i n e d   U s e s

Part of Yountville's character derives from the fact that commercial, residential, and civic uses are not neatly segregated as on a typical land use map. To preserve this intimate mix of things, specific existing commercial uses throughout town are designated as Retained Uses with site-specific prescriptions. It is intended that these sites will not simply be converted to the surrounding prevailing use in the future, thereby making areas more homogeneous and the town less interesting. Conversely, care must be taken not to regulate these parcels and their uses so permissively that visitor-oriented businesses displace local-oriented ones. Most Retained Uses are commercial enterprises within predominantly residential areas.

Retained Uses

This as an overlay is intended to protect existing businesses that are an important part of Yountville, and ensure that they or similar businesses will contribute to the mixed-use, pedestrian character of the town in the future. New or modified uses on properties designated for Retained Uses overlay must remain similar in scale and impact to existing establishments on that property. Detailed criteria appear in Section 5.5 of the Zoning Ordinance, and Chapter III of the Design Ordinance.

D . 3 . b

R e s i d e n t i a l

The General Plan identifies several residential land use designations. These designations are intended to specify different types and mixes of housing rather than a continuum of housing densities. Some residential land use designations such as Single-family Residential and Mobile Home Park Residential are intended for one type of housing, while others such as Mixed Residential and Old Town Historic allow single family and multiple family housing. The Master Planned Residential and Mobile Home Park Residential designations are intended to maintain these Master Development Plan neighborhoods with their adopted housing mix and density.

The allowed densities for areas not already master planned are based on a variety of criteria in addition to, or in place of, common measure of units per gross acre. The term "gross acre" means all of the land within the property lines of a parcel. Single-family housing densities within the Single-family Residential and Old Town Historic designations are restricted to a maximum density per gross acre. The Mixed Residential designation has a maximum allowed total gross density, but specific overall densities and build out ranges are identified for each property within this designation as shown in Table III.20. The maximum number of units permitted for a property does not constitute an entitlement or a guarantee. Development of multiple-family housing is not restricted by gross density on an infill parcel or a parcel within a Master Development Plan, but rather by design restrictions such as minimum and maximum lot sizes, setbacks, height, and FAR; and any applicable affordable housing density bonuses.

The provisions of the Design Ordinance will impart to all new residential development the scale, street orientation and, where possible, the diversity of buildings found in Old Town. Continued effort will be made to encourage reuse of older buildings for residences.

Single-family Residential (up to 7 units per gross acre)

This is an existing residential designation that covers a large portion of the town. It will continue to regulate those areas where additions to existing houses and second units occur. House size is regulated by building type, height, setbacks, and floor area ratio, FAR. Specific ratios are listed in the Design Ordinance, Chapter II., Section C.

Mixed Residential This land use designation is intended to provide a variety of housing types and sizes integrated with affordable housing on the remaining un-built parcels. Although the predominant building types will be single-family houses and duplexes, some smaller multiple-family homes are encouraged, and should be interspersed with new development. Where possible, new housing should consist of both rental and ownership units. Figure III.20, Available Land for Residential Use, indicates the range of dwelling units for un-built parcels within the land use designation RM, Mixed Residential. Actual numbers of dwelling units are to be determined through the preparation and adoption of Master Development plans as per section 7.4 of the Zoning Ordinance. The lower figure is the minimum number of units that each parcel shall provide. The higher figure is the maximum potential number of dwelling units permitted for any development, and is dependent on the fulfillment of affordable housing requirements as established in Section 6.1 of the Zoning Ordinance, environmental constraints, and town design issues.

With the application of a Use Permit, this designation of use is allowed on properties in Old Town where the overlay Retained Uses applies. There are properties within Old Town upon which multi-family development currently exists. These properties and others similar in size should be encouraged to provide a mix of housing types compatible with the character of Old Town. It is the intention of this plan to maintain existing small lots and housing stock, and therefore, the aggregation of existing small lots into fewer, larger parcels is not permitted.

Old Town Historic (up to 8 units per gross acre for single family homes)

It is intended that the area known as Old Town remain predominantly single-family detached houses on relatively small lots. Infill multiple family housing is allowed at densities that meet all design criteria in the Design Ordinance. New residential development is encouraged to have architectural design that reflects the historic building character of Old Town. It is Yountville's intent to maintain the older buildings in Old Town through rehabilitation. Second units, in accordance with Section 4.5 of the Zoning Ordinance, are permitted throughout Old Town. Limited commercial uses that are locally oriented are allowed in Old Town as Retained Uses. Uses that are not sympathetic to the rural character of Old Town are not allowed.

Mobile Home Park Residential (up to 10 units per gross acre)

The intent of the Mobile Home Park designation is to maintain the mobile homes that exist within Yountville. These factory-built homes are the only form of residential development allowed in these areas. The purpose of this restriction is to provide an area where large numbers of lower cost housing units can be accommodated. As of 1992, there are 317 mobile homes within two mobile home parks. Densities allowed are those that were approved with the original project. No new areas of land are designated for mobile home parks.

Master Planned Residential

The Master Planned Residential land use designation is intended to preserve the character of master planned residential developments and neighborhoods that are existing or under construction at the time of adoption of this General Plan. The types and densities of housing allowed in this land use designation are only those originally approved in the master development plans for these residential developments and neighborhoods. Some Master Planned Residential areas contain only single-family homes, while others contain multiple-family homes or a mix of both housing types.

D . 3 . c

C o m m e r c i a l

The Town Council and the citizens of Yountville recognize the strong contribution made by existing shops, restaurants, inns, and businesses; however, there is concern that the building of new commercial development will change much of the town into a visitor-oriented commercial strip. In response to pressures for accommodating additional commercial uses which serve the increasing number of visitors, the General Plan establishes areas where additional visitor-oriented commercial uses are permitted, and areas where resident-serving commercial businesses will be encouraged. Commercial areas fronting onto Washington Street will reinforce it as a traditional main street. To avoid the potentially negative qualities of a commercial strip at the center of town, it is essential that new commercial development be street and pedestrian-oriented, not inward focusing, and that visitor-oriented business also provide some benefit to town residents.

Yountville has several distinctive qualities that help to define the nature and location of commercial development. These qualities, which are mentioned in different contexts at several points in this document, are as follows:

- 1 Commercial uses in Yountville are not strictly segregated from residential neighborhoods. Integrated land use is the historic pattern of the town and should be perpetuated in ways that do not threaten existing housing or neighborhoods.
- 2 Yountville is a main street town and Washington Street is the main street. New commercial development can help reinforce Washington Street as the heart of town and can prevent Yountville from becoming diffuse and center-less.
- 3 Washington Street has the unusual characteristic of being flanked on its west side by Highway 29, a major regional freeway, and on its east by residential neighborhoods. The existing pattern in which larger commercial buildings are on the west side of Washington Street and small, residential-scaled commercial buildings are on the east side of the street, should be perpetuated and reinforced by future buildings. Large concentrations of parking on the east side of Washington Street could be highly disruptive to the fabric of the town. Street-oriented commercial buildings on the west side of Washington Street, however, create opportunities for well concealed but convenient parking lots between the highway corridor and the backs of Washington Street commercial buildings.

This Plan establishes two commercial land-use classifications and the two overlay designations that respond to the conditions described above. Each classification has its own permitted uses and its own design criteria. Permitted uses and criteria for alteration or expansion of existing uses are outlined in the Zoning Ordinance. All commercial development in Yountville must obtain a Use Permit from the Town Council. The Use Permit process is specifically intended to prevent further

development of visitor-oriented businesses which have negligible benefit to residents, rely upon day visitors, and sell merchandise that is generic in nature, or shops which specialize in schlock, impulse-purchase items. The intent is to encourage local ownership of commercial uses, and the creation of a distinctive local character, even for visitor-oriented business. New restaurants will be restricted to certain areas and are defined in Section 4.8 the Zoning Ordinance. The two commercial land-use designations are summarized below. General conditions and regulations are established in Sections of the Zoning Ordinance, and more detailed design standards are outlined in Chapter II of the Design Ordinance.

#### Primary Commercial

This is the most permissive commercial designation and applies only to the west side of Washington Street. Under this land use designation visitor-oriented businesses, inns, new restaurants as defined by the Zoning Ordinance, professional offices and other businesses which provide goods and services for the recurring needs of the town's residents and the surrounding area are permitted. Buildings that accommodate various combinations of working and dwelling are permitted, such as housing above commercial, commercial adjacent to housing on the same parcel and live/work buildings in which the workspace exceeds 25 percent. Primary commercial buildings are not required to be residential in scale.

Parking requirements are relatively high for this type of commercial because of a high proportion of visitor clientele. The principal orientation and entry location for most tenants should be on Washington Street. There should be minimal gaps in street frontage for parking and parking access, with buildings, walls and landscape elements used to screen parking areas from Washington Street. Trees also should be planted to screen parking areas from Highway 29.

#### Old Town Commercial

This designation is applied to specified properties that front along Washington Street. It is intended to reflect Yountville's commercial beginnings and in so doing create a commercial district separate and distinct from those of the Primary and Residential-Scaled Commercial Districts. To promote the preservation of the historic character of this part of Old Town, maintenance, and rehabilitation of those existing structures that embody this character are encouraged. (Resolution Numbers 1787-00 and 1844-01)

Uses in the District are intended to serve both residents and visitors alike with the scale of businesses and structures small and reflective of Yountville's early development in the period from 1870 to 1920.

Commercial businesses, including retail, office and small restaurant uses, are allowed as well as mixed commercial/residential uses such as housing above commercial, commercial adjacent to housing on the same parcel, and live/work buildings. In addition to these uses, overnight accommodations and restaurants with more than 75 seats shall be permitted on the *west side* of Washington Street for property within this classification. No industrial uses shall be permitted.

It is also the intent of this classification to promote an interesting, attractive environment for pedestrians, and enhance the interface between commercial uses and the street.

1. That Assessor Parcels 036-033-001, -013, -014, and -015 are hereby reclassified to the Old Town Commercial land use designation (Resolution Number 1787-00)
2. That Assessor Parcels 036-032-006, -007, -008, and -009 and 036-440-001 are hereby reclassified to the amended Old Town Commercial land use designation. (Resolution Number 1844-01)

#### Residential-scaled Commercial

This designation is used where the Washington Street commercial area abuts residential neighborhoods. It is intended to blend Washington Street commercial areas into the residential fabric of the town, and ensure that it is not set apart as a separate tourist district. New restaurants

and other businesses that rely principally on visitors for their clientele are not permitted. All buildings must be residential in scale according to criteria established in Chapter II of the Design Ordinance.

#### D . 3 . d

#### O p e n S p a c e / P a r k s

This land use designation includes existing and planned park and recreation facilities, bikeways, pedestrian paths, and other open spaces that preserve the town's rural character. There are two subcategories within this designation; 1) open space which includes existing agricultural use, view corridors, Hopper Creek and the cemetery; and 2) parks-playfields which include Town parks, neighborhood parks and school playfields. These are discussed in detail in Section C, Open Space/Parks of this document.

#### D . 3 . e

#### C i v i c a n d C o m m u n i t y F a c i l i t i e s

This land use designation consists of all public and semi-public uses including existing public buildings, institutions, and schools. These buildings and uses include the Veterans Home of California, Town Hall, Yountville School, Cemetery, Wastewater Treatment Plant, and town corporation yard, Community Hall, U.S. Post Office, Vintage Partners Laundry, the 0.4- acre parcel adjacent to California Drive, and the railroad right-of-way.

#### D . 3 . f

#### A g r i c u l t u r e

This existing land use designation for agricultural uses remains unchanged, and will continue to regulate existing agricultural lands where alterations and additions may occur. Preservation of the surrounding agricultural land is mandated by "Measure J" and serves to preserve the rural character of the town.

#### D . 4 L a n d U s e

#### I s s u e s , O b j e c t i v e s , P o l i c i e s

This section addresses issues facing the town regarding its overall identity and character, and specific issues related to residential densities and the intensity of commercial development. Additional issues, objectives, and policies are outlined in Chapter III, for housing, and in Section C.3 of this chapter, for open space and parks.

#### D . 4 . a

#### I s s u e : I d e n t i t y a n d C h a r a c t e r o f T o w n

##### Objective

- 1 Enhance local identity and sense of community.

##### Policies

- 1.1 Consider the needs of the town as a whole of greater importance than the needs of individual developments.
- 1.2 Promote new developments that are designed to serve the needs of all income levels and the residents of the town.
- 1.3 Foster the protection and preservation of the surrounding agricultural uses.
- 1.4 Designate the primary gateway to Town to require special design review to ensure the highest aesthetic quality of development is achieved here.
- 1.5 Maintain a viable and attractive central Washington Street business area that reinforces the aesthetic character and activity focus of the community.

##### Objective

- 2 Preserve the rural, small town character, scale, and pace of life in Yountville and the town's connection to the natural beauty of its setting.

#### Policies

- 2.1 Require that new development, including rehabilitation and expansion of existing buildings, be of a scale, intensity, and design that integrates with both the immediate neighborhood and the town as a whole.
- 2.2 Encourage a variety of building heights and sizes in new development.
- 2.3 Provide setbacks along streets, pedestrian and bike paths, and open space frontages for proposed new development and expansion of existing developments.
- 2.4 Permit two-story buildings that do not have a large mass, do not obstruct view corridors, and are compatible with adjacent structures. As detailed in the Design Ordinance, single-story elements along street frontages for commercial and residential developments are preferable in most situations.
- 2.5 Encourage multiple, smaller buildings that combine to form courtyard-like spaces.
- 2.6 Require new developments to maintain some of the natural, historic, and cultural characteristics of their respective sites.
- 2.7 Create Town policies, land use designations and design standards that reinforce the “Y” as the town’s center.

#### Objective

- 3 Preserve the character, scale, and atmosphere of Old Town. (The following policies are in addition to those stated above in #2).

#### Policies

- 3.1 Ensure compatibility of character and scale of all new construction in Old Town through design review.
- 3.2 Limit the amount, scale, and impact of commercial development in Old Town.
- 3.3 Do not allow the conversion of existing residential structures or portions thereof in Old Town for commercial uses.
- 3.4 Require new or existing commercial uses that are allowed in Old Town be: 1) accommodated in existing commercial properties, and 2) compatible with the residential character of the area.
- 3.5 Institutional and quasi-public uses such as the Pac Bell communications building at Adams and Yount Streets are not considered commercial uses in Old Town. However, such uses are non-conforming and the property shall revert to residential use if said non-conforming uses are abandoned or terminated.

#### Objective

- 4 Manage future growth to ensure an orderly development of the town, preservation of natural and cultural resources, extension of services and protection of the rural setting.

#### Policies

- 4.1 Limit future growth, through the year 2020, to the town's current limits and the number of housing units permitted in this General Plan.
- 4.2 Allow future growth based on the ability of the Town to provide necessary public services, protect the natural and physical constraints associated with development of a given site, balance the costs and revenues associated with new development, and mitigate the effects on traffic circulation.
- 4.3 Require that development proposals of a magnitude and size that, if developed immediately, would drastically change the scale and character of the town be phased to allow new development to be assimilated into the town fabric with minimal disruption.
- 4.4 Ensure that the timing of new development will not create intolerable traffic conditions. Require new developments that have an extensive impact on the existing street network to be phased over a realistic time-period. The costs of street improvements should be shared by the developments that create a need for them.

- 4.5 Consider preparing an incremental growth management plan by January 1994.
- 4.6 Preserve opportunities for retail development along central Washington St. to maximize the concentration of retail activity within the business core area.

Objective

- 5 Maintain, improve, and expand the town's urban infrastructure in a manner which is consistent with the land use and other elements of the General Plan.

Policies

- 5.1 Continue to require the under-grounding of all utilities in new developments, and initiate a program for under-grounding for the rest of the town.
- 5.2 Maintain an adequate water supply and water service system to accommodate existing and new development.
- 5.3 Continue to pursue rehabilitation programs to reduce the amount of infiltration into the sewer system. Alternatively, the Town can increase its sewage pumping and treatment capacity to handle wet weather flows.
- 5.4 Except where there is a specific need for sidewalks or gutters, continue to encourage street designs that are rural in nature, provided such an approach will not result in local drainage, erosion or sedimentation problems. "Rural in nature" means narrow streets with gravel shoulders and street trees but no concrete gutter or sidewalk.

Objective

- 6 Establish standards in the Design Ordinance consistent with maintaining and enhancing the identity and character of the town.

Policies

- 6.1 Limit the scale and mass of development by establishing floor area ratios in commercial and residential land use designations.
- 6.2 Establish architectural design standards and design review for all new and modified commercial and residential buildings.
- 6.3 Special design criteria shall apply to the primary gateway to Town. These criteria shall provide that development at the gateway shall be residential in scale and reflect the aesthetic and historical character of the Town.

D . 4 . b

I S S U E : R E S I D E N T I A L D E N S I T Y

Objective

- 7 Establish residential densities for development on vacant and other available parcels to be compatible with the town character.

Policies

- 7.1 Establish residential densities at a level that promotes multi-family buildings that are integrated and visually compatible with single-family houses.
- 7.2 Development of moderate density is most appropriate along Washington Street and on sites facing or abutting commercial development.
- 7.3 Allow densities at the high end of the range where environmental constraints are few, and the development meets the objectives of the General Plan.
- 7.4 Allow single-family detached houses on smaller individual lots. Encourage duplexes and triplexes that look similar to single-family houses.
- 7.5 Encourage the sale of lots within large developable parcels to individuals.

#### D.4.c Issue: Intensity of Commercial Development

##### Objective

- 8 It is important to promote the character and design of the Washington Street commercial area in a manner that integrates it into the immediate neighborhood and the town as a whole. Therefore, it is necessary to ensure that new commercial development reinforces Washington Street's role as a pedestrian-oriented main street and does not allow it to be transformed into either an auto-oriented commercial strip or a series of inwardly focused malls.

##### Policies

- 8.1 Require most new commercial establishments on Washington Street to face the street and have street oriented pedestrian entrances.
- 8.2 Limit the amount of Washington Street frontage that can be used for parking or parking access.
- 8.3 Screen parking where possible with buildings, walls, and/or landscape elements.
- 8.4 Continue to enforce strict signage policies that do not permit large or internally illuminated signs.
- 8.5 Prohibit raising the natural grade on the west side of Washington Street in excess of that necessary for adequate drainage.
- 8.6 Enhance pedestrian activity and linkages along central Washington St. by requiring that the majority of new land uses within this area be street frontage oriented retail.

##### Objective

- 9 Ensure that new commercial development respects and reinforces adjacent existing development on the east and west sides of Washington Street.

##### Policies

- 9.1 Require that all commercial structures on the east side of Washington Street be residential in scale.
- 9.2 Do not permit new restaurants or establishments that rely principally on visitors for their clientele on the east side of Washington Street.
- 9.3 Do not permit large aggregations of parking on the east side of Washington Street.
- 9.4 Allow a greater intensity of commercial development on the west side of Washington Street and a lesser intensity on the east side.

##### Objective

- 10 Retain the existing balance of residences and small commercial establishments in Old Town.

##### Policies

- 10.1 Re-designate existing non-conforming uses as Retained Uses.
- 10.2 Do not allow any residential property in Old Town to be redesignated for commercial use.



In general, land use designations were made specific to the remaining un-built parcels but are unchanged in kind. For example, most land previously zoned for residential uses remains designated as residential, but may have different permitted building types and total number of units. The Land Use Map, Figure II.6 on page 24, identifies the proposed uses. The following list summarizes changes for remaining un-built parcels shown on Figure I.3, in Chapter I.

- 1 Eight properties previously zoned for low, medium, or high density residential are designated as mixed residential. The potential number of units and related density for each parcel is listed in Figure III.20 of Chapter III, Housing. They include:
  - a APN 36-090-22&23 (Bardessono), except commercial portion listed in #2 below,
  - b APN 36-090-02 (Catholic Church),
  - c APN 36-090-01 (Filippi),
  - d APN 36-040-13 (Lande),
  - e APN 36-040-10 (Mayeri),
  - f APN 36-040-12&14 (Forrester),
  - g APN 36-040-11 (Knight), and
  - h PAPAN 36-090-05 (Rabe).
  
- 2 A portion of the Bardessono property, APN 36-090-22 & 23, adjacent to Community Hall is designated as residential-scaled commercial. Specific design standards for residential-scaled commercial specific to this property are outlined in the Design Ordinance.
  
- 3 A portion of the Filippi property, APN 36-090-01, fronting on Washington Street was discussed as having potential as residential-scaled commercial. Upon the request of the owner, the Town Council may consider a change in use that reinforces Washington Street as the town's main commercial street, and otherwise meets the Town's objectives.
  
- 4 Properties previously zoned as commercial have been reviewed and designated as one of the new commercial designations and are as follows:
 

a APN 36-081-10	(Byrnes)	Primary Commercial
b APN 36-081-08	(Carbone)	Primary Commercial
c APN 36-361-01	(Patton)	Residential-scaled Commercial
d APN 36-082-08,-09	(Altamura)	Residential-scaled Commercial
  
- 5 The following existing businesses will be defined as "Retained Uses" and their use, expansion and regulation is addressed in the Zoning Ordinance:
 

a APN 36-033-01	Yountville Market
b APN 36-033-15	Pancha's Bar
c APN 36-033-14	McGrath's Garage
d APN 36-090-05	Napa Valley Express
e APN 36-090-05	Debbie's Beauty Salon
f APN 36-040-11	Knight Lumber
g APN 36-053-04	Webber Place
h APN 36-051-03	Bordeaux House
i APN 36-051-05	French Laundry
j APN 36-061-15	Former Post Office
k APN 36-440-01	Burgundy House
  
- 6 Existing businesses currently designated as commercial and located on the west side of Washington Street are to be rezoned as "Primary Commercial," and existing businesses currently designated as commercial and located on the east side of Washington Street are to be rezoned as "Residential-scaled Commercial".

- 7 The Vintage Partners property, APN 36-330-07, previously zoned for high-density residential is designated as Primary Commercial with a portion to the south zoned as Agricultural. Permitted uses within the Agricultural will be limited to those uses which are civic in nature, and are outlined in the Zoning Ordinance.
8. *The Altamura Property, APN 36-090-26, previously zoned for mixed residential is designated as Residential Scaled Commercial.*

E. EXISTING CIVIC AND COMMUNITY FACILITIES

Described below are existing civic and community facilities currently servicing town residents. At this time, the town has adequate civic and community facilities and no plans for new ones.

E.1 Town Hall, Library, Clinic Ole, Elementary School,  
Post Office & Community Hall

The Town Hall and Library share a building located at the corner of Yount Street and Finnell Road. To the south, adjacent to the Town Hall, a manufactured building houses the Community Health Clinic Ole. The clinic leases ground from the Town. To the north, adjacent to the Town Hall and linked by an open hallway, is Yountville Elementary School and a Day Care facility for children. One block to the south on Yount Street and opposite the "Y" is the U.S. Post Office completed in 1992. Adjacent to the post office is Community Hall that accommodates various community services including aerobic classes, wedding receptions, and town meetings.

E.2 Veterans Home of California

The Veterans Home of California is a combination of group living quarters and a medical facility and is located at the town's southwestern boundary on the west side of State Highway 29. The multi-use complex includes recreation facilities that are shared with the Town.

E.3 Cemetery

The historic cemetery, which includes George Yount's burial place, defines the northwestern town boundary and extends from Washington Street to Yount Street.

F NEIGHBORHOODS & DISTRICTS

F.1 Boundaries and Linkages

Although Yountville has only a few neighborhoods, it is important to the life and vitality of the town that they remain distinct but linked to one another. The land use designations and their permitted building types, outlined in the following section, have been created to enhance an existing district or neighborhood with addition of adjacent new development. It is important that each new development be permeable and open with many links to surrounding areas. The location of available land for new development falls into two categories; that which serves as a link from one neighborhood to another, and that which extends an existing neighborhood or street one block.

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**A. INTRODUCTION**

**A.1 Guidelines For Preparing Housing Elements**

The California Government Code requires each city to develop and maintain a General Plan, and each General Plan to contain a Housing Element that includes: (a) an identification and analysis of existing and projected housing needs and an inventory of resources and constraints relevant to meeting those needs; (b) a statement of goals, policies, and quantified objectives; and (c) a discussion of scheduled programs for the preservation, improvement, and development of housing. The Government Code also requires that each update of a Housing Element evaluate: (a) the effectiveness of the previous Housing Element in attaining the community's housing goals and objectives; (b) the appropriateness of the housing goals, objectives, and policies in contributing to meeting the State housing goal; and (c) the progress of the Town in implementing the Housing Element. State law has been amended recently to require the analysis of special housing groups, including the homeless. The law also requires localities to identify sites suitable for emergency shelters and transitional housing.

State law requires that a General Plan and its elements "comprise an integrated, internally consistent, and compatible statement of policies." The Housing Element must be consistent with population projections and land use goals and policies set forth in the Land Use Element and closely coordinated with the Circulation Element of the General Plan, both of which are found in Chapter II, Town Structure.

This update of the Housing Element is part of a complete and concurrent revision of the entire General Plan. In this process, the Town's consultants and staff examined all parts of the Plan for consistency with each other. Concurrently with the General Plan update, the Town is revising its Zoning Ordinance and adopting a new Design Document. These two documents are being crafted to carry out the policies of the General Plan and promote the Town's affordable housing policies.

The intent of the Housing Element is to help accommodate the Town's housing needs. At the same time, Yountville intends to protect its small-town character and appearance, its sense of community, and its natural and historic setting.

**A . 2**

**Public Participation**

This chapter is an update of the Housing Element adopted by the Yountville Town Council in May 1985. New information on housing conditions, needs, programs, and constraints has been added where possible.

The Yountville Town Council reviewed housing issues and the draft Housing Element revision at over 20 workshops, meetings, and public hearings in 1991 and 1992, and a preliminary draft was published in February 1992 but did not go to public hearing. A 20-member Citizens Task Force was appointed in July 1992. Housing issues and proposed changes to policies were reviewed by the Task Force at six meetings in July and August 1992.

## B. Review of the 1985 Housing Element

### B . 1

### A c c o m p l i s h m e n t s

The 1985 Housing Element set forth a number of housing objectives for the town, to be carried out through associated policies and programs. Each of these objectives and policies is presented below, along with an evaluation of what the policy or program has accomplished since 1985.

Objective 1 (1985). Maintain existing and develop new affordable housing units by:

- Including a range of unit types and sizes, particularly smaller single-family units. —*The town created an Apartment Opportunity Overlay District to encourage affordable multi-family housing. The apartment overlay was not successful—not one unit was built. More successful were Town policies aimed at smaller, single-family units, such as second units and FAR restrictions in the Historic District.*
- Providing rent assistance for resident workers. The Town’s objective was to start a Section 8 program with four certificates and increase to 20 over a five-year period. —*The Town developed a program with the County. Four Section 8 certificates are provided by the City of Napa Housing Authority for Yountville. There are 19 households on the waiting list.*
- Reducing development and financing costs. —*The Town reduced fees for two low-income units at Burgundy Commons.*
- Encouraging self-help programs such as FmHA Section 523 Technical Assistance for Self-Help Housing. —*The Town had previously participated in a project in 1983, which resulted in the construction of eight new single family homes for low-income families. The Town maintains a first right of refusal upon sale. Three of these units were purchased using the Housing Opportunity Fund and sold to low-income families.*
- Restricting condominium conversion if the percentage of renter units falls below 35 percent of the housing stock. —*The proportion of renter households fell below the 35 percent target, so no condominium conversions were allowed.*
- Maintaining mobile home parks through the MHP zoning. —*Through this action, Yountville assured the preservation of 317 existing mobile homes.*
- Permitting additional housing units through a second unit ordinance. —*The Town has allowed the construction of 10 second units, while legalizing the status of eight existing units. These units rent for an average of \$450 per month, affordable to very low-income households.*
- Creating a Housing Opportunity fund. —*The Town’s inclusionary Zoning Ordinance required developers to either provide affordable units or pay in-lieu fees. The fees are paid into the Housing Opportunity Fund, which the Town uses to support affordable housing. This fund now has a balance of \$400,000.*

Objective 2 (1985). Preserve affordable housing in areas that are redeveloped or rehabilitated by:

- Regulating rents when rehabilitation is publicly financed. —*No publicly financed rehabilitation occurred, so this policy was not applicable.*
- Restricting conversion of residential units to other uses. —*The Town prevents houses from being converted to commercial use, and the Town inaugurated a Bed and Breakfast Control Program to prevent residential dwellings from being converted to overnight lodging.*

Objective 3 (1985). Provide a broad range of housing choices by:

- Maintaining an owner/renter ratio of 65 percent/35 percent. —*The proportion of occupied units that are renter-occupied has fallen from 35 percent in 1980 to 29 percent in 1990. (U.S. Census, 1990)*
- Encouraging affordable single-family detached houses. —*Based on the 1990 census, the Vintage subdivision provided 29 single-family detached houses affordable to moderate income households. Separately, the Hopper Creek Village condominiums, and the Vintage townhouses provided 82 units of multi-family residential which were affordable to moderate-income households.*
- Retain residential mix in commercial development. —*In 1983, the Town amended its commercial zoning district to require commercial development proposals to either retain existing residential units on the site, or provide like numbers of affordable units off-site, or pay an in-lieu fee if residential is removed. This has resulted in preservation of three residential units: two of these were preserved on site on the developer's initiative, and the third was moved to a new location.*
- Seeking government and private funding for very low-, low- and moderate-income households. The Town's Quantified Objectives were for the Federal Multifamily Rental Housing Programs 221(d)(3) and (d)(4) to produce 20 units. The Town's goal for Homeownership Assistance for Low and Moderate Income Families (Section 235) was to produce eight units. —*No federal funds were available for housing construction in Yountville between 1985 and 1990.*
- Requiring written agreements for continued affordability. —*Two units created under the Town's inclusionary Zoning Ordinance are required to maintain affordability until 2018. Agreements with subdividers also provided for continued affordability of six existing rental units.*

[Objective 4 duplicated Objective 3]

Objective 5 (1985). Insure that below-market-rate units are located in a healthful environment and do not deteriorate quality of life in existing residential neighborhoods by:

- Requiring that below-market-rate units harmonize with other residential structures, be dispersed throughout the development, and have a similar number of bedrooms to the rest of the development. —*This was accomplished with the two units built under the inclusionary Zoning Ordinance.*

Objective 6 (1985). Rehabilitate and maintain deteriorating housing stock by:

- Working with the countywide housing authority to seek rehabilitation funds. The objective was to rehabilitate 20 units using funds from the CHFA Home Ownership and Home Improvement Loan Program. The Homeownership and Rehabilitation Loans Program (FmHA Section 502) was intended to rehabilitate 30 units. The FmHA Section 504 Home Repair Loans and Grants Program was intended to provide 40 units. —*No federal funds were available to the town from these programs.*
- Encouraging owners to rehabilitate. —*The Town notified property owners of the availability of funds for rehabilitation of lower-income housing, but none responded. An estimated five single-family units were rehabilitated by private owners.*
- Adjusting building permit fees which discourage rehabilitation. —*Building permit fees are under the control of the County; the Town is unable to affect this.*
- Allowing repairs to historic buildings without conformance to all code requirements. —*No applications were filed for this exemption.*

Objective 7 (1985). Encourage energy efficiency by:

- Requiring energy conservation in the design and modification of housing. —*All new construction is governed by State law requiring energy efficiency.*
- Requiring energy-efficient site planning. —*Of three new developments with 150 units between 1985 and 1990, one development of 38 units incorporated solar energy efficiency measures in the site planning.*

Objective 8 (1985). Provide housing for farmworkers by:

- Working within the Napa Valley Housing Authority to further develop a farmworker housing program. —*The Farm Bureau funded a study of farmworker housing needs conducted by the Rural California Housing Corporation which will serve as the basis for future planning. The Town assisted in financing 40 temporary beds for farmworkers.*
- Encouraging on-site farmworker housing. —*The Town has used its position on the Napa Valley Housing Authority to encourage on-site farmworker housing.*
- Providing a fair share of farmworker housing. —*Yountville in 1990 housed 1.2 percent of the farmworker population in the county, compared to 1.7 percent of the county's total household population.*

Objective 9 (1985). Meet the housing needs of elderly, single parents, handicapped, minorities, and homeless by:

- Encouraging fair housing practices. —*The Town Administrator has facilitated the resolution of all types of housing complaints, by referring complainants to the appropriate County agencies.*
- Supporting the Veterans Home of California. —*The Town has supported the Veterans Home by funding a transit system which is used primarily by the residents of the Veterans Home; the Town operates the swimming pool at the Home; and the Town has contributed financially to a museum and special events at the Home.*

- Protecting the MHP zoning district. —*This zoning was maintained, preserving 317 mobile home units.*
- Working with other groups to provide temporary shelter for the homeless. —*The Town contributed several thousand dollars to the Napa County Commission on Economic Opportunity to support its temporary shelter program.*

Objective 10 (1985). Provide for the needs of existing very low-, low-, and moderate-income households while encouraging other communities to do more. —*The Town maintains a program to buy back units at Oak Leaf Court to preserve affordability.*

Objective 11 (1985). Develop available land in a well-planned and timely manner by:

- Not approving housing developments at the expense of the environment. —*This policy was vague and provided little guidance for new developments.*
- Not building affordable units in the floodplain. —*No construction took place in the floodplain.*

---

	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>Total</u>
Single units	7	20	20	3	21	71
2 to 4 units		2			10	12
5 or more						
Total units built	7	22	20	3	31	83
Units demolished	2	1				3
Net Increase	5	21	20	3	31	80

Source: Napa County Planning Department, 1992

*Figure III.1*

*Units Constructed 1985-1989*

**B . 2**

**Areas Where Further Progress is Needed**

Some of the objectives and policies contained in the 1985 Housing Element were based on resources which did not become readily available to the Town. A town of only 3,000 has limited resources, both in money and in staff time, for undertaking housing programs. Hopes for achieving some goals relied on federal programs that unfortunately were suffering reductions in funding at the same time the need for them was growing. Because funding was not available to meet the objectives for federally assisted programs, the Town joined in creating the joint powers Napa Valley Housing Authority. The Authority developed 120 migrant farm worker beds, obtained \$6,000,000 in Mortgage Revenue Bond Authority that it converted to \$1,500,000 in Mortgage Credit Certificate Authority, conducted a nexus study for obtaining housing in-lieu fees from new commercial development, and manages resale agreements for affordable ownership units.

Eighty-three new units were constructed and only three were demolished, for a net gain of 80 units. Of these, 33 were condominiums affordable to moderate-income households.

The Town intends to pursue policies and programs that make housing more affordable, while ensuring that new developments fit with the character of the community, and do not result in an overly dense environment. For the period covered by this Housing Element, the Town will select those policies and objectives that more closely match the resources available, while still striving to meet its share of the regional need for affordable housing.

## C. Housing Needs

### C.1

### Existing Need

#### C.1.a

#### Population and Households

The Town of Yountville has grown in population from 2,893 in 1980 to 3,259 in 1990, an increase of 366 (12.7 percent). These figures include the Veterans Home. Napa County has grown during the same 10 years from 99,199 to 110,765, an increase of 11,566 (11.7 percent.) Minorities made up 14.4 percent of the Yountville population in 1980 and 1990, and 17.1 and 18.9 percent of the county population in 1980 and 1990.

The average household size in 1980 was 1.96 in Yountville and 2.55 in Napa County. In 1990, household size was 2.08 in Yountville and 2.69 in the county. Numbers for household size for Yountville do not include the Veterans Home or the Retirement Center.

	Yountville 1980	Yountville 1990	Napa County 1990
Total Population	2,893	3,259	110,765
Group Quarters	1,376	1,409	5,574
Household Population	1,517	1,850	105,191
Population in Families	1,084	1,380	89,446
Non-Family Household Population	433	470	15,745
Number of Households	774	891	41,185
Persons per Household	1.96	2.08	2.69
Number of Families	434	504	28,621
Persons per Family	2.50	2.68	3.06

Source: U.S. Census, 1980 and 1990

Figure III.2

Yountville and Napa County Population

#### C.1.b

#### Level of Payment Compared to Ability to Pay

##### HOUSEHOLD INCOMES

The median household income in Yountville for 1989 was \$27,863, more than double the 1980 figure of \$13,874 (these numbers do not include the Veterans Home). The household income distribution has changed slightly since 1980: the proportion of households in

the very low-income category remained about the same (35 percent), as did the proportion of above moderate-income households (25 percent). However, low-income households declined from 24 percent to 20 percent while moderate-income households increased from 16 percent to 20 percent.

Income Level	1980 Households		1990 Households	
	Number	Percent	Number	Percent
Very Low	271	35%	311	35%
Low	186	24%	178	20%
Moderate	124	16%	174	20%
Above Moderate	193	25%	227	25%
<b>Total</b>	<b>774</b>	<b>100%</b>	<b>891</b>	<b>100%</b>

Source: U.S. Census, 1980 and 1990

Figure III.3

*Household Income Distribution in Yountville*

Household income categories are computed according to the method used by ABAG in its *Housing Needs Determinations*, 1989. ABAG compares income levels to a region-wide (nine counties) median. For 1980 that median was \$20,607; by 1990 it had risen to \$41,565. Income categories are: very low-income = 50 percent of the median and below, low-income = 50 percent to 80 percent of the median, moderate-income = 80 percent to 120 percent of the median.

**COST OF HOUSING**

The median home value in Yountville in 1980 was \$65,852. In 1990 it was \$189,900 (based on a survey by Town staff), a 288 percent increase over 1980. In Napa County it was \$78,200 in 1980 and \$183,600 in 1990, a 234 percent increase. Thus, housing prices in Yountville rose faster than in the rest of the county and also rose faster than the 200 percent increase in household incomes.

Recent data from the County Assessor indicate that home sales prices vary widely around the \$189,900 median. Some homes have sold for as little as \$116,000, while others sell for as much as \$445,000. Many sales were in the \$160,000 to \$180,000 range. In general, older and smaller houses sell for less; newer and larger homes cost more.

A survey of 70 rental units in Yountville in February 1991 indicated that the average studio apartment rents for \$424 per month; the average one-bedroom apartment rents for \$472 per month, and the average two-bedroom apartment rents for \$650 per month. The average one-bedroom house rents for \$496 per month and the average two-bedroom house rents for \$563 per month. (See Figure III.4.) The median rent found by the 1990 U.S. Census was very close to these estimates at \$604.

	Number	Rent Range	Average Rent
Studio Apartments	14	\$140-450	\$424
1 BR Apartments	14	375-525	472
2 BR Apartments	20	450-800	650

Studio Houses	1	240	240
1 BR Houses	9	390-700	496
2 BR Houses	12	350-700	563
<b>Total</b>	<b>70</b>		

Source: February 1991 Staff Survey

*Figure III.4*

*Average Rents in Yountville*

**AFFORDABILITY**

Figure III.5 shows the mortgage loan that would be affordable to households at different income levels and different interest rates, based on 30 percent of gross income spent for mortgage payments (not including taxes, insurance, and utilities, which are usually included in calculations of affordability).

<u>Annual Income</u>	<u>Interest Rate</u>			
	<u>7%</u>	<u>8%</u>	<u>9%</u>	<u>10%</u>
\$ 20,000	\$ 75,154	\$ 68,142	\$ 62,141	\$ 56,975
30,000	112,731	102,213	93,211	85,463
40,000	150,308	136,283	124,282	113,951
50,000	187,884	170,354	155,352	142,439
60,000	225,461	204,425	186,423	170,926
70,000	263,038	238,496	217,493	199,414
80,000	300,615	272,567	248,564	227,902
90,000	338,192	306,638	279,634	256,389
100,000	375,769	340,709	310,705	284,877

Source: Naphtali H. Knox & Associates

*Figure III.5*

*Household Income and Effect of Interest Rates on Loan Affordability*

With a 10 percent down payment, a household at the 1992 Napa County median income level of \$42,200 could afford to purchase a house costing \$133,500 if interest rates were at 10 percent. If interest rates were as low as 8 percent, the median-income household could purchase a house at \$160,000. If the median-income household paid 20 percent down and obtained an 8 percent 30-year mortgage, they could purchase a house costing \$180,000. Therefore, depending on interest rates and down payment (and based on home values reported by homeowners responding to the 1990 Census), somewhere between 17 percent and 38 percent of owner-occupied dwellings in Yountville would be affordable to the median-income household. The highest earning moderate-income household (income at 120 percent of median, \$50,640 in 1992) could afford to purchase a house between \$160,000 and \$192,000 depending on the interest rate, with 10 percent down. Buying a median-priced house would require an income of \$50,000 to \$60,000, depending on interest rates.

For units of comparable size, rental housing is more affordable than ownership housing. A household at the low-income level (80 percent of median income) could afford to pay \$831 per month for rent. Nearly 72 percent of the rental units in Yountville would be affordable to these households. A very low-income household would be able to pay \$520 per month. Even at this level, 36 percent of the units in town would be affordable.

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<u>Income Level</u>	<u>Annual Income</u>	<u>Monthly Income</u>	<u>Affordable Rent</u>
Very Low	\$20,783	\$1,732	\$ 520
Low	33,252	2,771	831
Median	41,565	3,464	1,039
Moderate	49,878	4,157	1,247

Source: Naphtali H. Knox & Associates

*Figure III.6*

*Affordable Rents in Yountville*

#### OVERPAYMENT

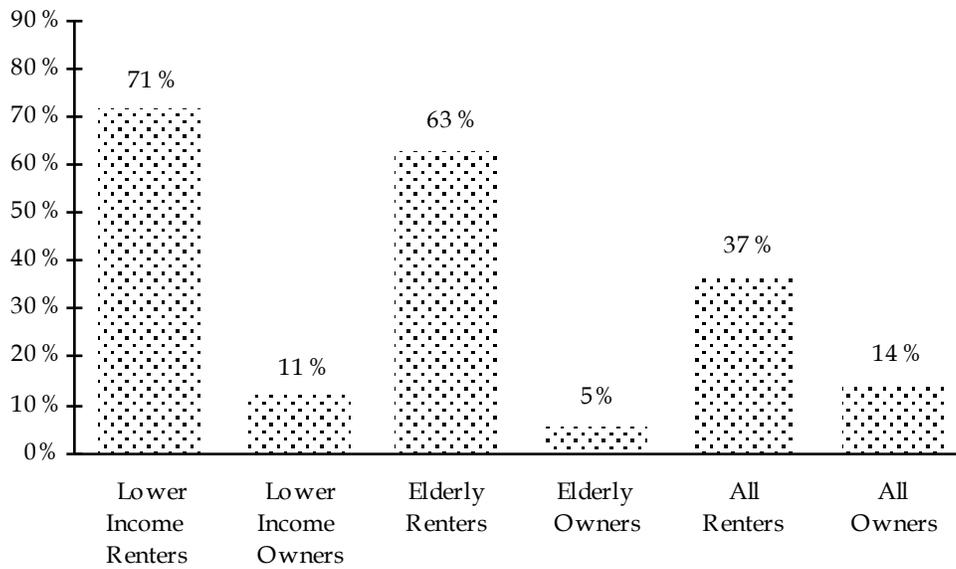
Despite the apparent affordability of rental housing in Yountville, many households still are overpaying for housing. Figure III.7 indicates that 71.5 percent of the lower income (includes both very low- and low-income) renter households pay more than 30 percent of income for rent. Overpayment among this group is significant—67.3 percent pay over 35 percent, and some may pay as high as 50 percent.

In February, 1995, the Town undertook a comprehensive survey of the residents of the Town's two mobilehome parks, Rancho de Napa and Gateway. This survey indicated that nearly 76% of the respondents are low to very low income and approximately 35% of these lower income residents pay in excess of 30% of their incomes towards housing costs. (revised 4/25/5, Resolution 1114-95) The survey asked respondents to indicate whether or not they needed help with rent, mobile home repairs or other assistance. A total of 19 lower income households indicated that they needed rent and/or utility assistance. (revised 4/25/5, Resolution 1114-95)

Overpayment is less of a problem for lower-income owners; only 11.5 percent of lower-income owners pay more than 30 percent of income for housing costs.

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	Total	Overpaying	Percent
Lower Income Renters	119	85	71.5%
Lower Income Owners	370	42	11.5%
Elderly Renters	62	39	62.9%
Elderly Owners	335	17	5.1%
All Renters	266	98	36.8%
All Owners	629	88	14.0%



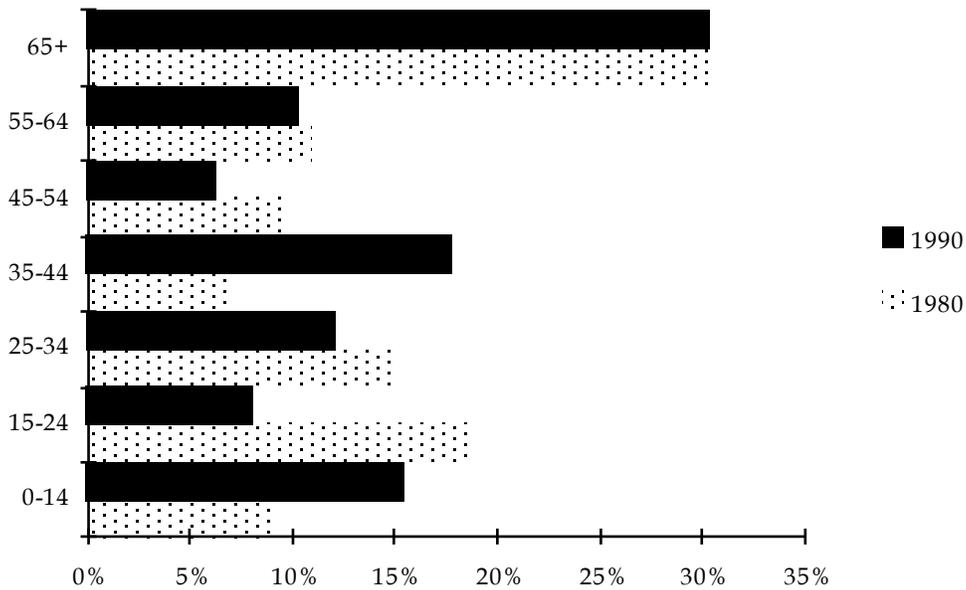
Source: Calculated from U.S. Census, 1990

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*Figure III.7 Households Paying More Than 30 Percent of Income for Housing*

**ELDERLY**

In 1990, the median age of the Yountville population (including the Veterans Home) was 64.8 years, while it was only 36.5 years for Napa County. Even excluding the largely elderly population of the Veterans Home and the Retirement Center, the average age of the town population is older compared to most other Bay area communities. Over 30 percent of the non-institutional population is over age 65. Nearly 45 percent of the town's households have one or more elderly residents. Of the town's 266 renter households, 62 are headed by a person 65 or older. Of 624 owner households, 335 are headed by a person 65 or older. Figures III.8 and III.9 compare the age distribution of Yountville's population (excluding the Veterans Home and the Retirement Center) with the age distribution for the state.



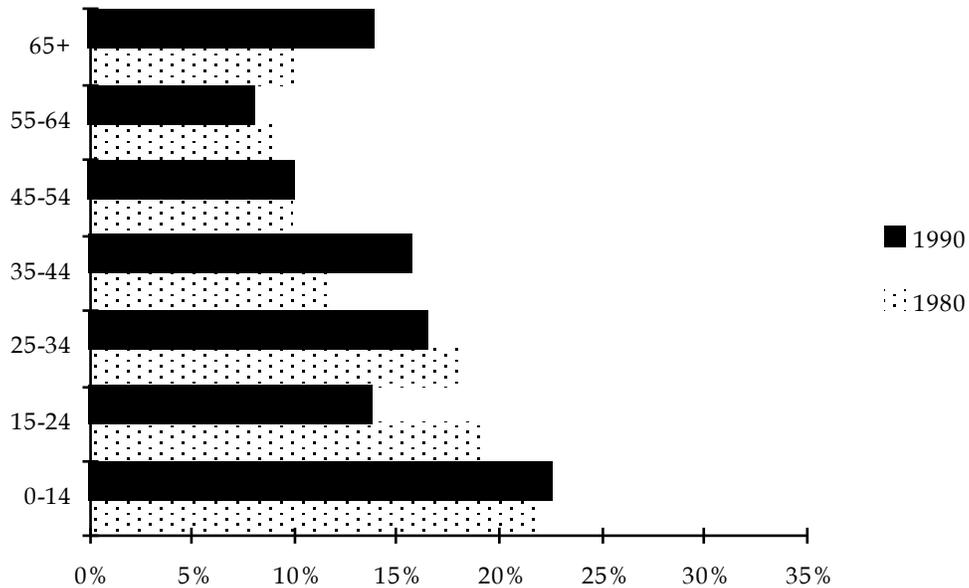
Source: U.S. Census, 1990

Figure III.8

Population by Age Group, Yountville

The Town provides space for the Title III Senior Nutrition Program which serves a daily meal for 20 to 30 seniors. The Town has also supported non-profit agencies that provide mediation services for elderly residents. The two mobile home parks (which are restricted to senior residents) and the Town provide space for recreational activities, flu shots, blood pressure screening, and seminars on health and financial planning. A low-income health clinic that serves many of the senior residents, has also been supported by the Town.

The Town operates the Bear Flag Express, a local bus service that, while serving all residents, is of special importance to senior residents who do not own cars or have mobility limitations. The bus line connects the town with the Veterans Home.



Source: California Statewide Housing Plan Update, 1990

Figure III.9

Population by Age Group, California

**HOUSEHOLDS WITH DISABLED RESIDENTS**

The 1990 U.S. Census identifies two types of disabilities for Yountville’s non-institutional population: work disability and mobility limitation. Figure III.10 shows the number of disabled persons in Yountville.

A person with a work disability may have a health condition that limits the kind or amount of work that he or she can do or that prevents working at a job or business altogether. A work disability may also be a health condition that limits the choice of jobs. According to the 1990 Census, 71 (7.1 percent) of Yountville's 996 residents aged 16 to 64 had work disabilities. Some 203 (36.2 percent) of 562 persons over age 65 had work disabilities.

	16-64		65+		Total	
	Number	Percent	Number	Percent	Number	Percent
Work Disability Only	0	0.0%	7	1.3%	7	0.5%
Work and Mobility	71	7.1%	196	34.9%	267	17.1%
Mobility Only	22	2.2%	0	0.0%	22	1.4%
No disability	903	90.7%	359	63.9%	1,262	81.0%
<b>Non-institutional Population</b>	<b>996</b>	<b>100.0%</b>	<b>562</b>	<b>100.0%</b>	<b>1,558</b>	<b>100.0%</b>

\*Includes only non-institutionalized civilian population 16 years or over. No data are available for children under age 16.

Source: U.S. Census, 1990

Figure III.10

Persons with Disabilities

The Census also reported that 93 persons in the 16-64 age group (9.3 percent) had a mobility limitation. In the over-65 age group, 196 (34.9 percent) had a mobility limitation. The proportion of disabled persons in this age group is higher for all categories of disabilities.

The total number of disabled persons in Yountville (excluding persons in institutions and the military) was 296, or 19 percent of the population over 16 years old. Many of these people have more than one type of disability. The number of *households* with disabled persons cannot be determined from Census data.

Disabilities can affect housing needs in a number of ways. Persons with a work disability may be unable to afford adequate housing because their disability limits the income they can earn or prevents them from working altogether. Persons with mobility limitations may need housing located close to special services. Some disabled people may require housing modifications such as ramps and grab bars to make it possible for them to live independently.

It is the intent of the Town Council to comply fully with all standards of the Americans with Disabilities Act (ADA) by 1995. The Bear Flag Express transit system (described on page 13 of the Town Structure Chapter) already meets ADA requirements for accessibility.

#### LARGE FAMILIES AND OVERCROWDING

By the State's definition, a housing unit that has more than one person per room (excluding bathrooms and kitchens) is considered to be overcrowded. The 1990 Census revealed only 14 overcrowded units in Yountville; all of these were renter-occupied. The 1.6 percent rate of overcrowding in Yountville was much lower than in the rest of Napa County (5.5 percent).

The problem of overcrowding is often related to household size; *i.e.*, large families are more likely to be overcrowded. Average household size in Yountville is low at 2.08 persons per household, and the number of large households (five or more persons) is very small (5.1 percent). Of these 45 large households, 13 are owners and 32 are renters. Over one-third of Yountville households have only one person, and three-fourths have one or two persons.

Figure III.11 compares household sizes and size of housing units. While only 14 percent of households have four or more members, 91 percent of units have four or more rooms. This is consistent with the very small level of overcrowding measured by the Census.

<u>Household Size</u>	<u>Number of Households</u>	<u>Unit Size</u>	<u>Number of Units</u>
1 person	334	1-room	0
2 persons	344	2-Room	47
3 persons	85	3-room	41
4 persons	83	4-room	318
5 or more	45	5 or more	574
<b>Total</b>	<b>891</b>	<b>Total</b>	<b>980</b>

Source: U.S. Census, 1990

Figure III.11

Household Size and Size of Units

#### FARMWORKERS

The State of California Employment development department estimates that agricultural employment in Napa County varies from a low of 2,400 in November to a high of 4,700 in September.

The agricultural work force in the county is overwhelmingly (98 percent) male. Sixty-two percent of these workers were married and they had a median household income of \$10,000. About 87 percent of farm worker households were in the very low-income category. Nearly 80 percent were in overcrowded housing (more than one person per room). Seventy-one percent were paying more than 30 percent of their income for housing.

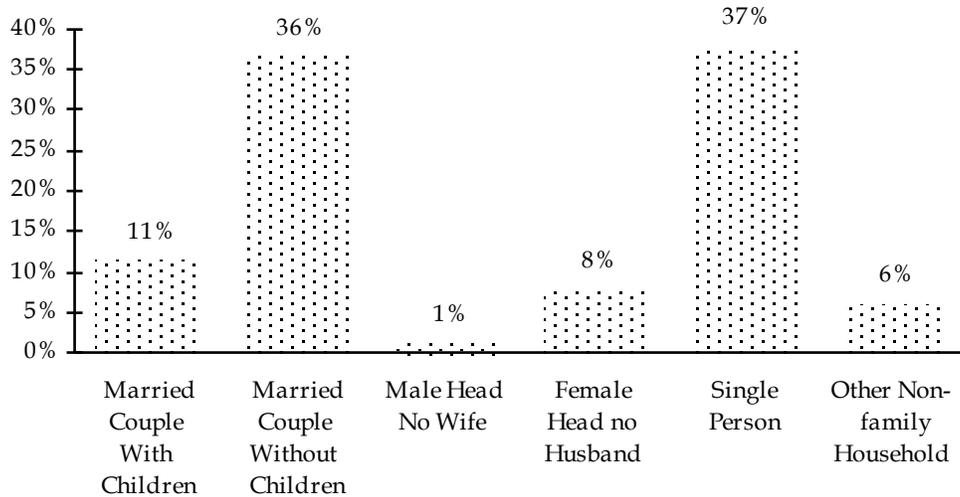
Given the importance of agriculture to the Napa County economy and the housing problems faced by farm workers, there is a substantial need for new farm worker housing. The *Survey of Farm worker Housing Needs in Napa County* by the County Farm Bureau recommends both the construction of dormitory-style housing for migrant workers and two- and three-bedroom apartments for permanent workers and their families.

#### FEMALE-HEADED HOUSEHOLDS

Figure III.12 shows that 68 of Yountville's 504 families in 1990 were headed by women. This was 13.4 percent of all the families in the town and 7.6 percent of all households. Of these families, 41 had children under 18. While the percentage of female-headed households has declined slightly since 1980, the proportion with children under 18 has increased. Many of these families have lower incomes and, therefore, have difficulty finding affordable housing. Female-headed households may also need nearby day-care and recreation for children and convenient access to public transit.

	<u>1980</u>	<u>Percent</u>	<u>1990</u>	<u>Percent</u>
<i>Total Households</i>	774	100.0%	891	100.0%
<b>FAMILY HOUSEHOLDS</b>	<b>434</b>	<b>56.1%</b>	<b>504</b>	<b>56.6%</b>
Married Couple	356	46.0%	425	47.7%
With Children	95	12.3%	101	11.3%
Without Children	261	33.7%	324	36.4%
Male Head No Wife	17	2.2%	11	1.2%
With Children	0	0.0%	11	1.2%

Without Children	17	2.2%	0	0.0%
Female Head No Husband	61	7.9%	68	7.6%
With Children	26	3.4%	41	4.6%
Without Children	35	4.5%	27	3.0%
<b>NON-FAMILY HOUSEHOLDS</b>	<b>340</b>	<b>43.9%</b>	<b>387</b>	<b>43.4%</b>
Single Person	288	37.2%	334	37.5%
Other Non-family Household	52	6.7%	53	6.0%



Source: U.S. Census, 1990

Figure III.12

Households in Yountville

### HOMELESSNESS

The housing needs of homeless persons are more difficult to assess than those of any other population subgroup. Since these individuals have no permanent addresses, they are not likely to be counted in the Census, and since they also are unlikely to have stable employment, the market provides them with few housing opportunities. Others in need of emergency shelter include battered women and children, persons displaced from their homes by disasters such as fires, tenants who have been evicted from rental housing, and runaways.

While the 1990 census indicated that there were no homeless people identified in Yountville, homelessness is a regional problem requiring regional solutions. Therefore the Town will continue to support NCCEO financially and assist local church and civic groups in their ongoing program for providing temporary shelter for the homeless.

### C.1.d

#### Subsidized Units at Risk

Federal, State, and local government programs have provided both low interest loans and rent subsidies to private developers of multi-family rental housing. In return, developers were required to build and operate their rental projects under agreements which established a schedule of below-market rents for lower income households. The restrictions to low-income occupancy were set for a limited period of time, usually in accordance with the length of term of the government subsidies. When the low-income occupancy restrictions expire, the owner may convert the units to market rate rentals.

The potential impact of conversion on the state's affordable housing stock is significant. From 1990-2005, 117,000 low-income rental units in California could convert to market rate.

The Housing Element is required to identify the number of units at risk of conversion to market rate by 1996 and by 2001, and to include programs to mitigate or preclude the loss of any "at risk" units between 1991-1996.

An “Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion” shows that there are no federally subsidized units in Yountville that are at-risk. Fourteen affordable units have been developed through Town programs. Of those, four existing units were set aside for low-income occupancy in an agreement with a developer. These four units are required to remain affordable until 2021.

Eight low cost sweat equity units at Oak Leaf Court are covered by buy-back agreements. The Town has set aside \$90,000 from the Housing Opportunity Fund to insure that these units remain affordable.

Two new units have been built under the Town’s Inclusionary Zoning Ordinance. These units are required to remain affordable housing until 2018.

C . 2

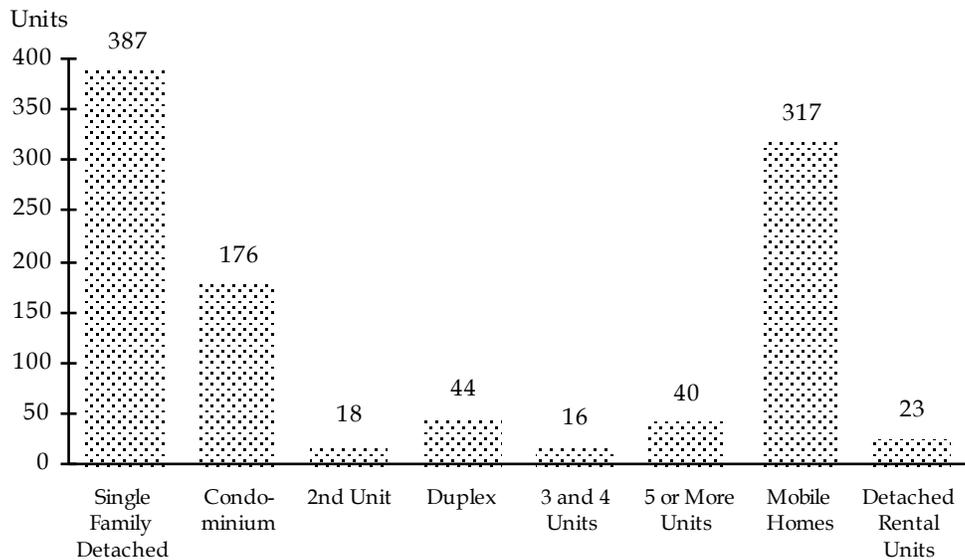
H o u s i n g   C o n d i t i o n

C . 2 . a

E x i s t i n g   H o u s i n g   S t o c k

There were 1,021 dwelling units in Yountville as of July 1992, plus group quarters. Single-family detached houses comprise 38 percent of the 1,021 units, and mobile homes comprise an additional 31 percent. The remaining 31 percent are apartments, second units, duplexes, and condominiums.

Type	Number	Percent
Single Family Detached	387	37.9%
Condominium	176	17.2%
Secondary Unit	18	1.8%
Duplex	44	4.3%
3 and 4 Units	16	1.6%
5 or More Units	40	3.9%
Mobile Homes	317	31.1%
Detached Rental Units	23	2.3%
<b>Total</b>	<b>1,021</b>	<b>100.0%</b>



Source: Town Administrator, 1992

Figure III.13

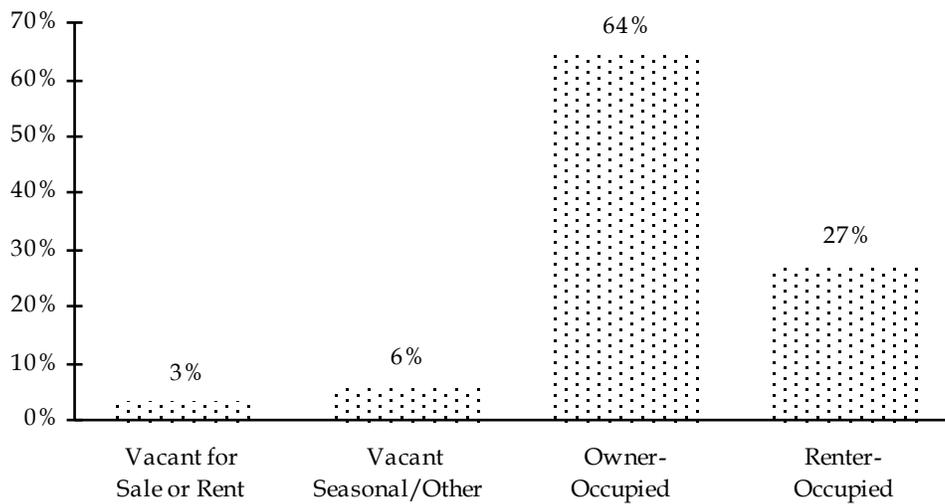
Housing Units by Type

C . 2 . b

Occupancy and Vacancy Rates

The California Department of Housing and Community Development (*1987 California Statewide Housing Plan, Phase I*) suggests that an overall vacancy rate of 5.0 percent in urban areas generally indicates a market reasonably well-balanced between supply and demand. The 8.7 percent vacancy rate shown in Figure III.14 would seem to indicate adequate consumer opportunity for mobility and choice in living accommodations. However, many of these vacant units were not available to housing consumers: 46 of the vacant units were counted as seasonal vacancies, and an additional 8 units were vacant for unspecified reasons. Only 12 units (1.2 percent) were available for rent and 19 (1.9 percent) were available for sale. Because so many of Yountville's vacant units were not on the market in 1990, the effective vacancy rate was lower than ideal at 3.1 percent.

Occupancy Status	Number	Percent
Vacant	85	8.7%
For Sale	19	1.9%
For Rent	12	1.2%
Seasonal/Occasional Use	46	4.7%
Other	8	0.8%
Occupied	895	91.3%
Owner	629	64.2%
Renter	266	27.1%
<b>Total</b>	<b>980</b>	<b>100.0%</b>



Source: U.S. Census, 1990

Figure III.14

*Occupancy of Housing Units*

The occupancy of units varies by type. Larger buildings are occupied almost entirely by renters, while single-family homes are occupied primarily (although not entirely) by owners. Over 28 percent of single-family homes were occupied by renters. Mobile homes are the units least likely to be rented.

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	Owner-Occupied		Renter-Occupied		Vacant	
	Number	Percent	Number	Percent	Number	Percent
Single Family	232	59.5%	111	28.5%	47	12.1%
Townhouse	67	70.5%	24	25.3%	4	4.2%
Duplex	6	15.0%	29	72.5%	5	12.5%
3 and 4 Units	10	14.9%	48	71.6%	9	13.4%
5 or More Units	16	30.8%	28	53.9%	8	15.4%
Mobile Home	293	88.5%	26	7.9%	12	3.6%
<b>Total</b>	<b>624</b>	<b>64.0%</b>	<b>266</b>	<b>27.3%</b>	<b>85</b>	<b>8.7%</b>

Source: U.S. Census, 1990

*Figure III.15*

*Occupancy of Units by Type*

C . 2 . c

Rehabilitation and Replacement

Much of Yountville's housing is quite new. Over 60 percent of the units have been built since 1970 (including 317 mobile homes installed in two mobile home parks). Only 126 units (12.9 percent) were built before 1940.

The private sector has been active in rehabilitating some of the older structures (an average of one per year). Many of these units were purchased, renovated by the new buyers, and sold at above-median prices.

In February 1995, a windshield survey of the Town's housing stock was carried out rating the condition of 291 housing units. Approximately 433 newer housing units were identified by Town staff and were not included in the survey. These consisted of recent subdivisions that were less than 20 years old. The 319 mobile home park spaces were not included in the windshield survey, although a separate survey of the mobile home parks provided information on the number of mobile homes built prior to 1976. State rehabilitation guidelines indicate that mobile homes built prior to 1976 are in need of rehabilitation because they were not required to comply with UBC standards.

The mobile home resident survey also asked if there were rehabilitation needs. Of the responses, 33 lower income households in the two mobile home parks indicated their homes were in need of repairs.

The results of these surveys indicate that approximately 44% of the Town's housing stock is in need of rehabilitation. Figure III.15a shows 1995 housing conditions and rehabilitation needs. (revised 4/25/95, Resolution 1114-95)

---

Standard Construction Units	Mobile Homes	All Units
Total: 661	Total: 319	Total: 980
Minor Rehab: 68	Pre-1976: 251	Total: 319
Moderate Rehab: 73	---	Total: 73
Substantial Rehab: 31	---	Total: 31
Dilapidated: 19	---	Total: 19
Total Rehab. Need: 185*	Total Rehab. Need: 251	Total: 436*
Percent of Total: 28%	Percent of Total: 79%	Percent of Total: 44%

Source: Napa Valley Housing Authorith Windshield Survey, 2/95  
Resident Managers at Rancho de Napa & Gateway, 3/95

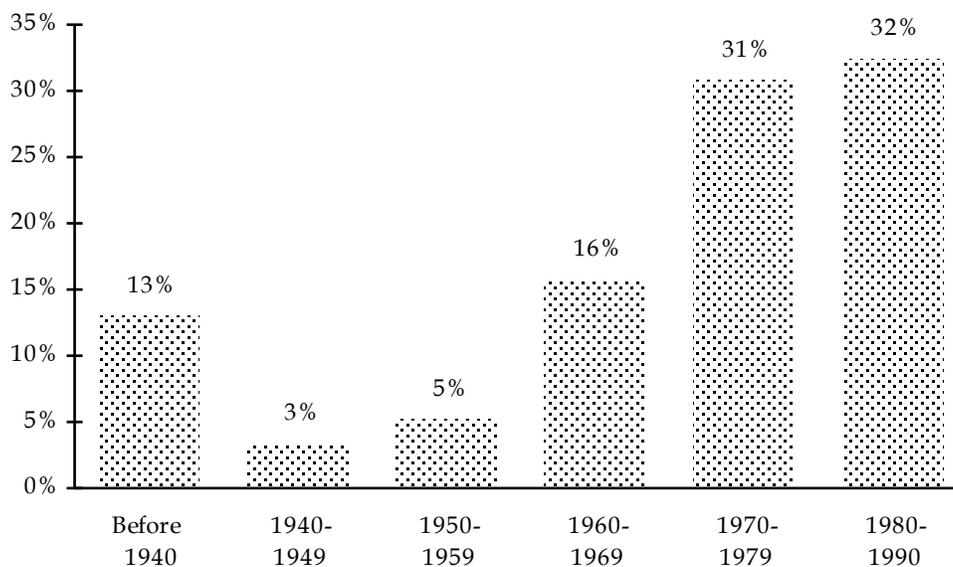
\* Does not include 6 units that appear to be financially infeasible to rehab.

*Figure III.15a*

*Housing Conditions/Rehabilitation Needs*

(Revised 4/25/95)

	Number	Percent
Before 1940	126	13%
1940-1949	32	3%
1950-1959	50	5%
1960-1969	154	16%
1970-1979	301	31%
1980-1990	317	32%
<b>Total</b>	<b>980</b>	<b>100%</b>



Source: U.S. Census, 1990 (Local information indicates that Census figures overstate the number of units built 1980-1990 and understate the number built 1970-1979.)

Figure III.16

Percent of Units by Year Built

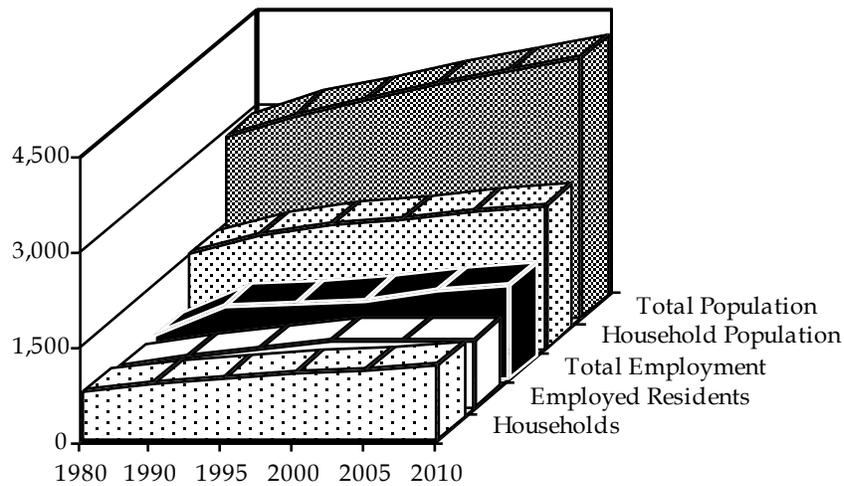
### C.3 Projected Need For New Construction

C.3.a **Analysis of Population and Employment Trends**  
 The Association of Bay Area Governments (ABAG) publishes projections of population, household, and job growth for the Bay Area and its cities and counties. The ABAG document is called "Projections 92: Forecasts for the San Francisco Bay Area to the Year 2010," (July 1992). Figure III.17 shows the latest ABAG projections for Yountville. ABAG predicts that population growth in Yountville will not keep pace with Napa County between 1990 and 2010. The town's total population is expected to increase by 27 percent during this 20-year period, compared with a 30 percent increase countywide.

	1980	1990	1995	2000	2005	2010
Total Population	2,893	3,259	3,500	3,750	3,950	4,150

Household Population	1,538	1,836	2,000	2,100	2,200	2,300
Households	771	895	1,000	1,070	1,140	1,210
Total Employment	711	1,160	1,230	1,280	1,430	1,500
Employed Residents	704	844	1,000	1,100	1,100	1,100
Jobs per Employed Resident	1.01	1.11	1.10	1.20	1.09	1.17

Note: ABAG did not include employment at the Veterans Home in its projections for Yountville. There are approximately 1,000 employees at the Veteran's Home.



Source: ABAG, *Projections 92*

Figure III.17

*Population and Employment Projections, 1980–2010*

For the purpose of the housing element, it is more appropriate to look at household population because many of the town's residents live in either the Veterans Home or the retirement facility operated by the Seventh Day Adventist. The household population is projected to grow by 25 percent, compared to 30 percent for the county. Household size grew between 1980 and 1990, but ABAG expects household sizes to decline between 1990 and 1995. Yountville will continue to have a smaller household size than either the county or the region as a whole.

The number of employed residents in Yountville is fewer than the number of available jobs—one reason being the high percentage of elderly, and this situation will likely continue.

C . 3 . b

Share of Region's Housing Needs

ABAG is responsible for determining housing needs for the Bay Area. Its most recent calculations are reported in its publication *Housing Needs Determinations* (January 1989). The housing needs projections are based on the region-wide population, employment, and household forecasts contained in *Projections 87*, an earlier version of *Projections 92*. ABAG determined the projected (1988-1995) housing need for the Bay Area, and distributed a share of the total regional need to each city and county.

“Existing housing need” is defined as the number of units that would be needed to raise the vacancy rate in each city to 4.5 percent. The 1988 existing need in Yountville was eight housing units.

The “Projected housing need” is the Town’s share of the region’s housing need for the years 1988-1990 and 1990-1995. The ABAG housing need projections are shown in Figure III.18.

---

1988-90 Projected Need*	1990-95 Projected Need	Total Projected Need
110	62	172

\*Includes “Existing Need” as of 1988 = 8 units.

Source: ABAG, *Housing Needs Determinations*, 1989

Figure III.18

*Housing Need, January 1, 1988–April 1, 1995*

State law requires that housing needs be determined so that the shelter requirements of all income groups are identified. Accordingly, ABAG has prepared estimates of housing needs for the following income categories:

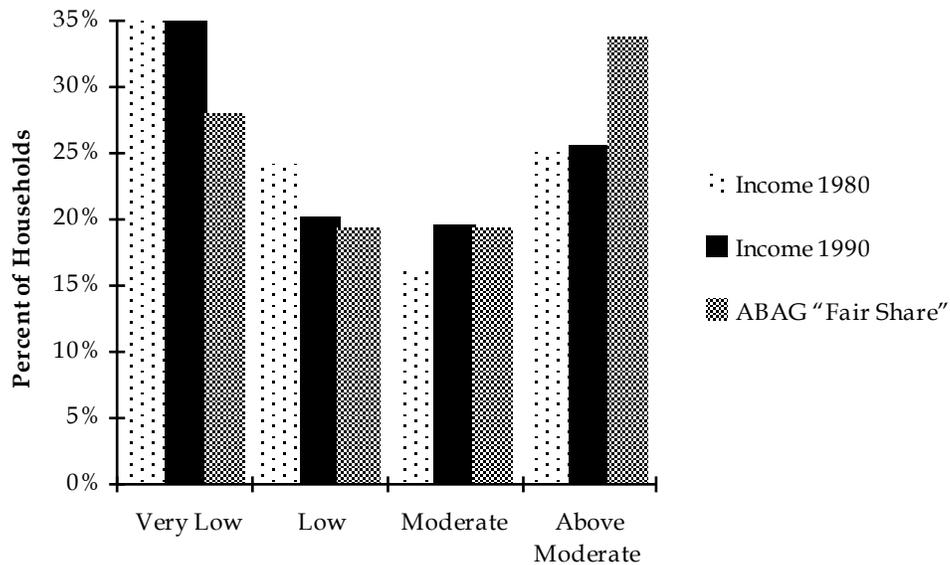
Very-low income = less than 50 percent of the area median;

Low income = 50-80 percent of the area median;

Moderate income = 80-120 percent of the area median.

The projected need by income category is shown in Figure III.19. Just over half of the total seven-year need (172 units between 1988 and 1995) was built in the four years 1988-1992. However, all of these units were in the moderate- and above-moderate income category, so that all of the remaining “fair share” need for new housing is in the very low- and low-income categories.

Income Level	Construction Need 1988-1995	Percent	Built 1988-1992	Remaining Need
Very Low	48	28%	0	48
Low	33	19%	0	33
Moderate	33	19%	33	0
Above Moderate	58	34%	56	2
<b>Total</b>	<b>172</b>	<b>100%</b>	<b>89</b>	<b>83</b>



Source: U.S. Census, 1990 and ABAG, Housing Needs Determinations, 1989

Figure III.19

*Existing Income Levels and Projected Housing Need*

Since 1988, 89 units have been built in Yountville, thus the remaining need for new construction is for 83 units. The completion of the Hopper Creek Village in 1989 met the need for 33 moderate-income units. The other 56 units built from 1988 to 1991 would have been affordable only to above moderate-income households, therefore the remaining new construction need is for 48 very low-income units, 33 low-income units, and 2 above moderate-income units.

## D. Housing Resources

### D . 1

#### L a n d I n v e n t o r y

Concurrently with the General Plan revision (of which this Housing Chapter is a part), the Town is revising its Zoning Ordinance, with the result that the number of units permitted on each of the remaining vacant or redevelopable parcels in the town is being increased to create additional opportunities for affordable housing. The General Plan and new Zoning Ordinance permit duplexes, (and triplexes and fourplexes with a Use Permit) on all vacant residential parcels, and also limit the sizes of individual single-family houses. The new Zoning Ordinance will also permit additional second units and duplexes on many existing lots occupied by single-family dwellings. All residential developers will be required to either provide affordable housing or pay in-lieu fees to the Town's Housing Opportunity Fund. This approach has the added advantage of dispersing affordable housing throughout the town, rather than concentrating it in one particular area. The Town will be more pro-active in using the Housing Opportunity Fund to generate affordable housing.

The parcels listed below are all developable within the remaining years of this Housing Element. All property owners are given the opportunity and encouragement to develop their land to the maximum potential allowed by the Town, in order to meet affordable housing goals. The parcels listed below and in Figure III.20 include only the major vacant and redevelopable sites within the Town. In addition, infill sites and lots will be permitted to have additional units under the new Zoning Ordinance. These lots will provide further opportunities for affordable housing.

### D . 1 . a

#### V a c a n t S i t e s

(includes agricultural land with one single-family house)

A primary factor affecting the supply of housing is land availability. Yountville's growth is also influenced by the fact that the town is surrounded by prime agricultural land. There are currently six vacant sites within the town limits zoned for residential use, totaling 35.6 acres. Several of these sites can have higher densities as a result of land use changes made in this General Plan. (See Section D, Chapter II, Town Structure.) The Town's affordable housing policy (Policy 8.5) grants density bonuses for meeting specific requirements relating to providing housing for targeted income levels. The potential number of units is 164–231, far in excess of the remaining need for 83 units by 1995.

Figure III.20, Available Land for Residential Use, shows a range of units for each parcel. The lower minimum figure is the maximum number of dwelling units that may be built by a developer who chooses to pay in-lieu fees rather than build dwelling units which meet affordable requirements. The higher figure is the maximum number of dwelling units that may be built by developers who choose to take the density bonus by providing affordable housing. Figure III.23, Housing Unit Counts by Income Level, shows the Town's realistic estimate of the number of units that can be constructed in the remaining two years of this Housing Element. (The assumption is that about one-fourth of the potential affordable units will be provided.) The Town is prepared to process applications for the number of units shown in Figure III.23; however, nothing in this General Plan precludes the production of the total number of units shown in Figure III.20.

**a) 36-090-22, 23 (Bardessono).** This 6.8-acre parcel is located on the southeast corner of Yount Street and Finnell Road. Town Hall and Yountville Elementary School recreation facilities are across Finnell Road to the north. East of this property is the 42-unit Heritage Estates subdivision. There is currently one house and a vineyard on the Bardessono property. The maximum development potential for this 6.8-acre parcel would be 40-56 units. Two-thirds of an acre fronting on Yount Street has been zoned for residential-scale commercial use

**b). 36-090-02 (Catholic Church).** This property consists of two parcels. A six-acre parcel fronting on Washington Street could have from 17 to 24 units. An 11-acre parcel is located on the east side of Hopper Creek adjacent to the Town's southern boundary. Adjacent to the property on the north is the Gateway Mobile Home Park. The 11-acre property is currently used for a vineyard. Development potential would be 40-56 units. The zoning allows for open space/parks to be designed within the development and adjacent to Hopper Creek. (In general, all parcels abutting Hopper Creek have setback requirements and must preserve the natural vegetation.) This property is also within the floodplain and is subject to regulations established in the Zoning Ordinance, Section 6.9.

**c) 36-330-01 (Filippi).** This 2.9 acre property is located between Highway 29 and Washington Street. The Burgundy Commons residential development is adjacent on the north, Highway 29 is adjacent on the west, and Vintage Inn is adjacent on the south. Hopper Creek runs through this property, significantly limiting vehicular access to the triangle-shaped 0.5 acres north of the creek. The General Plan land use designation for this half-acre is proposed to be changed from High Density to Agriculture, and preferably for use as open space. If the General Plan designation for the 2.4-acre site south of the creek is changed to Mixed Residential as proposed, the development potential would be 17-24 units.

**d) 36-040-13 (Lande).** This 4.7-acre parcel is located on the east side of Yount Street opposite Adams Street. The lands north and south of this property are divided into low-density residential lots. The property is currently occupied by a house and orchard. The maximum development potential would be 24-33 units.

**e) 36-040-10 (Mayeri).** This 2.4-acre parcel is on the south side of Yountville Cross Road and is adjacent to the Knight property. The Town Council has approved a final subdivision map with 10 detached houses; however, General Plan changes will permit 13–18 units.  
(amended Resolution 1173-96 1-23-96)

#### D . 1 . b

#### P o t e n t i a l R e d e v e l o p m e n t S i t e s

The Town has identified three potential "redevelopment" sites, totaling 20.5 acres. (The sites are considered "redevelopable" rather than vacant because they have more than just one single-family dwelling.) These sites are currently occupied by limited commercial or residential development, and are designated for residential use by the General Plan. The potential number of units on these sites is 112–156.

**g) 36-040-12, 14 (Forrester).** This 15.9-acre parcel is located on the east end of Mount Street, off Yount Street. The property is bordered by residential developments on the south and the Town boundary on the east. The property is currently occupied by six houses and a vineyard. The development potential would be 90-125 units.

**h) 36-040-11 (Knight).** This 2.44 acre parcel is located on the south side of Yountville Cross Roads adjacent to the Town's eastern boundary. The property is currently used as a lumber yard and retail hardware business, and has been identified as a Retained Use. If this existing business is continued and the remainder of the parcel developed, the development potential on the south portion would be 7–10 units. However, the General Plan allows 13-18 units over the entire parcel.

**i) 36-090-05. (Rabe).** This 2.2-acre parcel is located on the east side of Washington Street and straddles Champagne Drive. The Gateway Mobile Home Park is adjacent to this property on the east. The property is currently developed with two non-conforming commercial buildings. The development potential would be 15–21 units, depending on whether the existing buildings are retained.

<u>Parcel Number</u>	<u>Owner</u>	<u>Proposed Designation</u>	<u>Gross Acres</u>	<u>Density (Units/Acre)</u>	<u>Potential Units</u>
a) 36-090-22, 23	Bardessono	Mixed	6.8	5.9–8.2	40–56
b) 36-090-02	Catholic Church	Mixed	11.0	3.6–5.1	40–56
	Catholic Church	Mixed	6.0	2.8–4.0	17–24
c) 36-330-01	Filippi	Mixed	2.9	5.9–8.3	17–24
d) 36-040-13	Lande	Mixed	4.7	5.1–7.0	24–33
e) 36-040-10	Mayeri	Mixed	2.4	5.4–7.5	13–18
f) 36-040-12, 14	Forrester	Mixed	15.9	5.7–7.9	90–125
g) 36-040-11	Knight	Mixed	2.44	5.4–7.5	13–18
h) 36-090-05	Rabe	Mixed	2.2	6.8–9.5	15–21
<b>TOTAL</b>			<b>54.3</b>		<b>263–367</b>

Source: Solomon, Inc., Architecture and Planning, August 1992 (amended by Resolution 1173-96 1-23-96)

*Figure III.20*

*Available Land for Residential Use*

D . 1 . c

Sites for Specific Housing Types

#### MANUFACTURED HOUSING

Mobile homes and manufactured housing provide a source of lower-cost housing. There are 317 mobile homes in Yountville (32 percent of all units) in two mobile home parks.

Yountville has adopted the Medium Density Mobile Home Park (MD-MHP) Ordinance which allows only mobile home parks on lands so zoned. The Town zoned the land occupied by the Rancho de Napa and Gateway mobile home parks MD-MHP. Through this action, Yountville is attempting to assure the preservation of 317 existing mobile homes. This action will eliminate pressure to convert these parcels to other forms of residential development and will help maintain a large local supply of affordable housing.

#### HOUSING FOR THE ELDERLY AND DISABLED

Yountville has a very large proportion of housing for the elderly and disabled: 1,325 persons lived at the California Veterans Home and another 84 at the Retirement Center in 1990. In addition, the two mobile home parks with 317 units (one-third of the town's total housing stock) are limited to senior citizens. The Town does not consider it necessary to designate any specific sites for additional elderly or disabled housing.

#### VERY LOW-, LOW-, AND MODERATE-INCOME HOUSING

The Town views all residentially zoned parcels as potential sites for affordable housing. A portion of the identified housing needs can be met through the Second Unit Ordinance. In addition, the Town is developing a system of density bonuses and inclusionary requirements that will result in the provision of affordable units in all future developments.

#### D . 2

#### A v a i l a b i l i t y o f S e r v i c e s

All of the sites in Figure III.20 can be provided with necessary services and facilities, but at varying costs.

Water supplies are generally adequate to provide for new residential growth until 2020. The primary source of water is the State-owned Rector Reservoir which supplies the State Veterans Home and the town. This supply is subject to reductions if the water is required by another State agency. A secondary water supply from the North Bay Aqueduct also is subject to reductions from the State in case of drought, and significant restrictions were imposed in the summer of 1991 as a result. Nevertheless, it is expected that water from these two sources will be available to meet the need for new housing construction during the period of this housing element (1990-1995).

The town's wastewater treatment facility has adequate capacity to handle growth to a population of about 5,300. This capacity will be adequate for new housing construction in the 1990-1995 period.

#### D . 3

#### F i n a n c i a l R e s o u r c e s f o r H o u s i n g A s s i s t a n c e

Through the Inclusionary Zoning Ordinance, a Housing Opportunity Fund was established to provide seed money for housing developments or programs. Revenues are generated from in-lieu fees received from new commercial and residential developments. The funds will be used to purchase land for new construction or will be used for other housing opportunity programs.

The fund had a balance of \$400,000 as of July 1992. Of this amount, \$90,000 is reserved to buy back affordable units constructed in a 1983 self-help program. The remainder of the fund is available for new programs. In addition, \$15,000 from the general fund is committed as Yountville's share in the joint-powers Napa Valley Housing Authority.

The Town has applied for federal and State funds in the past but has been unsuccessful in its attempts. It is believed that, in general, these funds will not be available to the Town in the near future.

The Town is a participant in the Napa Valley Housing Authority and some funds may be available from its programs, but amounts are not known at this time.

## **E. Constraints to Housing Production**

### **E . 1 Local Government Constraints**

#### **E . 1 . a Land Use Controls**

Yountville has a Zoning Ordinance and new Design Document that regulate land use, lot sizes, density, and building size and type. Without such controls, the remaining vacant land in the town would likely be developed with luxury homes, affordable only to the very few. To prevent that from occurring, and to provide for a variety of housing types affordable to different income levels, the Town is revising its Zoning Ordinance concurrently with this General Plan update. The revised Zoning Ordinance will insure that the remaining land within the town limits will be developed with smaller single-family homes (than those built recently), duplexes, triplexes, and fourplexes; and that a portion of these will be for low-and moderate-income households.

Parking requirements are not a constraint to affordable housing. Yountville currently requires two parking spaces per dwelling unit, but does not require these spaces to be covered. In addition, the Town's new Zoning Ordinance will reduce parking requirements for affordable housing. Duplexes will provide two parking spaces; triplexes, four spaces; and fourplexes, six spaces.

Second units are permitted in all residential zones. Second units constructed concurrently with the primary dwelling are not required to have a Use Permit. Maximum size of second units is 600 square feet.

#### **E . 1 . b Codes and Enforcement**

The Town follows the Uniform Building Code in its requirements for new construction. There are no local amendments to the UBC. Yountville's building code requirements are no different from those in most other cities. While it is recognized that building codes affect the cost of housing development by establishing structural and occupancy standards, the code as applied in Yountville is not a constraint on housing development.

#### **E . 1 . c Fees and Other Exaction's**

Fees do not constitute a constraint on housing development in Yountville. Figure III.21 compares fees in Yountville with those in the City of Napa and the Bay Area average. Building fees are set by the County. Growth impact fees, which are under the control of the Town, are substantially lower than in the rest of the Bay Area. Total fees are only 70 percent of the Bay Area average. The Town's in-lieu fees that come from the Inclusionary Zoning Ordinance are not included in Figure III.21. While these fees may increase the cost of some housing, they are intended to increase affordability over-all. The Affordable Housing Provisions of the Zoning Ordinance provide that all fees may be waived for affordable housing.

E . 1 . d

L o c a l P r o c e s s i n g a n d P e r m i t P r o c e d u r e s

After acceptance of plans and their review by the Town, the processing of building permits is handled by the Napa County Building Department. After Town review, permits for single-family dwellings can be obtained in three to five weeks, according to the Town Administrator. Permits for construction in the historic district take longer, 30 to 45 days, because of the requirement for design review.

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Type of Fee	Yountville	City of Napa	Bay Area Average
Planning	\$ 650	\$ 112	\$ 188
Building	1,286	1,795	1,539
Growth	2,520	5,536	7,306
Utilities	5,260	4,720	4,778
<b>Total</b>	<b>\$9,716</b>	<b>\$12,163</b>	<b>\$13,811</b>

Source: *Development Fee Survey for the San Francisco Bay Region*, Building Industry Association of Northern California, 1991, and Town staff, July 1992.

Figure III.21

Comparison of Developer Fees Per Unit

It may require some additional time for developers to understand their obligations under the new Zoning Ordinance to build affordable housing or contribute to the Housing Opportunity Fund. The design review requirements may add some time; however, the Town will look at ways to streamline the processing of applications and give priority in the design review process to affordable housing projects.

E . 1 . e

O n - a n d O f f - S i t e I m p r o v e m e n t s

To maintain its rural character, the Town of Yountville has very simple standards for on-and off-site improvements. As of 1992, the Town permitted v-gutters and required sidewalks on only one side of the street, resulting in substantial savings in subdivision costs. The Town Standards proposed in the Design Ordinance (a companion document to this General Plan) do not embrace common suburban improvements, and will require less investment in concrete and asphalt. As of 1992, the Town requires only those off-site improvements necessitated by the development, such as larger pipes or road widening.

## E . 2

## Non-governmental Constraints

### E . 2 . a

### Land Costs

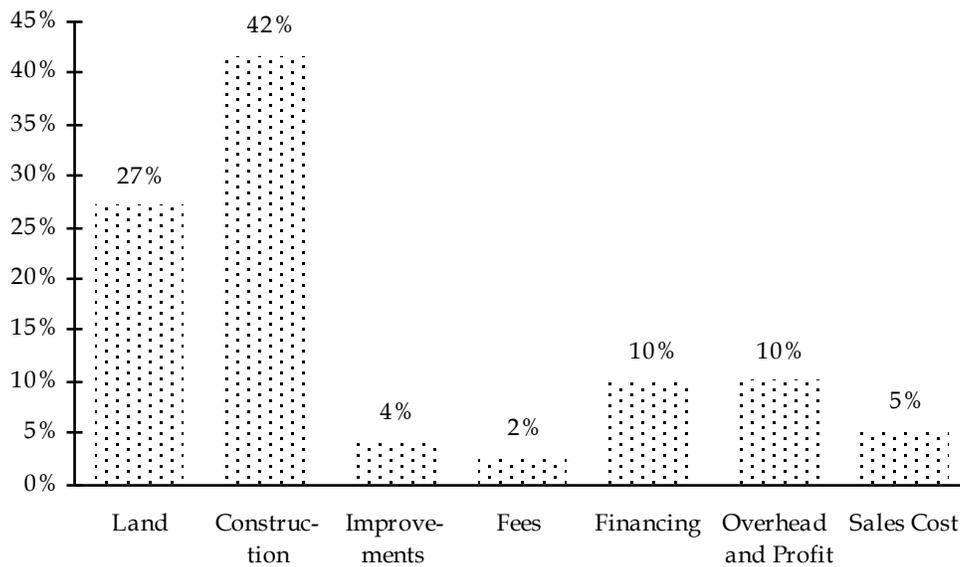
The price of finished lots is a significant component of housing cost—one-quarter or more of the total cost of a house. Land costs in the Bay Area have been increasing since World War II as a result of inflation, increased immigration, and decreasing land supply. This cost increase has an adverse effect on the ability of households, particularly low- and moderate-income households, to pay for housing. For example, each \$250 increase in the cost of a unit adds about \$10 per month to the cost of housing.

According to the Town Administrator, land in the Yountville area costs around \$200,000 per acre. This results in a cost for improved lots of \$90,000 to \$150,000 depending on size and location. A typical 5,000 square foot lot in Old Town, with utilities, cost about \$125,000 in 1992.

### E . 2 . b

### Cost of Housing Construction

Construction cost increases, like increases in land cost, have raised the cost of housing and have affected the ability of consumers to pay for housing. Construction cost increases are due to the cost of materials, labor, and higher government-imposed standards (*e.g.*, energy conservation requirements). Construction costs in 1990 for a single-family home in Yountville ranged from \$65 to \$120 per square foot. Housing construction costs in the Bay Area, on average, make up about 42 percent of the total cost of a single-family starter home. (Bay Area Council, *Taxing the American Dream*, May 1988.) Figure III.22 shows an approximate breakdown of the components of the cost of new housing.



Source: Based on Bay Area Council, *Taxing the American Dream*, adjusted for higher cost of land.

Figure III.22

Components of Housing costs

E . 2 . c

Availability of Financing

The availability of money is a significant factor in both the cost and the supply of housing. Both (1) capital used by developers for initial site preparation and construction, and (2) capital for financing the purchase of units by homeowners and investors have suffered high and fluctuating interest rates in recent years. During the 1980s, interest rates for conventional mortgages and construction loans ranged from 8 to 21 percent. For many, high mortgage interest rates made home ownership infeasible because incomes were not adequate to meet required mortgage payments. (Each 1 percent rise in interest rate would cause the monthly payment on a \$70,000 mortgage to increase by \$54.)

For builders, high interest rates translate to higher development costs, which in turn are passed on to the home buyer in the form of higher prices for new units. At times, builder financing is difficult to obtain even though the cost of take-out (mortgage) financing may be reasonable. Until the late 1980s, credit enhancement for multi-family developments was available. In the early 1990s, it has been almost impossible to secure financing for multi-family projects. Thus the cost and availability of financing has had a direct impact on Yountville's housing supply, steering new development away from producing affordable multi-family units and toward more expensive single-family homes.

## **F. Affordable Housing Policy**

The preceding sections document the scope and variety of Yountville's housing needs. It is clear that these needs are best met by policies that encourage the construction of a variety of dwelling types within each major parcel slated for future development. In addition, the citizens Task Force has emphatically expressed preference for the character of neighborhoods with the diversity of building types found in Old Town. The Zoning Ordinance therefore contains a density bonus system whereby housing developers are granted additional development rights in return for providing affordable units or for meeting special housing needs. Developers who elect not to provide affordable housing as defined in the Zoning Ordinance are required to pay an in-lieu fee for their contribution to the affordable housing component.

### **F.1**

#### **Density Bonuses - Residential**

#### **F.1.a**

#### **Unit Density Bonus**

The General Plan provides the opportunity for a density bonus through allowing an increased number of units on a property if a developer builds 20% of the total units onsite as low and moderate income housing. The General Plan along with the Design Ordinance provides specific density ranges for the larger vacant or redevelopable properties in town. These properties are all designated Mixed Residential and are identified in Figure III.20.

Infill properties in the Old Town Historic area can be developed by use permit with multiple-family housing that could qualify for a unit density bonus if affordable housing is provided. Normally, a multi-family structure can contain no more than four units within this land use designation. However, if 20% or more of the units are affordable, then a 40% density bonus is allowed for up to six units on a property. A corresponding 40% increase in FAR is also allowed. All developments must meet other setbacks and design criteria as specified in the Design Ordinance.

#### **F.1.b**

#### **Floor Area Ratio (FAR) Density Bonus**

The General Plan and its implementing ordinances allow an additional type of density bonus as an incentive to develop affordable housing. While this type of bonus does not result in more units, it can result in homes with more bedrooms to house larger families. The Town limits the floor area ratios of new residential structures to 0.25 FAR in most cases. A project with 10% or more onsite affordable housing is allowed to increase the FAR's of the single family homes according to the amount of affordable housing and the lot size of the homes. For example, a development with 10% affordable housing is allowed a 0.30 FAR on lots of 5,000 to 5,999 square feet while a development with 20% or more affordable housing is allowed up to 0.40 FAR on lots of 6,000 to 8,000 square feet.

### **F.2**

#### **Density Bonus - Commercial**

Development of mixed use commercial structures is encourage by the General Plan. In order to provide an incentive for residential units in commercial developments, residential units are allowed in commercial structures with a bonus of 0.05 FAR above the normal limit on commercial structures of 0.25 FAR. Inclusion of residential units within a commercial structure is the only method allowed to increase the FAR in commercial land use designations. It is anticipated that residential units developed under this provision would be either worker housing or lower cost rental units.

## **G. OPPORTUNITIES FOR ENERGY CONSERVATION**

The Town of Yountville recognizes the need for greater energy efficiency in both existing dwelling units and in new construction. Adequate windows, insulation, weather stripping, and caulking all can reduce energy consumption in buildings.

Opportunities for energy conservation are greatest in new construction. The Town will continue to enforce UBC and State standards for energy efficiency in all new residential construction.

## **H. Issues, Objectives, and Policies**

State housing element law requires, for each housing policy adopted by the Town, the time frame within which the policy will be accomplished, the agency or official responsible for accomplishing the policy objective, and a count of the number of housing units that will be created or preserved during that time frame. The Town intends to pursue policies and programs that make housing more affordable, while ensuring that new developments fit with the character of the community, and do not result in an overly dense environment. The Town's approach is to combine incentives

for developers to produce median-income housing with a pro-active Town effort to assist low- and middle-income households. All policies in this section are the responsibility of the Town Council, for implementation by 1995, unless otherwise noted following the policy statement. For all policies that refer to revisions of the Zoning Ordinance or Design Document, the target date for implementation of these changes is 1992. Where quantifiable, estimated housing unit counts are provided following the policy statement.

H . 1

I s s u e :   H o u s i n g   V a r i e t y

Objective

- 1     Provide Sufficient Land for Residential Development.

Policies

- 1.1.   Maintain the bulk of available vacant land zoned as residential.

*This program stems from one of the Town's primary goals—to maintain its rural character—and also relates to Objective 3, to develop a variety of housing types. There is a limited amount of land in Yountville. The thrust of this program is that most lands currently zoned residential will remain residential.*

- 1.2.   Identify vacant/underutilized infill sites.

Objective

- 2     Develop Adequate Amounts of Multi-family Housing.

Policies

- 2.1. Encourage that a percentage of all new housing be designated for multi-family units.

*Multi-family housing in Yountville is defined as “two or more dwelling units on a single lot or parcel.” Second units, detached rental units, condominiums, and duplexes are considered multi-family. This policy represents a continuing commitment by the community to housing types in addition to the single-family detached house and the mobile home. It is a pro-active statement to assure that Town zoning is not a constraint on the development of affordable housing. The 40 percent density bonus being established in the Zoning Ordinance and provisions for multi-family housing in other residential districts will induce developers to construct multi-family units.*

Housing Unit Count: 15 units  
Responsibility: Town Planner

- 2.2 Encourage that a percentage of new multi-family units be rentals .

*The density bonus will be used to encourage the production of affordable rental units, but the Town recognizes that some subsidies will be required to make units affordable to very low- and low-income households.*

- 2.3 Require new development to build at no less than the minimum number of dwelling units prescribed by the Town Structure Chapter of the General Plan for specific properties.

*Development at less than the minimum shown for specific properties will not be allowed unless the Town makes specific findings that the reduction in number of units will not undermine the General Plan’s overriding objectives to produce more, smaller, and more affordable housing units.*

Housing Unit Count: 134 units  
Responsibility: Town Planner

Objective

- 3 Develop a Variety of Building Types.

Policies

- 3.1. Require new developments of five or more lots or units to provide a range of house sizes and lot designs.

*New developments with a density of five or more units or lots shall provide a range of building types and sizes and lot designs, with the intent to encourage lower-cost housing. This policy applies the requirement based on the size of the development. Further, the thrust of Policy 3.1 promotes variety in housing within a development.*

*In implementing this policy, the Town will require a minimum of different lot sizes, depending on the size of the parcel being subdivided. The Town will also establish the required degree of difference between lot sizes in the same development, and formulas or a map will be prepared to establish the number or percent of lots of each size.*

3.2 Encourage lot-by-lot development.

*The Town will investigate how to implement this policy, including such possibilities as financing and installing the necessary infrastructure through assessment districts or other means.*

3.3 Encourage smaller lot sizes in single-family residential areas.

*“Smaller” is defined as 6,000 square feet or less. The size of the smaller lots can be graduated.*

Housing Unit Count: 22 small single-family houses from the combination of policies 3.1 through 3.5  
Responsibility: Town Planner

3.4 Continue to encourage the construction of smaller-sized residential units and rental housing.

*Floor area ratios (FARs) will be established for all residential land use categories. In addition, the Town will allow duplexes on single-family lots.*

3.5 Consider controlling the size of houses.

*The Town will encourage smaller houses by applying a permissive building envelope together with low floor area ratios (FARs).*

3.6 Continue to permit second dwellings units on single-family lots.

*The Town has never denied an application for a second unit and has attempted to notify homeowners of the opportunity to build second units. The new Zoning Ordinance will permit second units to be constructed concurrently with the primary unit without a separate Use Permit, but as part of a Master Development Plan review process.*

Housing Unit Count: 10 very low-income units

3.7 Seek below-market-rate financing for units that will be made available to very low and low income households.

The Town will seek funding from at least three sources: (1) local banks seeking to meet their obligations under the Community Reinvestment Act, (2) investors seeking Low Income Housing Tax Credits, provided that program is continued, and (3) federal and State funds, including those available under the HOME program. The Town will also work with developers to assist them in seeking funding for affordable housing.

3.8 Ensure that low-income units are dispersed throughout the community.

Objective

4 Develop Mixed-use in Appropriate Areas.

Policies

4.1 Continue to require commercial development to preserve existing on-site dwelling units, or provide like-replacement residential units off-site, or pay an appropriate in-lieu fee to the Housing Opportunity Fund.

*The Town's method for determining the amount of the commercial in-lieu fee has not been codified. The Town has been operating since 1986 on a discretionary basis in setting the fee. In 1987, the Legislature adopted requirements that must be followed in establishing fees. The Town must identify the purpose of the fee, the use to which the fee will be put, and the relationships between the fee's use, the type of development on which the fee is imposed, and the need for the facility that will result. Having determined that a "nexus" (connection) exists, the Town must determine that there is a reasonable relationship between the fee imposed and the cost of the facility to be developed. Therefore, in order to continue this program, the Town will undertake the economic study necessary to show that the connections exist between fee and use, and that the amount of the fee is reasonable. Alternative contributions, as substitutes for in-lieu fees, will be considered on a case-by-case basis.*

Housing Unit Count: Build seven very low- and low-income units, preserve five very-low income units

Time Frame: Complete nexus study in 1993, construct units in 1995.

#### Objective

5 Provide for Manufactured Housing.

#### Policies

5.1 Permit manufactured housing by right where residential use is permitted, and which meets design standards of the land-use designation in which it is located.

*This has been a State requirement for more than 10 years. The Zoning Ordinance will be revised to conform to State law.*

5.2 Preserve and protect existing mobile home parks.

*This will be accomplished by maintaining the existing MHP zoning.*

Housing Unit Count: Preserve 317 existing mobile homes

#### Objective

6 Develop Housing for Households with Special Needs.

#### Policies

6.1 Consider shared housing programs for the elderly and for single parents.

Housing Unit Count: Four very low-income units

6.2 Support the Veterans Home of California .

*The Town has supported the Veterans Home by funding a transit system that is used primarily by the residents of the Veterans Home; the Town operates the swimming pool at the Home; and the Town has contributed financially to a museum and special events at the Home.*

6.3 Encourage or allow live/work units for artists, professionals, or telecommuters in specific areas.

*Live/work units differ from home occupations. Home occupations allow a commercial or business activity to be conducted within a home in a residential area,*

*provided the business activity is clearly incidental to the residential occupancy. Live/work units are primarily locations for commercial or business activity within which facilities are provided for sleeping, cooking, eating, and sanitation, so as to allow the space to be occupied as a dwelling by the commercial or business proprietor. Live/work units will be allowed in all commercial areas and are encouraged by allowing a 0.05 FAR density bonus for commercial structures with one or more residential units.*

Housing Unit Count: Seven very low- and low-income units  
Responsibility: Town Planner

- 6.4 Continue to financially support the cooperatively developed shelters operated by the Napa County Commission on Economic Opportunity (NCCEO) and other similar ventures.

*The program identifies shelter sites, establishes a committee responsible for the program, sets up an operating procedure, and provides a mechanism whereby the public is informed of the shelter program. NCCEO currently operated two shelters in Napa.*

- 6.5 Permit emergency shelters and transitional housing in specific commercial or overlay districts.

*This has been a provision of State law since 1990.*

- 6.6 Encourage the development of a program to meet the housing needs of permanent and migrant farm workers.

*The Town is working with the Napa Valley Housing Authority and other agencies in this effort. Two farmworker camps with 120 beds were opened in North County in August 1992. The Town contributed \$4,000 to the provision of 30 temporary shelter beds.*

Housing Unit Count: 30 beds  
Responsibility: Town Council  
Time Frame: Accomplished

- 6.7 Through the joint powers Napa Valley Housing Authority the Town will encourage the County of Napa and the agricultural industry to develop more on-site farm labor housing.

H . 2 Issue: Housing Opportunity

Objective

- 7 Prevent Conversion of Existing Housing to Other Uses.

Policies

- 7.1 Continue the Bed and Breakfast Unit Control Program.

*The Town has established guidelines that prevent the conversion of existing residential units to overnight lodging.*

Housing Unit Count: Preserve eight very low-income units

- 7.2 Continue to restrict conversion of rental units to condominiums.

*An ordinance is in effect that prevents conversions because the percentage of renter-occupied units has dropped below 35 percent.*

Housing Unit Count: Preserve 266 units

- 7.3 Do not allow the conversion of residential units to commercial uses in areas of the Town designated for residential use.

Housing Unit Count: Preserve two very low-income units.

- 7.4 In areas planned for non-residential uses, any conversion of an existing residential use or residential building shall require “like” replacement in a residential area.

Housing Unit Count: Replace six very low-income units

- 7.5 Preserve affordable housing throughout town to be rehabilitated or redeveloped.

#### Objective

- 8 Maintain Affordability for All Income Groups.

#### Policies

- 8.1 Produce an annual report on progress in meeting housing goals.

*The report need not be lengthy. It should reproduce this list of housing policies and indicate the accomplishments (or lack of accomplishments) to the date of the report.*

Responsibility: Town Planner  
Time Frame: Annually

- 8.2 Help non-profit developers coalesce proposals for new affordable rental housing.

*Non-profit developers will also be able to take advantage of the density bonus to produce multiple family housing. The Town will offer loans from the Housing Opportunity Fund for pre-development costs and introduce non-profits to the situation in Yountville. The Town will work with any qualified non-profit developers to produce affordable rental housing. If no existing non-profits are able to put together such a project, the Town will look into creating a local non-profit development corporation.*

Housing Unit Count: 10 very low-income units

- 8.3 Work with a non-profit to acquire market-rate rentals for conversion to mixed market-rate and affordable housing, possibly in conjunction with a mixed-use development.

*Most such units are studio apartments. There is no building with more than 13 such units.*

Housing Unit Count: Two very low-income units, plus two low-income

- 8.4 Encourage self-help (sweat equity) to reduce construction costs to home buyers.

*The Town will seek the assistance of the California Self-Help Housing Program, the FmHA Technical Assistance for Self-Help Housing Program, and any qualified non-profit corporation to develop a self-help program.*

Housing Unit Count: Ten low-income units

- 8.5 Use density bonus incentives in conjunction with an alternative requiring inclusionary units to encourage the private market to produce moderate-cost family units.

*The Town has an inclusionary Zoning Ordinance which requires a developer of 5 or more units to offer 10 percent of the units in the project for low and moderate income households. The developer has the option to pay an in-lieu fee. The ordinance places restrictions on the resale or long term rental of targeted units. The inclusionary Zoning Ordinance offers a 40 percent density bonus for providing 20% affordable units, but requires in-lieu fees if the density bonus is not used. An FAR bonus is also allowed for developments with 10% or more onsite affordable single-family and multiple-family housing as specified in the Affordable Housing Ordinance and the Design Ordinance. The density bonus provisions will be targeted at the median income household in Yountville, which is a low-income household by HCD's area (Napa County) median income standard.*

Housing Unit Count: 12 very low- and low-income units, 28 above moderate-income units

- 8.6 Use the Town's Housing Opportunity Fund to create seed money or assistance money for affordable housing projects.

*The Town will take a more active role in using the Housing Opportunity Fund along with other programs (mixed use, self-help, assistance to non-profits) to develop housing for very low- and low-income households. The effectiveness of the fund will be maximized by leveraging funds whenever possible.*

Housing Unit Count: Seven low- and moderate-income units

- 8.7 Single-family detached units purchased with public subsidies will be restricted to owner occupancy.

#### Objective

- 9 Provide Housing Assistance for Households in Need.

#### Policies

- 9.1 Participate within the Napa Valley Housing Authority (NVHA) in a Mortgage Credit Certificate (MCC) program to be used, in part, in Yountville.

*Qualifying applicants are first-time home buyers who meet specific income limits (\$42,200 in Napa County for households of one or two persons and \$48,530 for households of three or more persons) and purchase either new or existing houses, condominiums, or mobile homes that fall under the government's established price limits (\$183,510 in Napa County for new homes and \$160,470 for existing homes). Each year they own their home, MCC recipients get to take a*

*federal income tax credit equal to 20 percent of the mortgage interest they pay on that home.*

Housing Unit Count: Five moderate-income units  
Responsibility: NVHA  
Time Frame: 1992-1995

- 9.2 Require developers to provide relocation assistance when private redevelopment displaces very low-, low-, or moderate-income residents.

Housing Unit Count: Assist eight households

- 9.3 Work within NVHA to provide down-payment assistance to qualified buyers of below-market-rate housing.

*Resale restrictions or shared appreciation may be required for some homes purchased through this program.*

Housing Unit Count: One moderate-income unit  
Responsibility: NVHA

- 9.4 Work within NVHA to provide Section 8 rental assistance.

Housing Unit Count: Assist four very low-income households  
Responsibility: NVHA

- 9.5 Work within NVHA or Napa County to promote family self-sufficiency through provisions of the National Affordable Housing Act of 1990, utilizing HUD Section 8 vouchers and certificates in association with job training.

Housing Unit Count: Assist one household

#### Objective

- 10 Fair Housing for All.

#### Policies

- 10.1 Encourage fair housing practices and initiate procedures to ban discrimination in housing based on race, age, sex, family size, or marital status.

*In the past, the Town Administrator has referred housing discrimination complaints to the County Social Services Department. The Town will request assistance from the district office of the California Department of Fair Employment and Housing to develop a more formal program for resolution of housing discrimination complaints.*

#### Objective

- 11 Remove governmental constraints to affordable housing.

#### Policies

- 11.1 Reduce parking requirements for affordable housing.  
11.2 Give priority to affordable housing projects in the design review process.



Policies

- 13.1 Work within the Napa Valley Housing Authority to provide low interest rehabilitation loans to make existing residences accessible to the physically handicapped.

Housing Unit Count: Modify one very low-income unit  
Responsibility: NVHA

- 13.2 Work with the county building department to enforce State accessibility requirements in all new multi-family construction.

*This is a requirement of State law.*

Objective

- 14 Improve Residential Energy Conservation.

Policies

- 14.1 Encourage energy and water conservation in the design or modification of units as a way of lowering the costs of living in a home.

Housing Unit Count: 174 units

- 14.2 Encourage housing design and orientation techniques that favor energy efficient site planning.

Housing Unit Count: 174 units  
Responsibility: Town Planner Time Frame: 1990-1995

<u>Policies</u>	<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>	<u>Above Moderate</u>	<u>Total</u>
<b>Construction</b>					
2.1-2.2 Percent multi-family and rental:	10	5			15
3.1-3.5 Small single-family units:			22		22
3.6 Second dwellings units:	10				10
4.1 Mixed use:	3	4			7
6.3 Live/work units:	3	4			7
8.2 Assist non-profits:	10				10
8.4 Self-help (Sweat equity)		10			10
8.5 Density bonus:	2	10		28	40
TOTAL NEW CONSTRUCTION	38	33	22	28	121 <sup>2</sup>
<b>Conservation</b>					
5.2 Preserve mobile home parks:	100	100	117		317
7.1 Bed and Breakfast control:	8				8
7.2 Condominium conversion:	75	44	65	82	266
7.3 No conversion to commercial:	2	2			4
7.4 Replacement of units:	6				6
8.3 Acquire rentals for affordable:	2				2
TOTAL UNITS CONSERVED	193	146	182	82	603
<b>Rehabilitation</b>					
12.1 Mobile home rehabilitation:		2			2
12.2 Rehab loans to lower income:	2	2			4
12.5 Private rehabilitation:			5		5
13.1 Handicapped accessibility:		1			1
TOTAL UNITS REHABILITATED	2	5	5	0	12
<b>Assistance</b>					
6.1 Shared Housing	4				4
6.6 Farmworkers housing:	30				30
9.1 Mortgage Credit Certificates:			5		5
9.2 Relocation assistance:	4	2	2		8
9.3 Down-payment assistance:			1		1
9.4 Section 8 rental assistance:	4				4
9.5 Family self-sufficiency:	1				1
TOTAL UNITS ASSISTED	43	2	8	0	53

Figure III-23

Housing Unit Counts by Income Level

<sup>2</sup>Exceeds remaining ABAG "fair share need" for 83 units.  
 Fourth Printing  
 March 2000

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*Figure IV.1*      *Map of Soils Classifications*

## CHAPTER IV.

## ENVIRONMENT

### A .

### CONSERVATION

It is important to identify Yountville's natural resources to ensure preservation and proper maintenance. This section discusses the following: air quality; water; soils and minerals; vegetation and wildlife habitat; archaeology; energy; wastewater treatment and solid waste. The issues, objectives and policies follow a description of existing conditions and intend to enhance, and in some cases, improve these resources. Some of the text in this section has been excerpted from the Environmental Resources Element of the 1985 General Plan.

#### A . 1

#### Air Quality

The State of California monitors air quality to see that it meets both State and federal Ambient Air Quality Standards. These standards address six air pollutants which damage air quality. They include: chemical ozone; carbon monoxide; sulfur dioxide; nitrogen; particulate matter and lead. This section discusses factors which affect the existing air quality of Yountville.

##### A . 1 . a

##### Existing Conditions

Since Yountville is a small town, most places and services can be accessed by walking and biking. There is little traffic congestion, except on weekends as a result of visitors to the Napa Valley region. Gridiron planning as discussed in Chapter II, Town Structure, establishes the interconnection of streets throughout town which reinforces paths for pedestrians as well as cars. The proposed street system reinforces walking by extending existing streets into new developments and connecting new streets to one another, and is described Chapter II, Section B., Circulation. The Town also supports a local and regional bus transit system. Continued efforts to further reduce daily car trips and increase walking are part of the trip reduction plan administered by the Joint Powers Congestion Management Agency, see Chapter II, Section D.

#### A . 2

#### Soils and Minerals

##### A . 2 . a

##### Existing Conditions

Soils is an important resource for water absorption, sustenance of native vegetation, and for the underlying stability of building foundations. Generally, the soils in Yountville are in good condition and it is important to use proper grading and construction techniques to maintain these conditions. Specific soils classifications are outlined below, and shown on the adjacent page in Figure IV.1.

The town lies upon soils in classification 1 - alluvial fan deposits bordering uplands. Adjacent soils conditions to the east and south are classification 2, fluvial deposits at the outer edge of alluvial fans. To the north of town, the Yountville Hills consist of soils classification 4, andesitic to basaltic lava. The Veterans Home is largely located upon soils in classification 7 - andesitic to basaltic. Adjacent soils conditions to the north are classification 6 - alluvial, moderately to highly dissected to the north and to the west, soils classification 8 - mudstone, siltstone. There are no significant mineral resources within the town limits.

The Town of Yountville obtains its water supply from two sources: the North Bay Aqueduct (NBA) and the Veterans Home of California. The water supply is considered safe, high quality, and presently reliable.

The North Bay Aqueduct, coming from the Sacramento River at Barker Slough across Solano County into Napa County, will provide a maximum supply of 500 A.F. in the year 2020. This supply is subject to reductions by the State of California in the event of drought or in the event that more water has been allocated to the users than can be supplied with the existing State Water Project (SWP) facilities. In the summer of 1991, significant reductions were imposed due to the statewide drought. Unless additional facilities are constructed, State-imposed reductions will likely occur more frequently as the users increase their water demands.

The Veterans Home of California has a small dam, referred to as Rector Reservoir, located two miles northeast of town on the east side of the Silverado Trail. This reservoir has a capacity, or safe yield of 1,200 A.F. (Water Resource Study of the Napa County Region, J. Montgomery Engineers - January, 1991). The Town has an agreement with the State for 325 A.F. a year providing no other State agency is in need of this supply.

These two sources provide a total 825 A.F. of available water, assuming no drought and no demand beyond available ability of NBA to deliver, and no requests from State agencies to utilize the capacity of Rector Reservoir .

The town does not have any water treatment facilities and instead, relies on the treatment of Rector Reservoir water by the Veterans Home of California and the treatment of NBA water by the City of Napa. Annual tests from both of these sources indicate a water quality that meets or exceeds the State Health Department requirements for a municipal water supply (See "Annual Water Report - 1992".)

Water pressure throughout town varies from 60± to 75± psi, and is controlled by adjusted pressure reducing valves at Yount Street and Finnell Road and Yountville Cross Road. The water is supplied to the town through a grid system of eight and six inch pipes.

Assuming unrestricted access to its full water supply, the town could continue its past level of water use, adjusted for projected growth, until the year 2020. If the Town of Yountville initiated even modest water conservation measures, the water supply would remain sufficient well beyond the year 2020. This makes the following assumptions: no State-mandated reductions due to drought; no new oversupply demand for NBA water; and no State agencies claiming all or a portion of the Rector Reservoir supply not utilized by the town.

It is important to recognize the Yountville has an NBA allocation of 500 A.F. a year. Because all of the NBA has not been constructed, the full demand on the system would go beyond the State's present ability to deliver. For this reason Yountville and other municipalities have prudently estimated only a 55% yield from the system. For planning purposes in Yountville, this translates to 275 A.F. annually. The 275 A.F. plus the 325 A.F. from Rector Reservoir totals 600 A.F. which would be barely adequate for full build out of town in the year 2020.

The Town has an agreement with the Domaine Chandon Winery which permits the use of water from two wells on the Domain Chandon property, provided that the wells produce more water than is needed for the regular operation of the winery. The wells are located at the northwest corner of the Veterans Home of California and Highway 29. The use of these wells is conditioned upon an "emergency" finding by the State of California or the Town itself. The amount of excess water



A . 8

W a s t e w a t e r T r e a t m e n t a n d T r a n s m i s s i o n

A . 8 . a

E x i s t i n g C o n d i t i o n s

The Wastewater Treatment Facilities are located on approximately five acres in southeastern portion of the town limits near the Veterans Home of California. The facilities are operated by the Town, and the cost of operation and maintenance is shared jointly between the Veterans Home and the Town based upon actual usage. At present, the usage is approximately 50 percent Town, and 50 percent Veterans Home.

With the exception of the Veterans Home of California, the town's wastewater flows through sewer lines to a 'lift' station located at the northwest corner of Lands Lane and Beard Ditch. A force main then carries the raw sewage from the 'Lift' station westerly to the Town's Wastewater Treatment Facilities.

The treatment facilities provide advanced secondary treatment program including a trickling filter system with solids contact and removal of excess solids. Provisions have been made to expand the treatment system by a nitrogen removal program which can be added in the future if new conditions should make this removal desirable or mandatory.

After treatment, the wastewater is utilized by the Veterans Home to irrigate about 50 acres of hay field and by the Town to provide irrigation to about 60 acres of privately owned Chimney Rock Golf Course located on the Silverado Trail. The Town discharges its treated wastewater to the Napa River during the winter months.

The capacity of the Wastewater Treatment Facility is 0.55 mgd for organic loading and 2.0 mgd for hydraulic loading. This capacity is adequate to handle the projected buildout population equivalent of 5,300. This equivalent represents 1,700 residents in the Veterans Home and 2,700 residents in the Town, plus 900 for tourism and non-residential employment. Although under present regulations, the facilities can handle the projected population increase, it is likely that the regulatory agency California Regional Water Quality Control Board (CRWQCB), San Francisco Bay Region, will continue to upgrade the present requirements during the period of the General Plan.

Additionally, the Town must maintain and/or expand its agreements for the use of its reclaimed wastewater for irrigation purposes. The summer flows of the Napa River are generally insufficient to meet dilution requirements established by CRWQCB.

The Town has a well established wastewater transmission system which has undergone extensive maintenance to reduce wet weather inflows. This continuing maintenance program will be an ongoing requirement to protect the treatment facilities from overload and to prevent major sewage overflows within the town.

## A . 9 C o n s e r v a t i o n

## I s s u e s , O b j e c t i v e s , P o l i c i e s

The primary concerns for conservation of natural resources are as follows: 1) providing good air quality by improving public transportation and creating a balanced mix of housing and jobs; 2) maintaining a healthy and sufficient water supply; 3) securing a combination of sources for water supply; 4) conserving individual usage of water; 5) maintaining stability of soils; 6) protecting against the contamination by chemicals or pollutants; and 7) preserving native vegetation and wildlife habitat. The issues, objectives and policies outlined below apply to the entire town and may require special procedures for work along Hopper Creek, Beard Ditch, and where construction occurs.

### A . 9 . a

### I s s u e : A i r Q u a l i t y

#### Objective

- 1 Protect and improve air quality.

#### Policies

- 1.1 Participate in regional planning efforts to improve air quality.
- 1.2 Establish a Congestion Management Plan. See Section D, Chapter II.

### A . 9 . b

### I s s u e : S t a b i l i t y o f S o i l s

#### Objective

- 2 Protect the town from damage due to soil instability.

#### Policy

- 2.1 Encourage soil stabilization measures that prevent soil erosion.
- 2.2 Require soils reports for subdivisions and new development proposals. Building materials and construction procedures must adhere to specifications of soils engineer.
- 2.3 Encourage use of semi-pervious materials to maintain permeable surfaces.

### A . 9 . c

### I s s u e : Q u a l i t y o f S o i l s

#### Objective

- 3 Protect and preserve soil as a natural resource.

#### Policies

- 3.1 Ensure the proper use, storage and disposal of toxic chemicals to prevent soil contamination.
- 3.2 Require soils analysis for all new residential developments when there is a history of agricultural or industrial use.

### A . 9 . d

### I s s u e : W a t e r S u p p l y

#### Objective

- 4 Protect the quality of water.



A.9.f Issue: Archaeologically-significant Burial Grounds

Objective

8 Preserve existing Native American burial grounds.

Policies

- 8.1 Work with California Archaeological Inventory to determine existence of Native American burial grounds.
- 8.2 Do not allow disturbance of existing burial grounds in the event they are recorded to exist.

A.9.g Issue: Energy Conservation

Objective

9 Conserve energy.

Policies

- 9.1 Consider adoption of an Energy Conservation Ordinance within one year of the adoption of this General Plan.
- 9.2 Design new buildings and remodel existing buildings with consideration of reducing the costs of heating, cooling, and lighting through the use of efficient mechanical equipment, solar orientation and shade trees.
- 9.4 Continue to support the town bus system and regional transit program.
- 9.5 Create a network of paths which encourage walking and bicycling.
- 9.6 Require streets in new developments be designed according to gridiron town planning principles, which includes an grid of streets with pedestrian paths.
- 9.7 Encourage the distribution of PG&E literature on energy conservation.
- 9.8 Assist in the educating the town's residents and general public about alternative fuel vehicles.

A.9.h Issue: Source Reduction and Recycling of Solid Waste

Objective

10 Promote waste reduction methods throughout the town.

Policies

- 10.1 Implement measures outlined in the Source Reduction and Recycling Plan adopted by Yountville, Calistoga, St. Helena and unincorporated parts of Napa County.
- 10.2 Prepare and distribute pamphlets to educate residents and businesses about reducing wastes.
- 10.3 Continue to provide and support recycling programs.
- 10.4 Continue to give preference, for Town purchases, to purchasing products that are recyclable, made from recycled materials and minimize packaging.
- 10.5 Prepare printed information regarding collection and recycling schedules.
- 10.6 Encourage local business to use recycled products whenever possible.
- 10.7 Institute a yard (green) waste recycling and composting program for residents.



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*Figure IV.2*                      *Map of Geologic Faults*

B .

## S A F E T Y

This section addresses several safety related environmental conditions and emergency response services which include seismic, geologic, flooding, hazardous materials, police and fire protection. Some text has been excerpted from the Environmental Resources Element of the 1985 General Plan.

B . 1

### N a t u r a l D i s a s t e r s

This section includes a description of the existing geology, watercourses and storm drainage conditions related to potential seismic and flood hazards which are followed by the issues, objective and policies relevant to the safety of the town.

B . 1 . a

### E x i s t i n g C o n d i t i o n s

#### SEISMIC ACTIVITY AND GEOLOGY

The existing soils conditions for Yountville are outlined in Section A.3 of this chapter. However, the entire State of California lies within Zone 4 Classification for seismic activity as defined in the Uniform Building Code. Surveys by the United States Geological Survey show fault lines and areas of activity in the general Napa Valley area. There is no indication of the status of seismic activity in the Yountville area itself. Specialists in seismic studies at the University of California confirm that the seismicity of the Yountville area is the lowest in the Zone 3 category. None of the major fault lines, the Hayward, Calaveras, San Andreas, or Healdsburg, are near the Town of Yountville. The nearest seismic incident occurred in Vacaville and Winters over 60 years ago, and in Santa Rosa along the Healdsburg fault on October 1, 1969 . It has not been determined whether or not the fault lines in the Yountville area are active. Therefore, site studies for individual projects to determine any impact will be necessary and prudent. Planning and construction of buildings in relation to seismic and other geological conditions will need to be considered for specific sites.

#### STORM DRAINAGE

Hopper Creek is the major watercourse that traverses the town and is the primary collector for storm water. Hopper Creek discharges to Dry Creek two and a half miles south of town, and Dry Creek discharges into Napa River. Other characteristics of Hopper Creek are discussed in Section C.2, Open Space/Parks, Existing Conditions.

A secondary storm water collector is Beard Ditch which begins near Yountville Cross Road east of the Knight Lumber Company and follows the town's eastern boundary to the south. Initially, it is a very minor swale which continues south and gradually becomes wider and deeper. Significant widening of the ditch near Finnell Road was made at the time of the Heritage Estates development.

There are three other minor channels which provide drainage for a small portion the total storm water. Hinman Creek flows from Lake Hinman north of the Veterans Home of California and to the south along the western edge of State Highway 29. A second and unnamed drainage channel flows from the Yountville Park at Madison Avenue towards the cemetery and beyond the town limit. A third minor channel flows between Vintage 1870 and State Highway 29 and provides drainage south to California Drive into underground pipes, across Washington Street and finally discharges into Hopper Creek.

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*Figure IV.3*                      *Flood Conditions Map*

## FLOOD HAZARD

Portions of Yountville are within the 100-year flood plain at risk of flooding caused by excessive overflow of the Napa River or Hopper Creek. In 1990, the boundary of the 100-year flood plain was revised to the boundaries shown on the map to the left, Figure IV.2, Flood Conditions Map. The 'special flood hazard' area, as defined by FEMA, includes the two mobile home parks, the easterly half of Toyon Terrace and most of Heritage Estates. New development in these areas must provide design and engineering solutions to protect from potential flooding.

Since the early 1980's, the Town has required all development adjacent to Beard Ditch and Hopper Creek to address and mitigate the drainage problems associated with these regional drainage channels. In 1989, the Town established the Mesa Court-Tallent Lane Storm Drainage Benefit District to provide for drainage improvements within the northern portion of the town.

In addition to existing development, the District includes three undeveloped properties: 1) APN 36-040-12 and 14 (Forrester); 2) APN 36-040-11 (Knight); and 3) APN 36-040-10, (Mayeri), an approved but unbuilt subdivision called Stags View. All properties within the Benefit District are required to pay a "per lot" fee in order to provide for long-term improvements to the drainage problems of the District. With the completion of the anticipated improvements, Beard Ditch will be capable of handling a flood of level Q25 or once every 25 years. To ensure this level of safety is provided and maintained, a portion of the ditch was widened and cleaned out concurrent with development of Heritage Estates.

Hopper Creek is more difficult to quantify because it is a natural watercourse. Generally, it is considered as Q10 level or slightly less. Future improvements at critical points could improve its carrying capacity, including Finnell Road.

The potential for future flooding of the town has been greatly reduced by recent improvements with the exception of an overflow from the Napa River. These include in the early 1980's, improvements made to Hopper Creek as part of the Vineyards subdivision and in 1990, improvements made to Beard Ditch as part of the Heritage Estates subdivision.

There have been no significant improvements on the Napa River which would alleviate the potential flooding of the southern portion of Yountville in the event of a 100 year storm. In the vicinity of the mobile home parks located at the southeastern portion of town, there is a history of flooding as a result of an overflow of the Napa River. The most recent flood caused by overflow of the Napa River occurred in 1986. A large number of mobile homes in the southeastern portion of town sustained major damage. There are no projects underway by the federal or State government that would correct the potential flooding of Yountville.

Through its own initiative, the Town successfully petitioned the Federal government to revise its established requirements for finished floor elevations of any structures built within the flood-prone areas. (Flood Insurance Rate Map - FIRM, Community Panel Number 0602090001C, Revised September 28, 1990). The requirements for finished floor elevations mandate the new building must have a finished floor (FF) elevation at least one foot above the projected 100-year flood elevation. Information is on file at Town Hall regarding the Base Flood Elevation for every property within the town limits.





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*Figure IV.4*                      *Noise Level Contour Map*

C .

## N O I S E

The intent of this element of the General Plan is to identify noise sources and develop strategies to reduce excessive exposure to noise for Yountville residents. On the opposite page Figure IV.3, the Noise Contours Map, indicates noise contours for measurements recorded by CalTrans in 1973 and projections for noise levels in 1995.

C . 1

### S o u r c e s

Current data regarding noise conditions in Yountville is limited. The following text is a compilation from the Napa County General Plan, Section F of the August 1992 EIR prepared for the Wine Train and the 1985 Yountville General Plan.

C . 1 . a

#### E x i s t i n g   C o n d i t i o n s

Noise includes excessive sounds made by both stationary and motor vehicle sources. In Yountville, the primary sources of noise are vehicular traffic, building construction, landscape maintenance machines, amplified music, trains, people and animals. State and federal legislation have established vehicle noise standards which the Town can enforce but not make stricter. The Town can only prohibit sound-amplifying equipment such as speakers, horns or sirens, and engines without suitable mufflers. In the past, complaints regarding noise have been addressed by staff; however, a detailed Noise Ordinance has been requested by the Town Council but remains unformulated.

Sound intensity typically is measured in A-weighted decibels or dBA, with ordinary conversation recorded at about 60. Environmental noise fluctuates over time and uses qualifiers to account for its variability. The most common are Leq and Ldn, where Leq is the measured time-averaged noise level and Ldn is a 24-hour noise level measurement adjusted for increased sensitivity at night. The Wine Train EIR shows that Yountville residents experience noise levels ranging from 65 dBALdn at Yountville Park to 72 dBALdn at California Drive. In 1990, noise levels at the Veterans Home show an ambient noise level of 54 to 57 dBALdn. The noise element of the Napa County General Plan states that an exterior sound level up to 60 Ldn is compatible with residential use.

While traffic sources create relatively steady background noise, there are intermittent increases as a result of trains and aircraft overflights from Napa County and Calistoga airports, the Pacific Union College Flight Center, and hot air balloon adventures. Other noise sources are related to agricultural uses and are seasonal. To ensure that exterior noise levels are kept to a minimum and to prevent transmission from outdoor sources to indoor receptors, review of new development applications is essential.

C . 2

#### T r a n s m i s s i o n   a n d   R e c e p t i o n

In addition to reducing noise at its source, it is possible to further reduce noise levels by obstructing the transmission path and insulating from its reception. Both are very effective in limiting the area affected by noise. Often noise barriers which include masonry walls, earth berms or natural topographic features, and accessory buildings such as garages or sheds, are sufficient to reduce noise. Landscaping can provide additional interference for noise transmission and a visual screen which reduces the appearance of sound barriers. The combination of noise barriers with landscaping is the most effective. Noise levels can also be reduced through proper site design and building construction methods.

C . 3

I s s u e s , O b j e c t i v e s , P o l i c i e s

Objective

- 1 Protect Yountville residents and visitors from excessive noise.

Policies

- 1.1 Adopt a Noise Ordinance to address noise resulting from vehicular traffic, building construction, landscape maintenance machines, amplified music, animals, trains, and similar sources.
- 1.2 Update data on noise levels and incorporate by amendment into the General Plan.
- 1.3 Require the review of new development applications for potential noise problems, and if needed, provisions for adequate mitigation measures.

Objective

- 2 Reduce noise levels at the source.

Policies

- 2.1 Support State and federal legislation regulating noise produced by motor vehicles.
- 2.2 Continue to enforce State muffler and exhaust laws.

Objective

- 3 Encourage the reduction of perceived noise levels.

Policies

- 3.1 Use the development review process to ensure the placement of new buildings in ways which assist in reduction of noise levels.
- 3.2 Continue to enforce noise insulation requirements for new or significantly remodeled structures as outlined in Title 24 of the Uniform Building Code.

C . 4

I m p l e m e n t a t i o n

**NOISE ORDINANCE**

Regulations governing noise within the town do presently exist, but they are not complete in their scope. The town shall consider and adopt a fully formulated Noise Ordinance within one year of the adoption of this General Plan.

**REVIEW OF DEVELOPMENT PROPOSALS**

Current regulations require an evaluation of noise impact for any major development. Considerations include: long term noise production, construction phase noise production, limiting the hours of work and regulating the routes used during construction. As a part of the Use Permit process, mitigating measures for noise, if necessary, are outlined in the conditions for approval for any development.

**UPDATE OF NOISE LEVEL STUDY**

Updates to the Noise Level Study occur periodically as a result of the review process for new development proposals.

RESOLUTION NUMBER 1010-94

A RESOLUTION OF THE TOWN OF YOUNTVILLE ADOPTING THE 1994 YOUNTVILLE GENAL PLAN AMENDMENT -I.

WHEREAS, the Town of Yountville, acting in the public interest, has undertaken to update the 1992 Yountville General Plan in accordance with State law and General Plan guidelines; and

WHEREAS, the Yountville Town Council conducted a series of study sessions so that the 1992 General Plan Amendment would reflect comments and input from the citizens of the Town; and

WHEREAS, this General Plan Amendment qualifies for a Categorical Exemption; and

WHEREAS, notice of Town Council Public Hearings on the General Plan Amendment were prepared and displayed in conformance with State law.

NOW, THEREFORE, BE IT RESOLVED That the Yountville Town Council finds as follows:

1. The 1994 Yountville General Plan Amendment has been prepared in accordance with State law and State General Plan Guidelines and supersedes all previously adopted General Plan Maps and Text.
2. The General Plan Amendment addresses all relevant issues required by Government Code Section 65302 et seq., and those additional issues raised by the community that are pertinent to the sections being amended.
3. The Plan Amendment sections cover all territory within the Town's jurisdiction and its sphere of influence which relate to its planning needs and regional concerns affecting the Town of Yountville.
4. The Plan Amendment has been prepared in a format that best suits the needs of the Town and is clearly written.
5. The Land Use, Circulation, and Town Maps are directly related to and consistent with the text of the General Plan Amendment.

BE IT FURTHER RESOLVED that the Yountville Town Council hereby adopts the 1994 Yountville General Plan Amendment text and maps as the official planning policy guides for the Town of Yountville and its sphere of influence.

/s/ \_\_\_\_\_  
Carlee S. Leftwich, Mayor

STATE OF CALIFORNIA )  
COUNTY OF NAPA ) SS:  
TOWN OF YOUNTVILLE )

I, Deputy Town Clerk of the Town of Yountville, do hereby certify the foregoing Resolution was duly and regularly adopted by the Town Council of the Town of Yountville at a regular meeting thereof held on the 25th day of January, 1994 by the following vote:

AYES: Reeves, Houghton, Holt, Jefferson, Leftwich;  
NOES: None;  
ABSENT: None;  
ABSTAIN: None.

/s/ \_\_\_\_\_  
Deputy Town Clerk