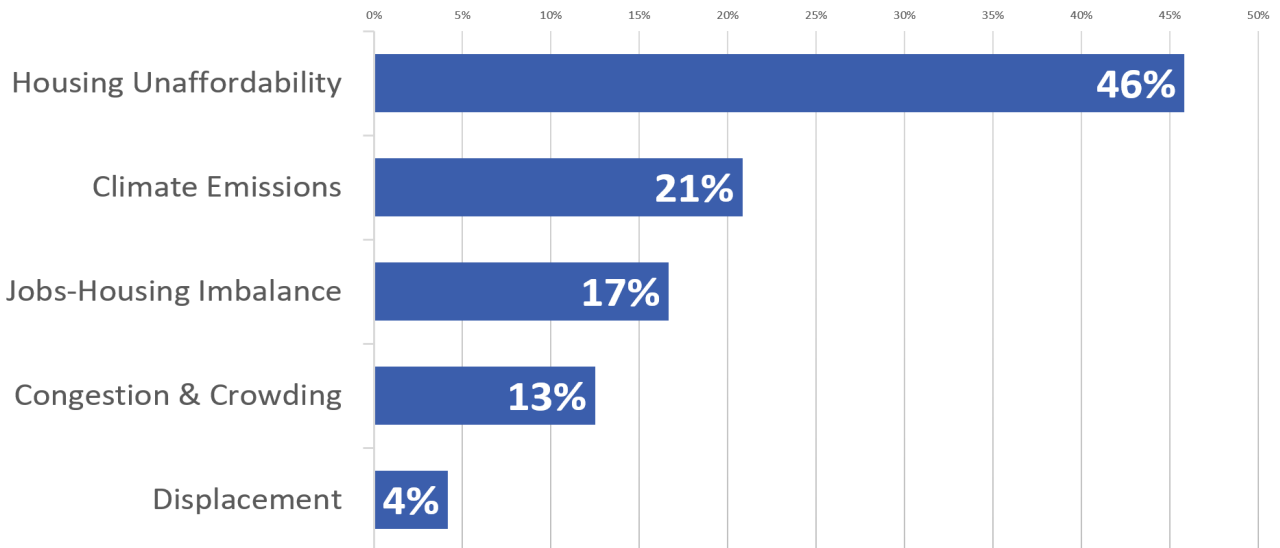
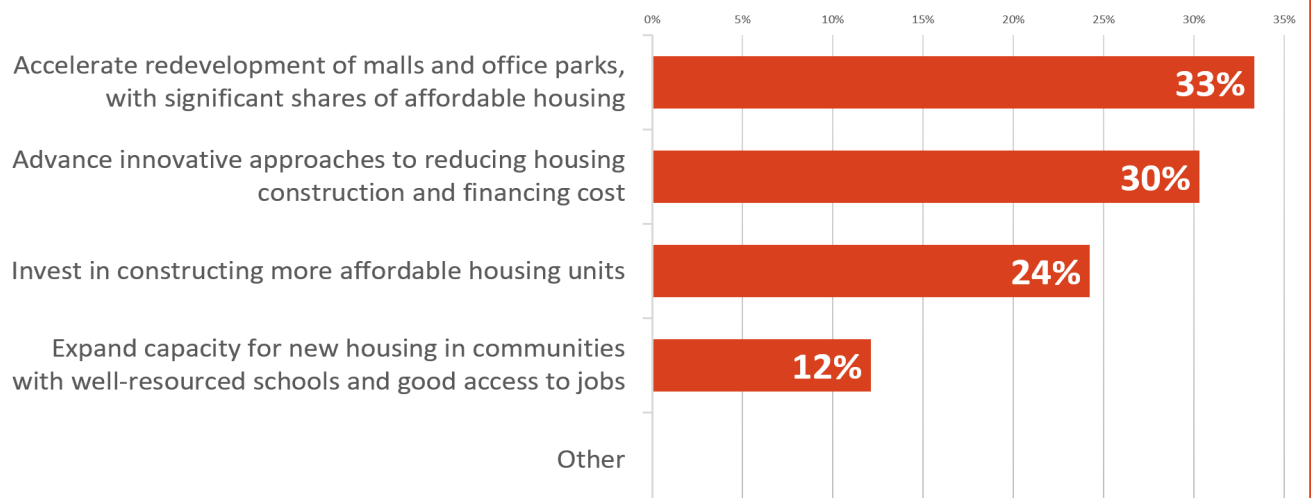


Participant responses to a series of questions.

**Of the following challenges, which two should be our top priority in the Final Blueprint?**



**Challenge #1 — What should be included in our strategies to make the Bay Area even more affordable?**



Is there anything else we should take into consideration to address the challenge of affordability?

Look to a range of typologies that meet the needs of all household types.  
Housing as a right, not a financial accumulator for some.

Relaxed zoning and building codes to allow experimental housing solutions, like tiny homes, modular home parks and co-housing

Eliminate redlining to allow underserved communities to purchase homes

Financial workshops and counseling, as well as housing with supportive services to help individuals and families maintain housing: "wrap-around" services such as childcare, counseling, and health care.

New construction should fund or provide housing for its employees

Strategies for affecting general housing affordability rather than focusing on a separate category of "affordable housing".

More equitable pay. Access to better paying jobs. Job training for better paying jobs

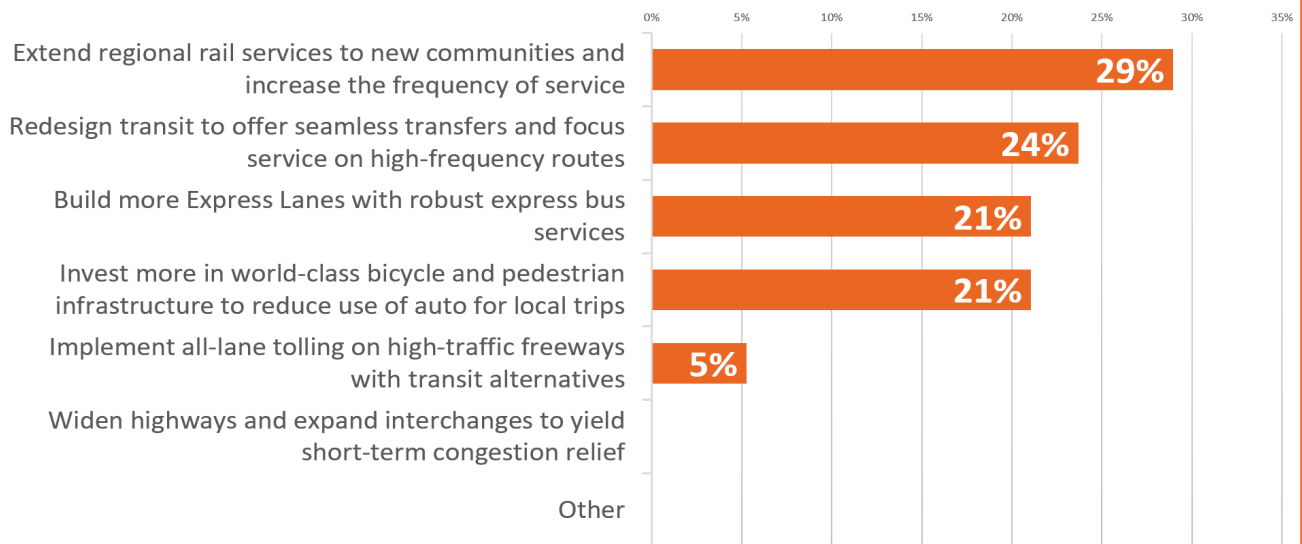
Ordinances to disincentivize second home purchases, e.g., to discourage vacation homes, in order to free up housing for local populations.

Job and housing imbalance,  
Language/education barriers.

Reduce the cost to get permits and the time it takes. Typical fees charged are as high as \$100k



**Challenge #2 — What should be included in our strategies to alleviate traffic congestion and reduce overcrowding on transit in the Bay Area?**



Is there anything else we should take into consideration to address the challenge of congestion and transit crowding?

Active transportation prioritization

Disincentives for commuting/ Incentives to businesses to encourage working remotely

Convert the Wine Train rail to public transit from Vallejo Ferry to St Helena

Convert part of downtown Napa into a pedestrian mall

More funding to expand service and improve connections between transit systems.

Napa County commuter rail, public-private partnership to access rail lines from American Canyon to St. Helena and beyond.

Increase public transit options and frequency to other parts of the Bay Area to take cars off the road in high congestion areas

Increase public transport between Napa and the Vallejo ferry

Focus on speeding up buses with operational improvements, like queue-jumps at intersections, targeting bus-only lanes in high-congestion corridors like SR-29. Perhaps allow shoulder travel for buses at certain locations to bypass congestion.

More communication on benefits of using a nonsingle occupancy car to an alternative. Incentives for getting out of the car.

Rapid bus system up SR 29, especially through American Canyon

It is virtually impossible to transit efficiently from Napa to the East Bay or SF. We need rapid rail or something comparable into the heart of the Bay Area. Buses on roads simply won't do it.

Expand "slow streets" to Napa

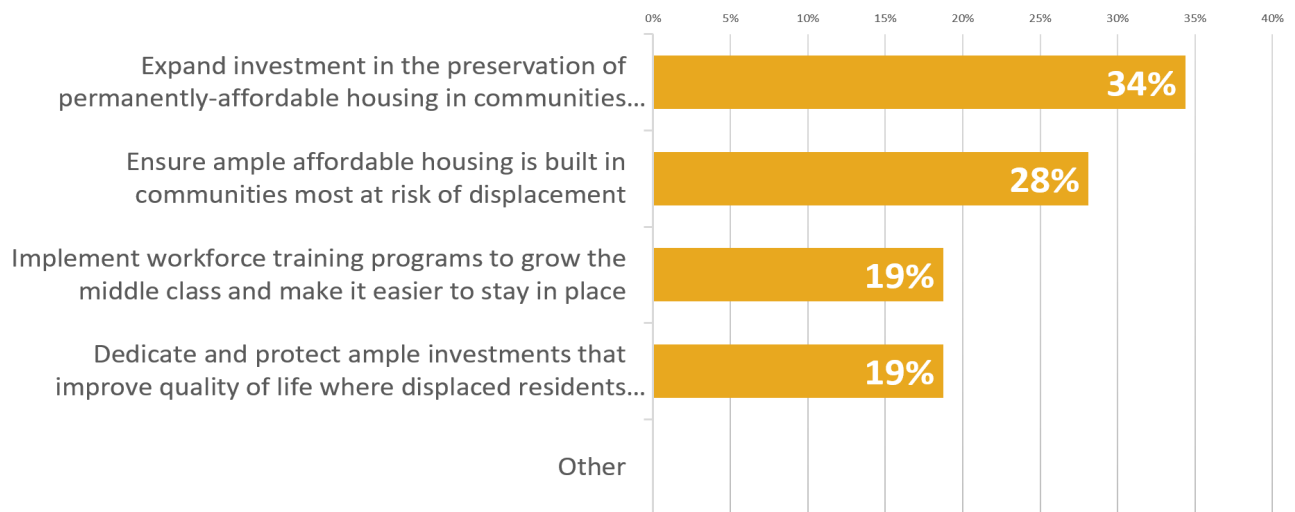
We don't have transit crowding in Napa; Support for regional bus rapid transit

Using existing rail corridors for rail service does not have to cost an arm and a leg.

Interconnect traffic signals in all commute corridors

The ability to take a train from Calistoga and inter change to go to Marin/ Sonoma or the East Bay/ SF would be magical

### Challenge #3 — What should be included in our strategies to address displacement in the Bay Area?



Is there anything else we should take into consideration to address displacement in the Bay Area?

Public sector led property purchases that can be made/maintained as affordable. Community benefit districts

Provide financing/end redlining to enable people to buy their own homes in communities of color

Finance schools equally so poorer communities have access to good schools

Require specific amount of low-income housing in city/county zoning ordinances.

Fine owners of derelict property and provide incentives to them to develop it into low income housing

Required equitable distribution of jobs, housing and education for large public and private sector employers

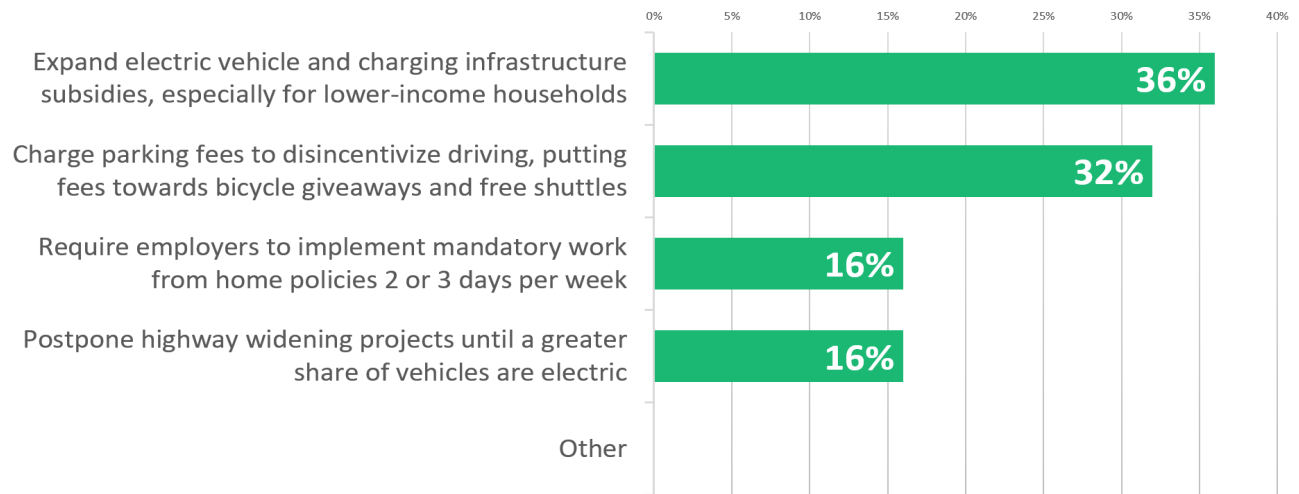
Again, I would urge ordinances to discourage 2nd home purchases - which leads to reduced housing stock and drives up prices, impacting the affordability of housing and hurting lower-income folks.

Allow granny units to be added to existing lots. Also the process must be simple, fast and inexpensive.

Zone Downtown Napa to allow high density housing

Allow providing worker housing to be considered a traffic mitigation in an EIR

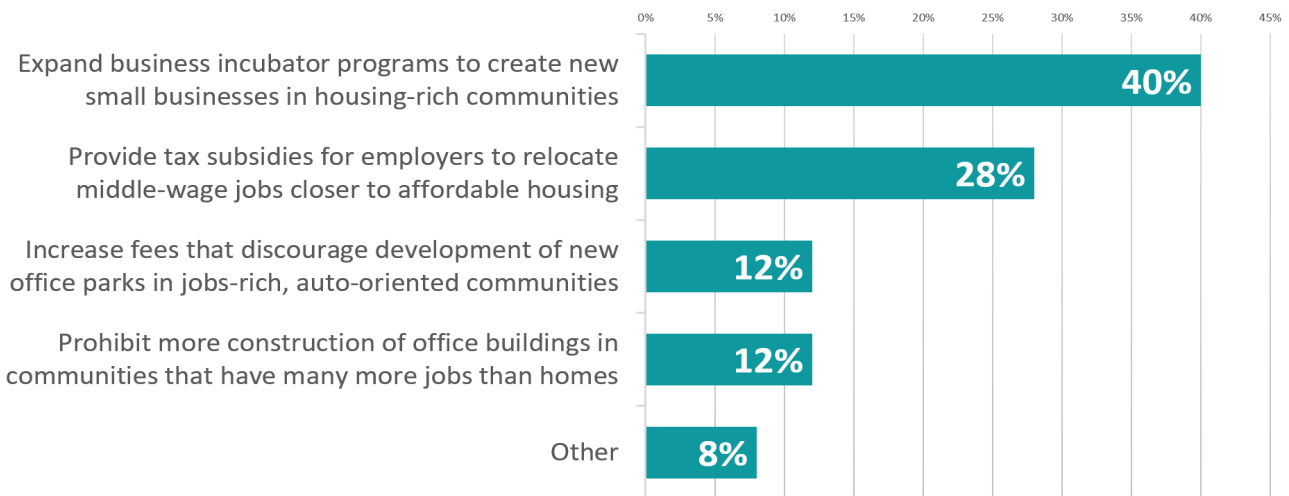
### Challenge #4 — What should be included in our strategies to reduce climate emissions in the Bay Area?



Is there anything else we should take into consideration to address climate emissions in the Bay Area?

- Implement low emission zones around downtown areas
- Implement emission controls on trucks
- Expand network of green stripe bicycle lanes and better pedestrian corridors
- Halt the cutting down of native woodlands
- Reflective roofs and streets
- Increase incentives for ride sharing.
- Require complete streets - rather than making it optional
- Introduce electric scooter sharing services and expand bike sharing services
- Reduce the amount of idling time vehicles encounter in traffic congestion--keeping traffic moving instead of making them stop unnecessarily.
- Incentives for not driving; more transit modes connected
- More green landscapes
- To reduce dangerous methane emissions from our electric grid, which supports EV cars, we must stop fracking and require that natural gas leakage is fixed
- Green our downtowns to create more pedestrian space and outdoor dining space, and better local shuttles, reducing the incentive to drive into town
- Mandate electric propulsion in major Downtowns like SF, SJ and Oakland
- Convert ferry's to electric propulsion
- Economic diversification in Napa County so that we have less of a reliance on winemaking and its associated industries
- Better WiFi here in Napa County so that more people can work from home. Wide ranging 5G installation
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## Challenge #5 — What should be included in our strategies to address the jobs-housing imbalance in the Bay Area?



Is there anything else we should take into consideration to address jobs-housing imbalance in the Bay Area?

Ensure land-use codes enable small businesses to set-up in garages/ADUs/ traditionally residential areas

Home sales and prices are spiking in Napa, Sonoma, Mendocino as SF residents are fleeing to escape Covid 19 and now that many can work remotely

More coordination and cooperation between jurisdictions to balance jobs and housing.

Bonus / incentives for employing locally.

Public procurements ties to local sources.

Form based codes

Encouraging employers to allow working from home will help for some workers.

Subsidize rents in Napa towns for small businesses ... our downtowns are turning into tourista meccas with fewer and fewer basic services.

Require housing to be built with every job creating development. Go back to the concept of company

Change CEQA to allow housing to be considered a traffic mitigation

Comments from Participants, via Zoom's Q&A Feature -- most questions answered live during workshop

With the current trend under the COVID environment being away from transit, will there be any adjustment towards reconsidering housing focused near transit or will there be additional consideration for housing with connections or investments in active transportation infrastructure?

As a Napa resident, I see a big discrepancy in job growth vs housing growth. Napa already has one of the biggest discrepancies between job and housing growth, almost 17 to 1 since 2001. You are projecting this trend to continue. This creates a terrible shortage of affordable housing for workers, and ever longer commutes from out of county. What can be done to flatten that curve?

As a member of Napa Climate NOW!, I know there are a lot more things we can do not only to meet the state-mandated levels for GHG reduction, but to exceed state mandates. We have seen leadership from many of the Bay Area's cities on projects ranging from All Reach codes and phasing out of new natural gas infrastructure, to increased household composting to reduce methane generation. We can also do much more to reduce black carbon, a significant short-lived climate pollutant (e.g., from agricultural burning). Please share more about your additional potential climate strategies.

Looks like the transit element of the plan for Napa County focuses only on expanded bus service. The buses have to share the congested SR 29 corridor. Rail service on existing tracks using EMU technology would provide a viable alternative getting to Vallejo ferry service and to tie in to the potential rail service in the Hwy 37 corridor.

Napa has a unique issue in the Bay Area. We have only 140K residents and 3.5M+ visitors annually. As a rural agricultural county, how do we deal with the jobs/housing balance to accommodate the 25K hospitality employees who commute into Napa each day because local housing is unaffordable for them?

How was the projected growth in housing and population calculated? This represents substantially accelerated growth over recent past.

It's probably way too late for something like this but is there any chance that we could have a single multi-county transit system like they do in Boston and the MBTA?

Thank you for the work you do. So much appreciated.