

“C”

Ordinance Amending Zoning Code Chapter 18.80 – Redlines

Additions are underlined.
Deletions are ~~struck through~~.
Revision markers are noted in left or
right margins as vertical lines.

ORDINANCE NO. _____

**AN ORDINANCE OF THE NAPA COUNTY BOARD OF SUPERVISORS,
STATE OF CALIFORNIA, AMENDING CHAPTER 18.80 (AC AIRPORT
COMPATIBILITY COMBINATION DISTRICT) SECTIONS 18.80.030
(ALUCP ZONE E REGULATIONS), 18.80.040 (ALUCP ZONE D
REGULATIONS), 18.80.050 (ALUCP ZONE C REGULATIONS), 18.80.060
(ALUCP ZONE B REGULATIONS), 18.80.070 (ALUCP ZONE A
REGULATIONS), 18.80.090 (ALUC REFERRAL), 18.80.100 (FILING
MATERIALS), AND 18.80.110 (FINDINGS) OF TITLE 18 (ZONING) OF
THE NAPA COUNTY CODE TO ACHIEVE CONSISTENCY WITH THE
AIRPORT LAND USE COMPATIBILITY PLAN ADOPTED ON
DECEMBER 4, 2024 BY THE NAPA COUNTY AIRPORT LAND USE
COMMISSION**

WHEREAS, California Government Code Section 65860(a) requires zoning ordinances be consistent with the general plan; and

WHEREAS, California Government Code Section 65302.3 requires counties to have their general plans, specific plans, and land use regulations be consistent with the Airport Land Use Compatibility Plans; and

WHEREAS, the County's General Plan was adopted in 2008. The Napa County Airport Land Use Compatibility Plan (ALUCP) was adopted in 2024 by the Napa County Airport Land Use Commission (ALUC); and

WHEREAS, on March 25, 2025, the Board of Supervisors directed Staff to initiate a General Plan Amendment to achieve consistency between the County's General Plan and the ALUCP; and

WHEREAS, to ensure consistency between the County General Plan and the County's zoning ordinance, various amendments to Napa County Code Chapter 18.80 (AC Airport Compatibility Combination District) are required; and

WHEREAS, prior to the consideration and adoption of this ordinance, the noticing requirements of County Code Section 18.136.040 were complied with.

The Napa County Board of Supervisors, State of California, ordains as follows:

SECTION 1. Section 18.80.030 (ALUCP Zone E regulations) of Chapter 18.80 (AC Airport Compatibility Combination District) of the Napa County Code is amended to read as in full as follows:

18.80.030 - Basic Compatibility Criteria Angwin Airport – Parrett Field. ALUCP Zone E regulations.

The Angwin Airport – Parrett Field, has six (6) Airport Compatibility Zones, each with varying Land Use Categories and Intensity Criteria. The Countywide Airport Land Use Compatibility Plan Chapter 4 Exhibit 4-1 Basic Compatibility Criteria, Angwin Airport – Parrett Field, adopted by the Napa County Airport Land Use Commission December 4, 2024, or as may be amended, shall apply in addition to the standards of the principal zoning district.

~~Within ALUCP Zone E most land uses are normally acceptable, however, the following standards shall apply in addition to the standards of the principal zoning district:~~

- ~~A. Overflight easements in a form acceptable to the airport proprietor shall be required as a condition of subdivision approval and/or discretionary permits for new construction, and for any project requiring a building permit. Such easements shall be prepared prior to issuance of a building permit or recordation of a final map;~~
- ~~B. Prohibited Uses. Highly noise sensitive outdoor uses referenced in the Napa County airport land use compatibility plan, such as meditative retreats;~~
- ~~C. Uses Not Normally Acceptable. The following uses raise concerns related to size, noise sensitivity or their propensity to attract birds that must be addressed if the use is to be approved. Such uses shall require use permits and shall be referred to the Airport Land Use Commission (ALUC) for a compatibility determination prior to final approval:
 - ~~1. Landfills;~~
 - ~~2. New ponds greater than one-half acre in size;~~
 - ~~3. Amphitheaters;~~
 - ~~4. Residential Uses—All. Any proposed residential use shall consider the proximity of flight patterns, frequency of overflights, terrain conditions and type of aircraft in determining acceptable use locations.~~~~
- ~~D. General Design Requirements:
 - ~~1. Lights, Glare, Electronic Interference. All uses and structures shall be designed so as to prevent hazard to flight that could occur as a result of smoke, glare, distracting lights or electronic interference. All exterior~~~~

~~lighting shall be directed or shielded to prevent glare to aircraft and meet any approved ALUC lighting guidelines.~~

- ~~2. Height. All uses and structures shall be designed to prevent hazard to flight that could occur as a result of very tall structures intruding into flight areas. Height limits shall be as in the underlying zoning district, or, if height limits are not specifically assigned by the underlying district, the height limit shall be thirty-five feet. Any project proposing heights over the applicable height limit shall require a use permit and be referred to the ALUC prior to final approval.~~

SECTION 2. Section 18.80.040 (ALUCP Zone D regulations) of Chapter 18.80 (AC

Airport Compatibility Combination District) of the Napa County Code is amended to read in full as follows:

18.80.040 - Basic Compatibility Criteria Napa County Airport. ALUCP Zone D regulations.

The Napa County Airport has eight (8) compatibility zones each with varying Land Use Categories and Intensity Criteria. The Countywide Airport Land Use Compatibility Plan Chapter 5 Exhibit 5-1 Basic Compatibility Criteria, Napa County Airport, adopted by the Napa County Airport Land Use Commission December 4, 2024, or as may be amended, shall apply in addition to the standards of the principal zoning district.

~~Within ALUCP Zone D, most nonresidential uses are normally acceptable. However, the following standards shall apply in addition to the standards of the principal zoning district:~~

- ~~A. Overflight easements in a form acceptable to the airport proprietor shall be required as a condition of subdivision approval and/or discretionary permits for new construction, and for any project requiring a building permit. Such easements shall be prepared prior to issuance of a building permit or recordation of a final map.~~
- ~~B. Prohibited Uses. The following uses are prohibited:~~
 - ~~1. Landfills;~~
 - ~~2. Residential uses, except for residential uses allowable under agricultural land use and zoning designations.~~
- ~~C. Uses Not Normally Acceptable. The following uses raise concerns related to size, density of use, mobility, noise sensitivity or propensity to attract birds to be addressed for a project to be approved. Such uses shall require use permits and shall be referred to the ALUC for a compatibility determination prior to final approval.~~
 - ~~1. Public or private schools for children under eighteen years of age;~~
 - ~~2. Libraries;~~
 - ~~3. Hospitals, major medical facilities (skilled nursing and similar);~~

- ~~4. Day care centers; except for family day care homes, and ancillary day care centers associated with a business wherein a parent and/or legal guardian of every child present at the daycare is an employee of the primary use or the ancillary daycare center and the daycare does not exceed fifteen children. Furthermore, it is recognized that the provision of day care services are an important countywide goal, and approval of day care centers within compatibility Zone D will not be unreasonably withheld upon demonstration that potential airport land use conflicts have been addressed to the satisfaction of the planning commission and airport land use commission;~~
 - ~~5. Retail buildings and shopping centers, greater than forty thousand square feet; or smaller retail buildings and centers that, when combined with an adjacent retail building and center, would in combination total more than forty thousand square feet;~~
 - ~~6. Amphitheaters;~~
 - ~~7. New ponds.~~
- ~~D. Use Review Criteria. In determining whether proposed uses in subsection (C) of this section have been appropriately designed, decision-making body shall consider the following criteria:~~
- ~~1. Density. Density of use averaged over the entire site (excluding streets) should not exceed one hundred persons per acre in structures, or one hundred fifty persons in and out of structures;~~
 - ~~2. Clustering. Clustering of development within the density parameters is encouraged to protect and provide open land/safety areas (such as requiring building envelopes, contiguous parking and landscape areas, and larger setbacks from certain geographic features such as creeks, roads, etc.);~~
 - ~~3. Noise. Appropriate noise reduction measures have been incorporated for noise sensitive uses (such as schools or libraries) consistent with ALUCP and county general plan standards, whichever is more restrictive.~~
- ~~E. General Design Requirements.~~
- ~~1. Lights, Glare, Electronic Interference. All uses and structures shall be designed so as to prevent hazard to flight that could occur as a result of smoke, glare, distracting lights or electronic interference. All exterior lighting shall be directed or shielded to prevent glare to aircraft and meet any approved ALUC lighting guidelines.~~
 - ~~2. Height. All uses and structures shall be designed to prevent hazard to flight that could occur as a result of very tall structures intruding into flight areas. Height limits shall be as in the underlying zoning district, or, if height limits are not specifically assigned by the underlying district, the height limit shall be thirty five feet. Any project proposing heights over the applicable height limit shall require a use permit and be referred to the ALUC prior to final approval.~~

SECTION 3. Section 18.80.050 (ALUCP Zone C regulations) of Chapter 18.80 (AC

Airport Compatibility Combination District) of the Napa County Code is amended to read in full as follows:

18.80.050 – Reserved. ALUCP Zone C regulations.

~~Within ALUCP Zone C, which is the extended approach/departure zone, most lower intensity non residential uses are normally acceptable. However, the following standards shall apply in addition to the standards of the principal zoning district:~~

- ~~A.—Avigation easements in a form acceptable to the airport proprietor shall be required as a condition of subdivision approval and/or discretionary permits for new construction; and for any project requiring a building permit. Such easements shall be prepared prior to issuance of a building permit or recordation of a final map.~~
- ~~B.—Prohibited Uses. The following uses are prohibited:~~
 - ~~1.—Residential uses; except for residential uses allowable under agricultural land use and zoning designations;~~
 - ~~2.—Public or private schools for children under eighteen years of age and libraries;~~
 - ~~3.—Hospitals and major medical facilities (skilled nursing and similar);~~
 - ~~4.—Day care centers, except family day care homes within legally established residences;~~
- ~~C.—Uses Not Normally Acceptable. The following uses raise concerns related to size, density of use, mobility, noise sensitivity or propensity to attract birds to be addressed for a project to be approved. Such uses shall require use permits and shall be referred to the ALUC for a compatibility determination prior to final approval:~~
 - ~~1.—Retail buildings and shopping centers larger than forty thousand square feet in size, or smaller retail buildings and centers that, when combined with an adjacent retail building and center, would in combination total more than forty thousand square feet;~~
 - ~~2.—Hotels and motels;~~
 - ~~3.—Health clubs;~~
 - ~~4.—Restaurants or bars seating more than eighty persons;~~
 - ~~5.—Multi-story buildings;~~
 - ~~6.—Theaters, assembly halls, and conference centers;~~
 - ~~7.—New ponds;~~
 - ~~8.—Solar panels.~~

~~D.—Use Review Criteria. In determining whether proposed uses in subsection (C) of this section have been appropriately designed, the decision-making body shall consider the following criteria:~~

- ~~1.—Density. Density of use averaged over the entire site (excluding streets) should not exceed fifty persons per acre in structures, or seventy-five persons in and out of structures; however, density on any one acre should not exceed twice the indicated number of people per acre;~~
- ~~2.—Clustering. Clustering of development within the density parameters is encouraged to protect and provide open land/safety areas (such as requiring building envelopes, contiguous parking and landscape areas, and larger setbacks from certain geographic features such as creeks, roads, etc.);~~
- ~~3.—Noise. Applicable noise reduction measures have been incorporated for noise sensitive uses (such as hotels, motels and offices) consistent with ALUCP and county general plan standards;~~
- ~~4.—Location. Structures have been set back as far as possible from the extended centerline of the runway.~~

~~E.—General Design Requirements.~~

- ~~1.—Lights, Glare, Electronic Interference. All uses and structures shall be designed so as to prevent hazard to flight that could occur as a result of smoke, glare, distracting lights or electronic interference. All exterior lighting shall be directed or shielded to prevent glare to aircraft and meet any approved ALUC lighting guidelines.~~
- ~~2.—Height. All uses and structures shall be designed to prevent hazard to flight that could occur as a result of very tall structures intruding into flight areas. Height limits shall be as in the underlying zoning district, Napa County Airport Ordinance No. 416, and Federal Aviation Administration FAR Part 77 standards. Any project proposing heights over the applicable height limit shall require a use permit and be referred to the ALUC prior to final approval.~~

SECTION 4. Section 18.80.060 (ALUCP Zone B regulations) of Chapter 18.80 (AC

Airport Compatibility Combination District) of the Napa County Code is amended to read as in full as follows:

18.80.060 – Reserved.ALUCP Zone B regulations.

~~Within ALUCP Zone B, which is the approach/departure zone, only low intensity uses such as golf courses, nurseries, outdoor storage, and mini-storage are allowable due to substantial risk from low flying aircraft. The following standards shall apply in addition to the standards of the principal zoning district:~~

- ~~A.—Avigation easements in a form acceptable to the airport proprietor shall be required as a condition of subdivision approval and/or discretionary permits for new construction,~~

and for any project requiring a building permit. Such easements shall be prepared prior to issuance of a building permit or recordation of a final map.

~~B.— Prohibited Uses. The following uses are prohibited:~~

- ~~1.— Residential uses;~~
- ~~2.— Public or private schools;~~
- ~~3.— Hospitals and major medical facilities (skilled nursing and similar);~~
- ~~4.— Day care centers.~~

~~C.— Uses Not Normally Acceptable. The following uses raise concerns related to size, density of use, mobility, noise sensitivity or propensity to attract birds to be addressed for a project to be approved. Such uses shall require use permits and shall be referred to the ALUC for a compatibility determination prior to final approval:~~

- ~~1.— Retail buildings and offices;~~
- ~~2.— Hotels and motels;~~
- ~~3.— Health clubs;~~
- ~~4.— Restaurants or bars;~~
- ~~5.— Multi-story buildings;~~
- ~~6.— Theaters, assembly halls, and conference centers;~~
- ~~7.— New ponds;~~
- ~~8.— Solar panels;~~

~~D.— Use Review Criteria. In determining whether proposed uses in subsection (C) of this section have been appropriately designed, the decision-making body shall consider the following criteria:~~

- ~~1.— Density. Density of use averaged over the entire site (excluding streets) should not exceed ten persons per acre in structures, or twenty-five persons in and out of structures; however, density on any one acre should not exceed twice the indicated number of people per acre;~~
- ~~2.— Clustering. Clustering of development within the density parameters is encouraged to protect and provide open land/safety areas (such as requiring building envelopes, contiguous parking and landscape areas, and larger setbacks from certain geographic features such as creeks, roads, etc.);~~
- ~~3.— Noise. Applicable noise reduction measures have been incorporated for noise sensitive uses (such as hotels, motels and offices) consistent with ALUCP and county general plan standards;~~
- ~~4.— Location. Structures have been set back as far as possible from the extended centerline of the runway.~~

~~E.— General Design Requirements.~~

- ~~1. — Lights, Glare, Electronic Interference. All uses and structures shall be designed so as to prevent hazard to flight that could occur as a result of smoke, glare, distracting lights or electronic interference. All exterior lighting shall be directed or shielded to prevent glare to aircraft and meet any approved ALUC lighting guidelines.~~
- ~~2. — Height. All uses and structures shall be designed to prevent hazard to flight that could occur as a result of very tall structures intruding into flight areas. Height limits shall be as in the underlying zoning district, Napa County Airport Ordinance No. 416, and Federal Aviation Administration FAR Part 77 standards. Any project proposing heights over the applicable height limit shall require a use permit and be referred to the ALUC prior to final approval.~~

SECTION 5. Section 18.80.070 (ALUCP Zone A regulations) of Chapter 18.80 (AC

Airport Compatibility Combination District) of the Napa County Code is amended to read in full as follows:

18.80.070 – Reserved.~~**ALUCP Zone A regulations.**~~

~~Within ALUCP Zone A, which is the runway protection zone, land uses are limited to open space, pasture, auto parking, aircraft tie-down, and agricultural uses which do not cause a hazard to flight. This is an area of high risk from low flying aircraft. The following standards shall apply in addition to the standards of the principal zoning district:~~

- ~~A. — Aviation easements in a form acceptable to the airport proprietor shall be required as a condition of subdivision approval and/or discretionary permits for new construction, and for any project requiring a building permit. Such easements shall be prepared prior to issuance of a building permit or recordation of a final map.~~
- ~~B. — Prohibited Uses. The following uses are prohibited:~~
 - ~~1. — All Residential uses;~~
 - ~~2. — Any assemblage of people;~~
 - ~~3. — Any new structure exceeding county and/or FAA height limitations;~~
 - ~~4. — Noise sensitive uses;~~
- ~~C. — Uses Not Normally Acceptable. The following uses raise concerns related to size, and hazards to flight to be addressed for a project to be approved. Such uses shall require use permits and shall be referred to the ALUC for a compatibility determination prior to final approval:~~
 - ~~1. — Heavy poles;~~
 - ~~2. — Signs;~~
 - ~~3. — Trees;~~

- ~~4. — Lights;~~
 - ~~5. — New ponds;~~
 - ~~6. — Solar panels.~~
- ~~D. — Use Review Criteria. In determining whether proposed uses in subsection (C) of this section have been appropriately designed, the decision-making body shall consider the following criteria:~~
- ~~1. — Density. Total on-site density for uses shall not exceed ten persons per acre. No permanent density is permitted within structures;~~
 - ~~2. — Clustering. Clustering of development within the density parameters is encouraged to protect and provide open land/safety areas (such as requiring building envelopes, contiguous parking and landscape areas, and larger setbacks from certain geographic features such as creeks, roads, etc.);~~
 - ~~3. — Noise. Applicable noise reduction measures have been incorporated for noise sensitive uses (such as hotels, motels and offices) consistent with ALUCP and county general plan standards;~~
 - ~~4. — Location. Structures have been set back as far as possible from the extended centerline of the runway.~~
- ~~E. — General Design Requirements.~~
- ~~1. — Lights, Glare, Electronic Interference. All uses and structures shall be designed so as to prevent hazard to flight that could occur as a result of smoke, glare, distracting lights or electronic interference. All exterior lighting shall be directed or shielded to prevent glare to aircraft and meet any approved ALUC lighting guidelines.~~
 - ~~2. — Height. All uses and structures shall be designed to prevent hazard to flight that could occur as a result of very tall structures intruding into flight areas. Height limits shall be as in the underlying zoning district, Napa County Airport Ordinance No. 416, and Federal Aviation Administration FAR Part 77 standards. Any project proposing heights over the applicable height limit shall require a use permit and be referred to the ALUC prior to final approval.~~

SECTION 6. Section 18.80.090 (ALUC referral) of Chapter 18.80 (AC Airport

Compatibility Combination District) of the Napa County Code is amended to read in full as follows:

18.80.090 - ALUC referral.

A.General. General plan amendments, specific plans, zoning or subdivision ordinance amendments, facility master plans, building regulations, or uses listed as Conditionally Compatible or Incompatibility as noted in the current Napa Countywide Airport Land Use Compatibility Plan,"Not normally acceptable uses," and structure heights over applicable

height limits within ALUCP compatibility zones, and Special Conditions Exception requests shall be referred to and reviewed by the ALUC, or designee(s), for a consistency determination prior to final approval.

B. Process. When projects are referred to the ALUC, the following process shall be followed:

1. The planning commission shall hold a public hearing and make a recommendation on the application and refer the project to the ALUC;
2. The project shall be reviewed by the ALUC and the ALUC shall provide a ALUCP consistency determination. The ALUC may make recommendations to modify the project for consistency with the ALUCP;
3. The county decision-making body shall then hold a public hearing and take final action on the project. If the ALUC finds the project to be inconsistent with the ALUCP, the board of supervisors may override that decision in accordance with state law.

SECTION 7. Section 18.80.100 (Filing materials) of Chapter 18.80 (AC Airport

Compatibility Combination District) of the Napa County Code is amended to read in full as follows:

18.80.100 - Filing materials.

In addition to standard application materials, the applicant shall provide the following filing materials:

- A. A completed ALUC Referral Form. ~~Special Requirements In/Near Zone C. Subdivisions and new construction proposed in Zone D within one hundred feet of Zone C, or within Zone C shall provide building envelopes, approach surfaces and the extended runway centerline on the plans.~~
- B. Property location data, including assessor's parcel number, street address, and subdivision lot number. ~~Design Response, All Projects. The applicant shall address how the building or use has been designed so that it does not create smoke, glare, distracting lights, or electrical interference that may constitute a hazard to aircraft flight.~~
- C. An accurately scaled map depicting the project site location in relationship to the airport boundary and runway. Uses Not Normally Acceptable. For projects identified as being not normally acceptable, the applicant shall also address how their use has been appropriately designed to address identified criteria.
- D. A description of the proposed use(s), current general plan designation and zoning district, and the type of Major Land Use Action being sought from the Local Agency (e.g., zoning variance, special use permit, building permit).
- E. A detailed site plan and supporting data showing site boundaries and size; existing uses that will remain; location of existing and proposed structures, rooftop

structures, landscaped areas, open spaces, and water bodies; ground elevations (above mean sea level); and elevations of tops of structures and trees. Additionally:

- a. For residential uses, the number of proposed dwelling units per acre (separately indicating any accessory dwelling units as defined by state law and local regulations).
- b. For nonresidential uses, the total floor area for each type of proposed use, the number of parking spaces, and the maximum number of people (employees, visitors/customers) potentially occupying the total site or portions thereof at any one time.

F. Identification of any features, during or following construction, that would increase the attraction of birds or cause other wildlife hazards to aircraft operations at an airport or in its environs. Such features include, but are not limited to the following:

- a. Open water areas.
- b. Sediment pools, retention basins,
- c. Detention basins that hold water for more than 48 hours.
- d. Artificial wetlands.
- e. Landscaping that provides wildlife shelter and food sources.

G. Identification of any characteristics that could create electrical interference, confusing or bright lights, glare, smoke, or other electrical or visual hazards to aircraft flight.

H. Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.

I. Staff Reports regarding the project.

C.J. Other relevant information that the ALUC or ALUC Executive Office determines to be necessary to enable a comprehensive review of the proposed major land use action.

SECTION 8. Section 18.80.110 (Findings) of Chapter 18.80 (AC Airport Compatibility

Combination District) of the Napa County Code is amended to read in full as follows:

18.80.110 - Findings.

- A. Except as provided in subsection (C) of this section, the county shall make the following findings for a general plan amendment, specific plan, zoning or subdivision ordinance amendment, building regulations, or uses listed as Conditionally Compatible or Incompatible; or use permit for a "not normally acceptable" use:
 - a. The proposed project has been referred to the ALUC for a consistency determination; and
 - b. The ALUC has determined that proposed project is consistent with ALUCP compatibility policies and standards.
- B. Design Review. In approving a design review permit for new development, the decision-

making body must find that the building or structure has been designed to meet ALUC design requirements.

- C. Local Override. To override a determination by the ALUC that a proposed project or use is inconsistent with the ALUCP, the **B**oard of **S**upervisors, by a two-thirds vote, must make specific findings defined by state law (PUC Section 21670) that the action is consistent with the purposes of the ALUC statute.

SECTION 9. The Board finds this project implements the programs and policies of the Airport Land Use Compatibility Plan, is within the scope of the activities and impacts identified and analyzed in Airport Land Use Compatibility Plan's Negative Declaration adopted on December 4, 2024 (State Clearinghouse No. 2024060773) and no new environmental effects have been found and no new mitigation is necessary. Therefore, no additional environmental review is required pursuant to Public Resources Code Section 21166 and California Environmental Quality Act (CEQA) Guidelines Section 15162.

SECTION 10. Pursuant Chapter 4, Title 7, commencing with Section 65800, of the California Government Code, this Ordinance is consistent with the following policies and goals of the 2008 General Plan Update: Action Item AG/LU-49.1 and Policies AG/LU-49, AG/LU-66, AG/LU-95, CIR-38, and CIR-40.

SECTION 11. If any section, subsection, sentence, clause, phrase or word of this ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Napa County Board of Supervisors hereby declares it would have passed and adopted this ordinance and each and all provisions hereof irrespective of the fact that any one or more of said provisions be declared invalid.

SECTION 12. This ordinance shall be effective thirty (30) days from and after the date of its passage.

SECTION 13. A summary of this ordinance shall be published at least once five (5) days before adoption and at least once before the expiration of fifteen (15) days after its passage in the Napa Valley Register, a newspaper of general circulation published in Napa County, together with the names of members voting for and against the same.

The foregoing Ordinance was recommended for adoption and public hearing held thereon before the Napa County Planning Commission on the 16th day of July 2025. The Planning Commission's recommendation was considered by the Board of Supervisors and this Ordinance was introduced and passed at a regular meeting of the Napa County Board of Supervisors ("the Board"), State of California, held on _____, 2025, by the following vote:

| | | |
|----------|-------------|-------|
| AYES: | SUPERVISORS | _____ |
| | | _____ |
| NOES: | SUPERVISORS | _____ |
| ABSTAIN: | SUPERVISORS | _____ |
| ABSENT: | SUPERVISORS | _____ |

NAPA COUNTY, a political subdivision of the
State of California

ANNE COTTRELL, Chair of the
Board of Supervisors

| | | |
|---|---|---|
| APPROVED AS TO FORM Office of County Counsel | APPROVED BY THE NAPA COUNTY BOARD OF SUPERVISORS | ATTEST: NEHA HOSKINS Clerk of the Board of Supervisors |
| By: _____ Deputy County Counsel | Date: _____ Processed By: _____ | By: _____ |
| By: _____ Code Services | Deputy Clerk of the Board | |
| Date: _____ | | |

I HEREBY CERTIFY THAT THE ORDINANCE ABOVE WAS POSTED IN THE OFFICE OF THE CLERK OF THE BOARD IN THE ADMINISTRATIVE BUILDING, 1195 THIRD STREET ROOM 310, NAPA, CALIFORNIA ON _____.

_____, DEPUTY
NEHA HOSKINS, CLERK OF THE BOARD