

Community-Based Transportation Planning Grants

Marinwood Village Planning Process

- **Grant Amount:** \$91,120
- **Grant Recipient:** Marin County
Community Development Agency
- **County:** Marin

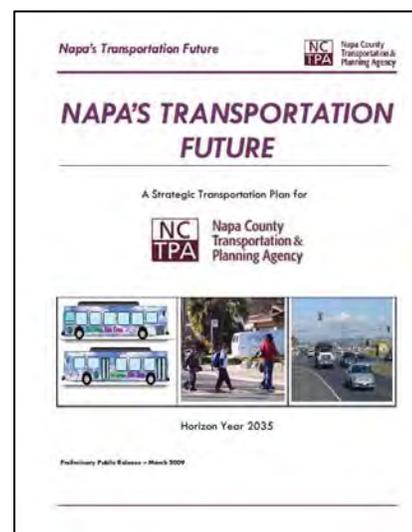
Project Area – An underutilized shopping center on a five-acre commercial parcel in the Marinwood community.

Project Focus – The Community Based Transportation and Coordinated Land Use Plan (CBT Plan) will concentrate on coordinated transportation and land use within Napa County and into our neighboring Counties which provide Napa with its work force. According to the recent Napa County Community Indicators report, a growing number of Napa County’s residents are retirees who no longer contribute to the work force. As more of Napa’s baby boomer residents retire in their homes, there will be an even greater need for employees to commute into Napa for work. Also according to the Indicators report, there is an increasing trend in retirees relocating to Napa County. The combination of the availability of jobs and higher priced housing or lack of available affordable housing in Napa County has forced many Napa employees to commute into Napa from Solano and Lake Counties

Project Goals – The Marinwood Village project will provide transportation, housing and environmental benefits that support local, regional, and State planning goals. Redevelopment of

Marinwood Plaza will also help fulfill the County’s goal of less development in the rural areas of west Marin County and more in the urbanized area along the Highway 101 corridor. The project will combine housing and employment opportunities on one site, thereby improving the jobs/housing balance in the area; and it will expand shopping opportunities for Marinwood residents, thereby reducing the frequency and length of vehicular trips. The project will also encourage alternative modes of transportation by improving bike and pedestrian routes and providing better access to the bus stops along Highway 101.

Community Outreach – Over the course of this planning project, more than 100 meetings with public interest and advocacy groups were held. In addition to these special purpose meetings were two series of general, open public meetings, in the fall of 2007 and the spring of 2008, each of which had three meetings for a total of six. Also in the fall of 2007 Napa’s Transportation Future hosted a Speakers Series with six outside experts to bring national transportation experts to the community.



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In the spring of 2008 a special expert panel public forum on transportation strategies was held in downtown Napa. The project had a web site active for the duration of the project linked to the NCTPA home page.

Project Outcome

NCTPA created a document titled Napa's Transportation Future which looks carefully at how Napa County will grow and change in coming decades and provides critical context for the various strategies and policy concepts in the document. The detailed projections of the future are presented to provide a

clearer understanding of how the past can guide the future. It is important to note that, as of the drafting of this report, the State of California and the San Francisco Bay Area are involved in new ventures to modify the modeling of and planning for future growth in the region. New methods and requirements that will integrate transportation, land use and housing projections are expected in the near future. In general, it is expected that these new approaches will reinforce current trends to focus regional growth in the central urban core and further reduce growth projections in Napa County.

Challenges

- Transportation's contribution to Greenhouse Gas (GHG) generation –transportation accounts for over 50% of Napa County's GHG load. This will become an important factor as we enter an era of aggressive regulation of GHG emissions.
- High housing costs –Even in a downturn, housing prices in Napa County, combined with lower wage job growth, will continue to make it very challenging to provide local housing for a growing segment of our local workforce.
- Growth –population and job growth, even at Napa's historically low levels will, over time, press against the basic “carrying capacity” of our infrastructure.

Successes

- Given the interacting goals, trends, principles and challenges, there is clearly no single, big project solution to Napa's future transportation needs. To guide the Napa County Transportation and Planning Agency in this task, Napa's Transportation Future proposes a portfolio of strategies, in two broad categories:
- Supply Strategies that address the traditional challenges of supplying basic transportation infrastructure to the community. These include streets and roads, public transit, and information systems such as real-time bus tracking, and traffic signal synchronization.
- Demand Strategies that take a complementary approach and attempt to reduce need for transportation services. In particular, these are strategies to reduce the demand for single occupancy vehicle travel.