

Planning, Building & Environmental Services

Introduction to Prohibition on New and Expanding Existing Fossil Fuel Stations

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Background & Purpose

In 2022, Napa County adopted a resolution finding that a climate emergency exists and threatens our world.

- The resolution also set a priority of achieving zero net greenhouse gas (GHG) emissions in the unincorporated area with a target of 2030, or as quickly as possible thereafter.

In 2024, Napa County and incorporated jurisdictions began developing a Regional Climate Action and Adaptation Plan to serve as a dynamic framework for achieving emissions reductions and prepare for climate impacts.



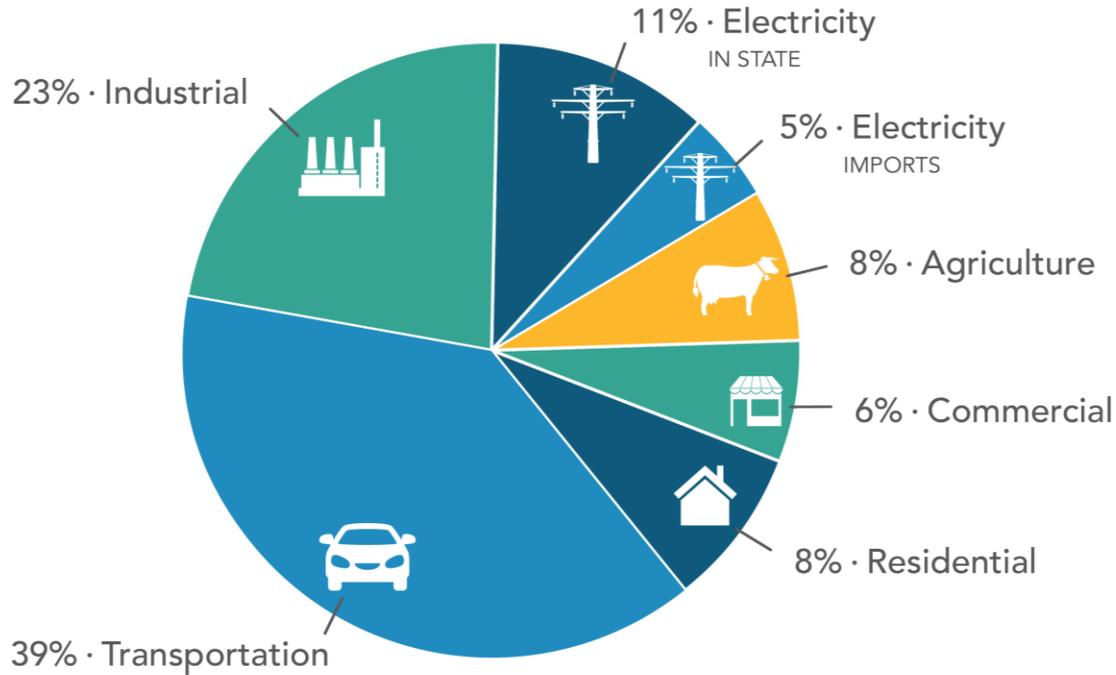
Source: Bing Photos



Source: Tim Carl Photo; Napa Valley Features

California and Napa Greenhouse Gas Emissions

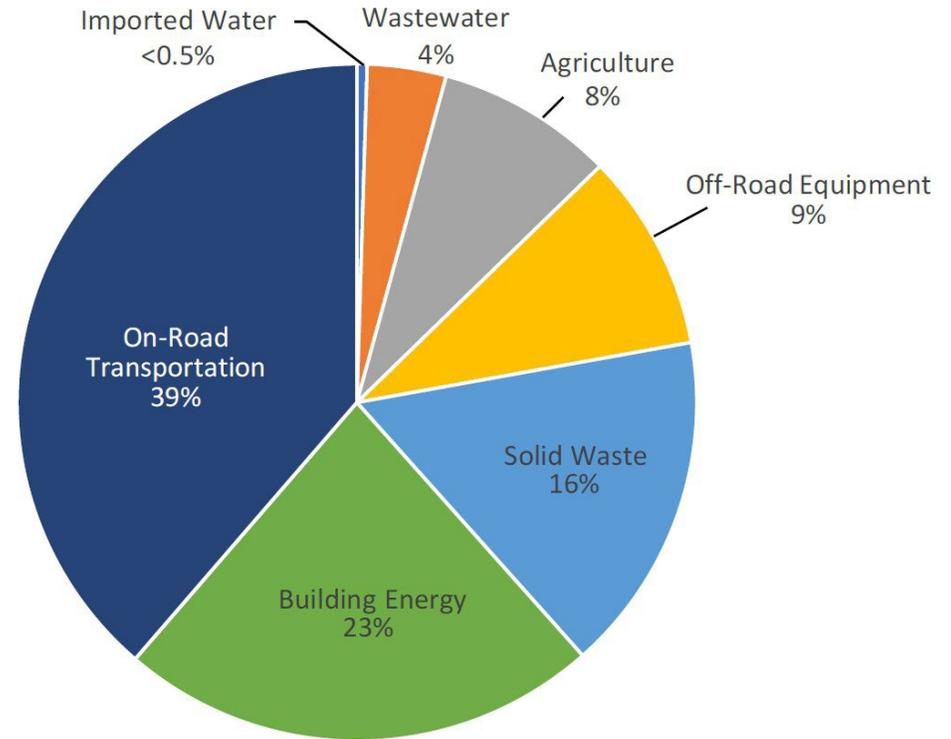
California Statewide Emissions by Sector



371.1 MMT CO₂e
2022 TOTAL CA EMISSIONS

Source: California Air Resources Board (CARB),
2022 GHG Inventory

Napa County Emissions by Sector



1.22 MMT CO₂e
2019 Total Napa County Emissions

Source: Ascent Environmental, Inc.,
Napa County 2019 GHG Inventory (2022)



Climate Action, Transportation, and Napa County



Work in Progress

We are not starting from zero

- 2019 Napa Valley Travel Behavior Study
- 2021 Countywide Transportation Plan
- Napa Valley Countywide Transportation Plan (Advancing Mobility 2045)
- MTC Transportation Electrification Incentives
- Regional Transportation Electrification Assistance Program (currently under development)
- County and City of Napa Expedited EV Charging Permitting
- Clean Vehicle Rebate Program
- MCE New/Used Vehicle Rebate Program
- 2019 Napa Countywide Bike Plan
- 2016 Napa Countywide Pedestrian Plan
- NVT A V-Commute (Transportation Demand Management)
- And More



Source: Microsoft Stock Images

Prohibition of New – and Expansion of Existing – fossil fuel stations

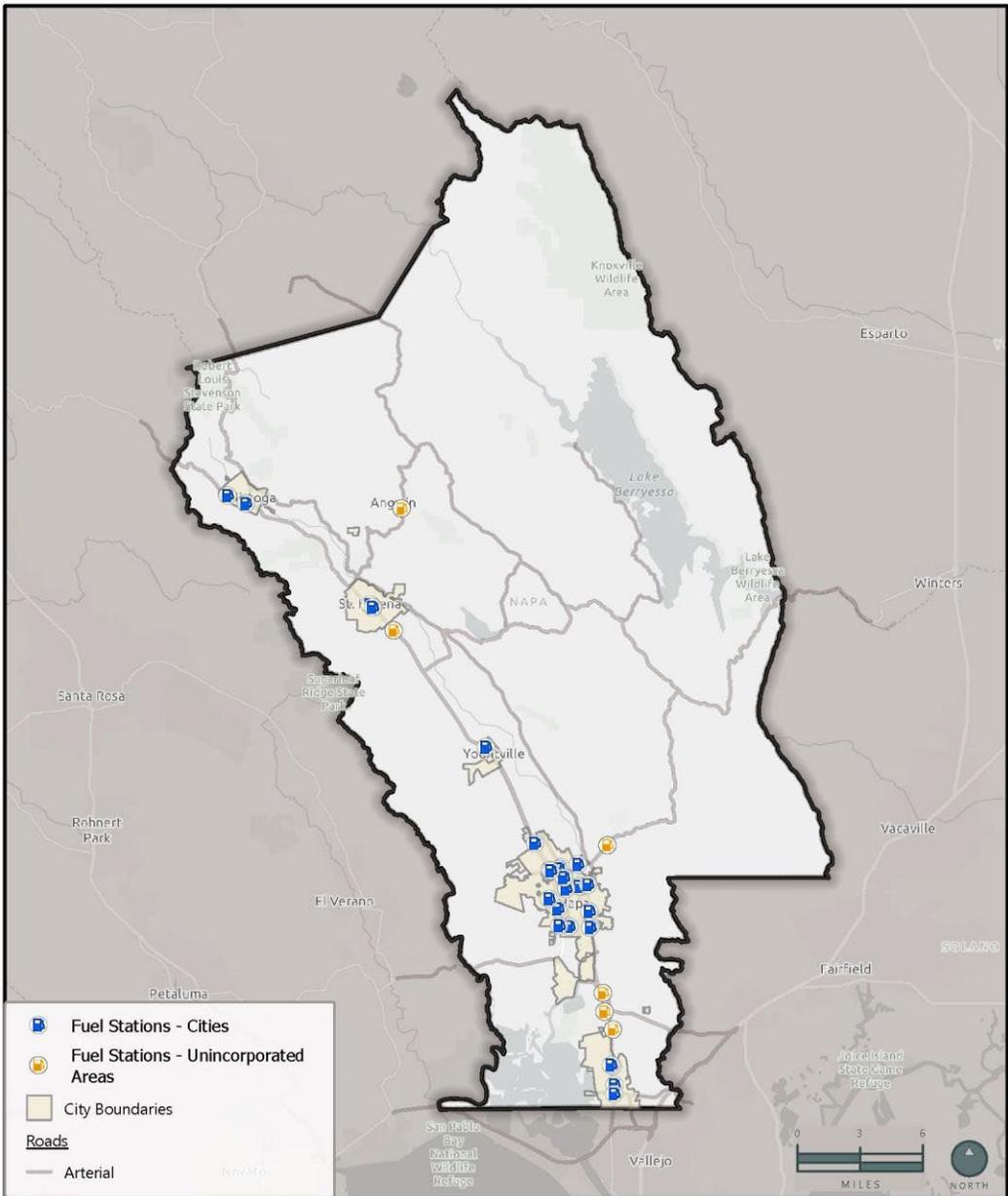
- Gained traction in 2022, with Petaluma as the first jurisdiction to pass
- Several other jurisdictions have passed similar bans, or moratoriums, on gas station development, including Sonoma County and every city and town in Napa County
- A gas station ban is one of the recommended actions in the Draft RCAAP, but we can implement before formal adoption of the RCAAP



Prohibition of New – and Expansion of Existing – fossil fuel stations

- Would involve updating Title 18 of the Napa County Code (Zoning)
- **Possible ordinance might include:**
 - **Existing Retail Fuel Stations for light- and medium-duty vehicle use would be allowed to continue operating**
 - **Nonretail fuel stations would be able to continue development and operation to help support agricultural, commercial, industrial, and boating operations in support of an approved land use, subject to permitting**
 - **Changes to existing fuel stations would be allowed for environmental and safety improvements, but would not allow for expansion**





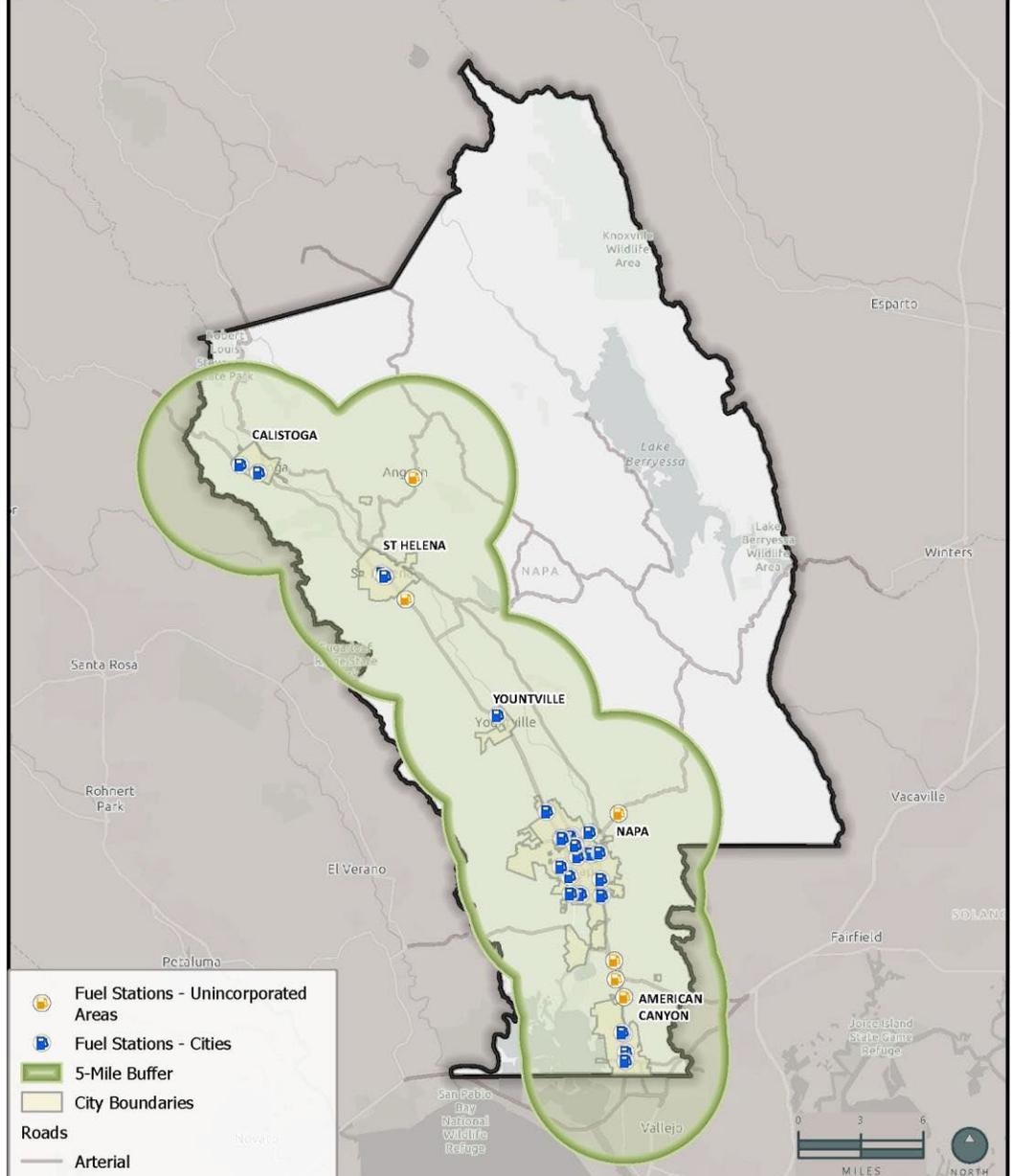
NAPA COUNTY | Fuel Stations

DATE PUBLISHED: 12/13/2024 DATE REVISED: 7/29/2025 AUTHOR: SC MAP SCALE: 1:380,160

Disclaimer: This map was prepared for informational purposes only. No liability is assumed for the accuracy of the data delineated herein.

GIS: Layers\layer - Foursquare POIs(2024-12-09) Foursquare POIs(2024-12-09) Foursquare POIs.aprx

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 NAPA, CA 94959
 (707) 253-4417



NAPA COUNTY | Fuel Stations with 5-Mile Buffer

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How many parcels are zoned to allow for fossil fuel station development in Napa County?

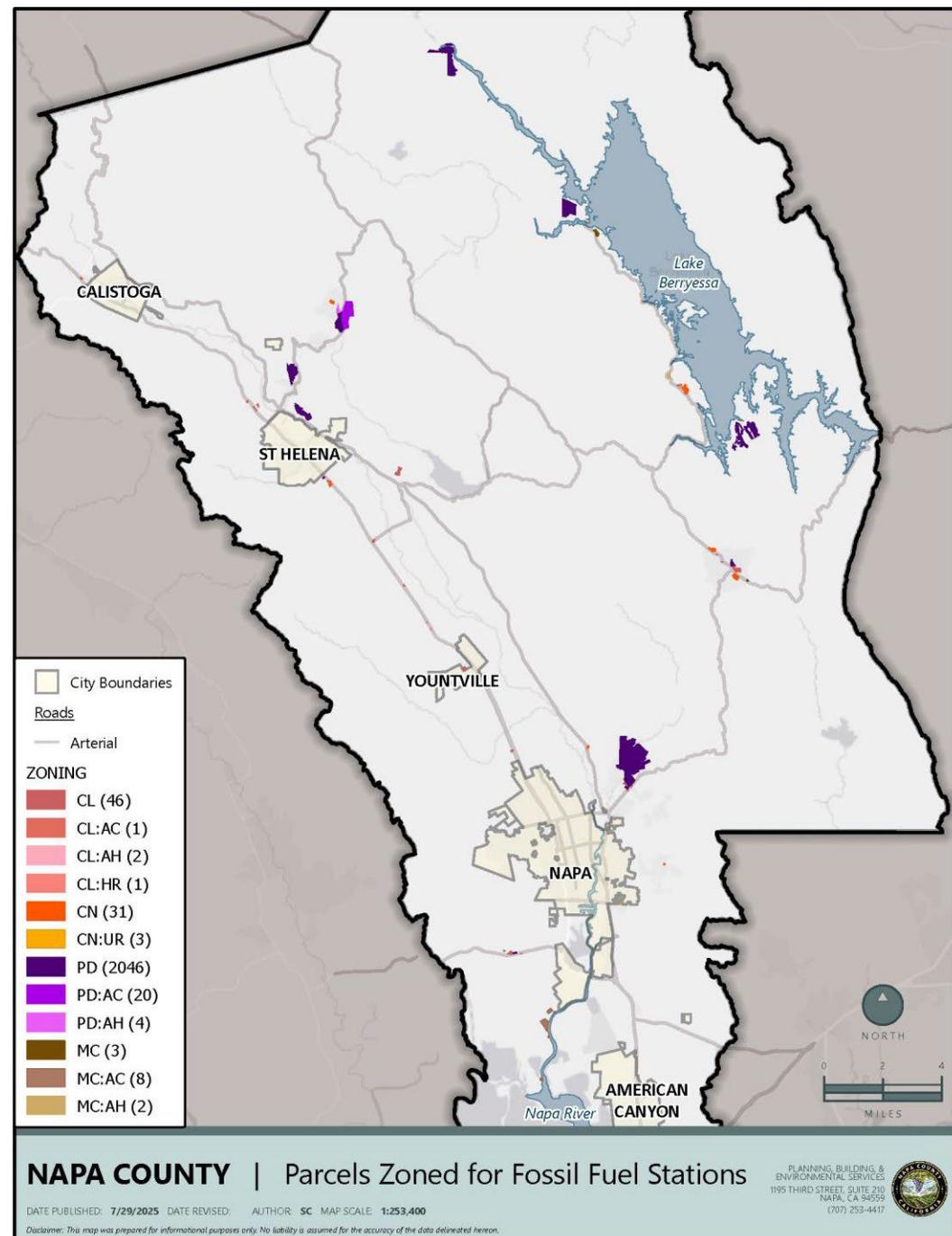
15,683 total parcels

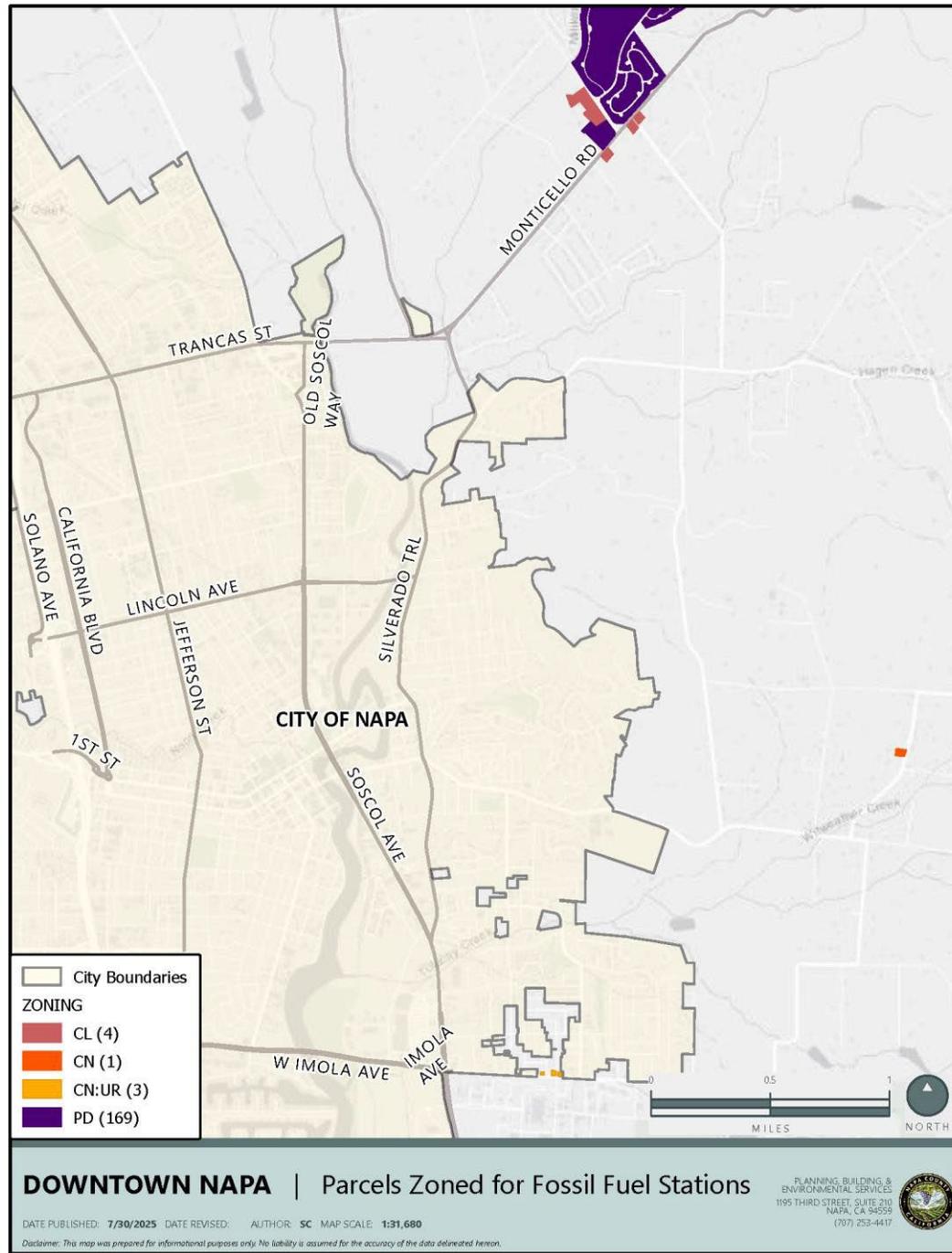


2,167 zoned parcels (13.8%)

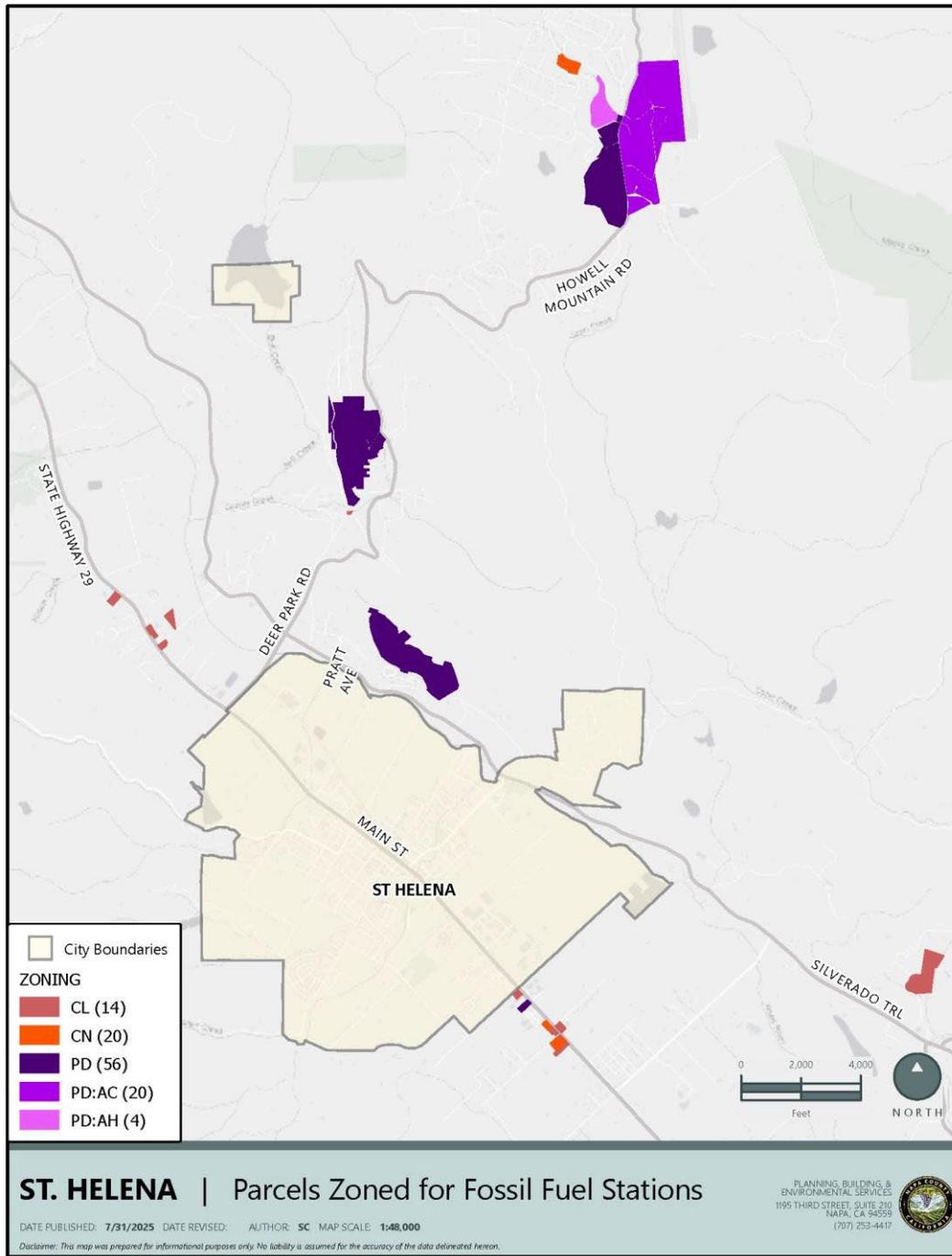


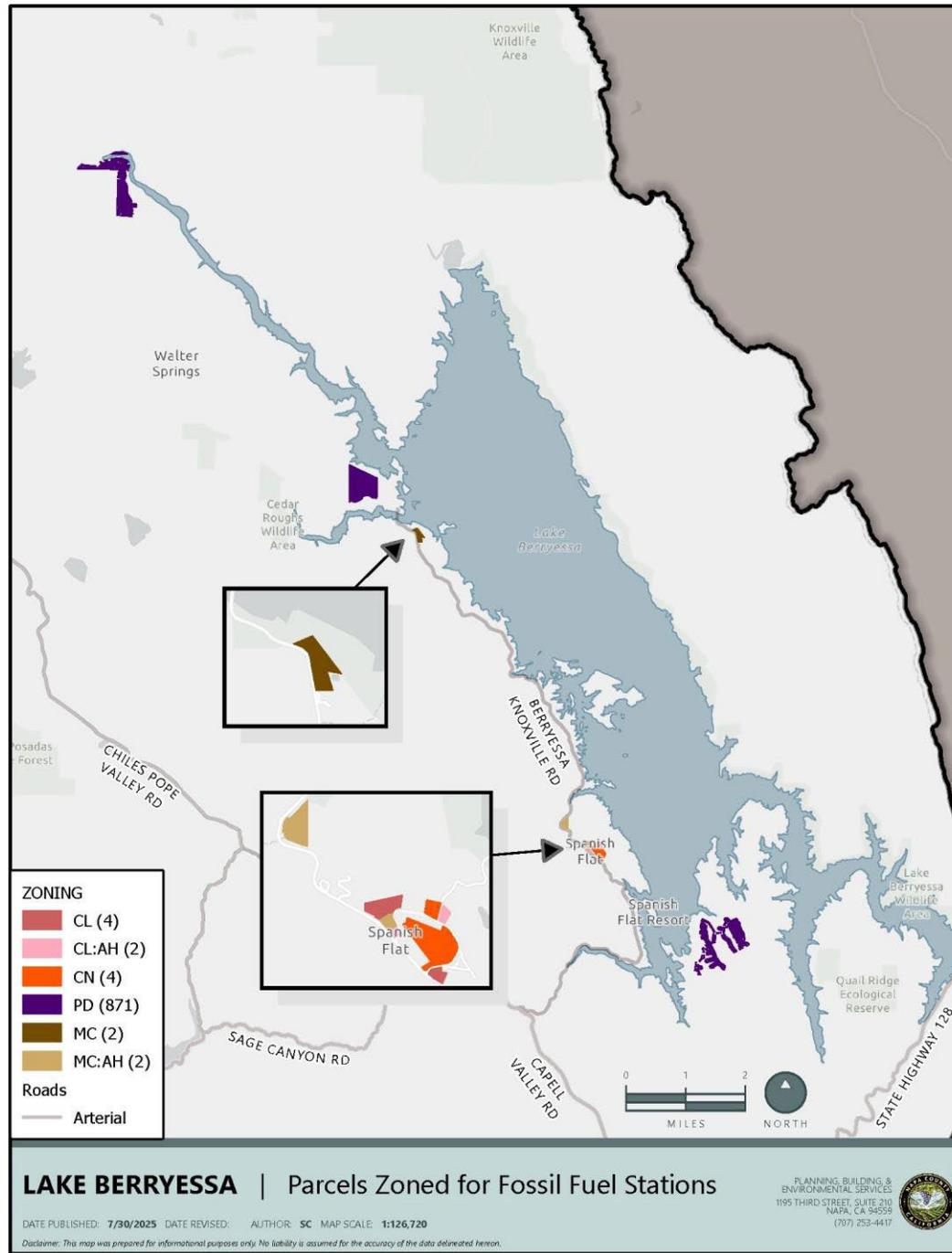
539 viable parcels (3.4%)





GIS—by PBES staff member\Bordona\2025-07-23\ Parcels for Gas Stations\Parcels Approved for Gas Stations.aprx

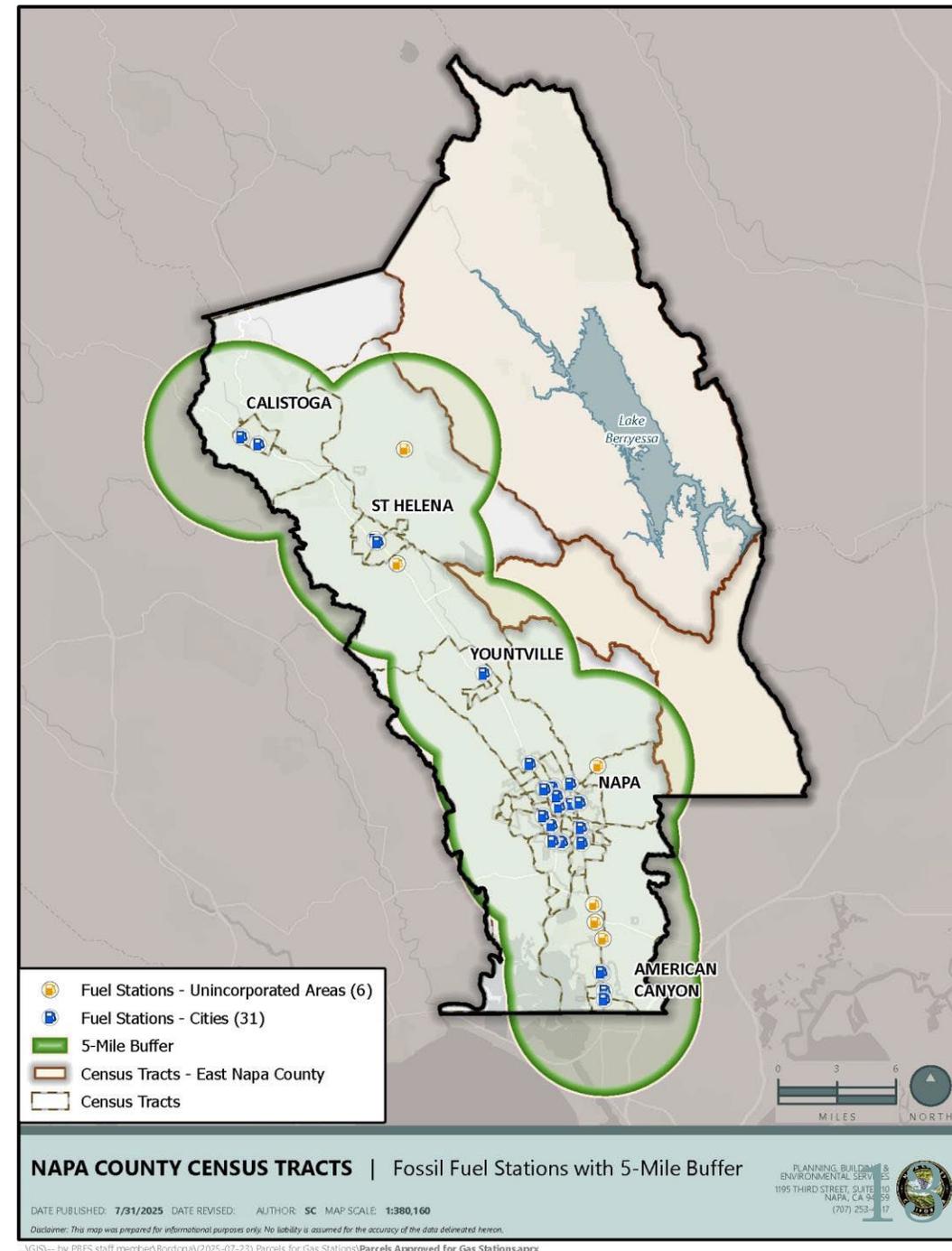




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Gas Stations, Climate Change, & Equity

- A just transition away from fossil fuels requires that local government actions are ecologically sustainable, equitable, and just for all its members.
- Marginalized communities worldwide are already disproportionately affected by climate change
- Fuel stations and infrastructure are disproportionately located in underserved and minority communities
- EVs have a higher entry cost and time is required for EVs to enter the used car market and for new models to reach entry level prices





Questions, Discussion, and Direction



Thank you

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