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Attachment B  
General Plan Consistency Analysis

Archive Document

Inn at the Abbey Use Permit Major Modification (P19-00038-MOD) and  
Development Agreement  
Board of Supervisors Hearing April 28, 2026

**Inn at the Abbey Use Permit Major Modification**

**General Plan Consistency Analysis**

The following General Plan Goals and Policies are applicable to the proposed Inn at the Abbey Use Permit Major Modification and Development Agreement.

General Plan Policy/Goal/Action Item	Consistency
<p><b>Goal CC-1:</b> Preserve, improve, and provide visual access to the beauty of Napa County.</p> <p><b>Goal CC-2:</b> Continue to promote the diverse beauty of the entire county since this beauty is intricately linked to the continued economic vitality of the region and benefits residents, businesses and visitors.</p> <p><b>Policy CC-1:</b> The County will retain the character and natural beauty of Napa County through the preservation of open space.</p> <p><b>Policy CC-2:</b> New wineries and other uses requiring the issuance of a Use Permit should be designed to convey their permanence and attractiveness.</p> <p><b>Policy CC-4:</b> Consistent with current regulations regarding road setbacks and fences, the County shall preserve the existing significant natural features by requiring all development to retain the visually open, rural character of the County and by allowing solid sound walls only in unique circumstances and where acceptable noise levels are exceeded.</p> <p><b>Policy CC-6:</b> The grading of building sites, vineyards, and other uses shall incorporate techniques to retain as much as possible a natural landform appearance. Examples include:</p> <ul style="list-style-type: none"> <li>• The overall shape, height, and grade of any cut or fill slope shall be designed to stimulate the existing natural contours and scale of the natural terrain of the site.</li> <li>• The angle of the graded slope shall be gradually adjusted to the angle of the natural terrain.</li> <li>• Sharp, angular forms shall be rounded and smoothed to blend with the natural terrain.</li> </ul> <p><b>Policy CC-8:</b> Scenic roadways which shall be subject to the Viewshed Protection Program are those shown in Figure CC-3, or designated by the Board of Supervisors in the future.</p> <p><b>Goal CC-6:</b> Preserve and enhance the night environment of the County’s rural areas and prevent excessive light and glare.</p>	<p><u>Finding:</u> Consistent.</p> <p>The Project design features are designed to complement and remain consistent with existing similar uses within the County. Furthermore, the Project would retain the vineyard and other agricultural open areas and improve landscaping features that aid in screening the proposed structures from view from the public. The proposed project includes Mitigation measure AES-1, which requires that the permittee submit a lighting plan with no more than the minimum lighting needed for safety and wayfinding, be shielded, and be downward casting. Therefore, the Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.</p>

<p><b>Policy CC-33:</b> The design of buildings visible from the County’s designated scenic roadways shall avoid the use of reflective surfaces which could cause glare.</p> <p><b>Policy CC-34:</b> Consistent with Building Code requirements for new construction in rural areas, nighttime lighting associated with new development shall be designed to limit upward and sideways spillover of light. Standards shall be as specified in the most recent update of the “Nonresidential Compliance Manual for California’s 2005 Energy Efficiency Standards” or the “Residential Compliance Manual for California’s 2005 Energy Efficiency Standards” published by the State of California. Light timers and motion sensors shall be used wherever feasible.</p>	
<p><b>Goal CC-7:</b> Accept those sounds which are part of the County’s agricultural character while protecting the people of Napa County from exposure to excessive noise. <b>Goal CC-8:</b> Place compatible land uses where high noise levels already exist and minimize noise impacts by placing new noise-generating uses in appropriate areas.</p> <p><b>Goal CC-8:</b> Place compatible land uses where high noise levels already exist and minimize noise impacts by placing new noise-generating uses in appropriate areas.</p> <p><b>Policy CC-36:</b> Residential and other noise-sensitive activities shall not be located where noise levels exceed the standards contained in this Element without provision of noise attenuation features that result in noise levels meeting the current standards of the County for exterior and interior noise exposure.</p> <p><b>Policy CC-38:</b> The following are the County’s standards for maximum exterior noise levels for various types of land uses established in the County’s Noise Ordinance. Additional standards are provided in the Noise Ordinance for construction activities (i.e., intermittent or temporary noise).</p> <p>a) For the purposes of implementing this policy, standards for residential uses shall be measured at the housing unit in areas subject to noise levels in excess of the desired levels shown above. Note to the Reader: Agricultural uses covered by the Right to Farm are defined in Policy LU-2 in the Agricultural Preservation and Land Use Element. Please also see the Agricultural Preservation/Land Use Element for additional policies regarding agricultural uses and their right to operate.</p> <p>c) Where projected noise levels for a given location are not included in this Element, site-specific noise modeling may need to be conducted in order to apply the County’s Noise policies.</p> <p><b>Policy CC-47:</b> Where feasible, the County should embrace new technologies to address existing and potential future noise sources. For example, use of rubberized asphalt concrete in</p>	<p><u>Finding:</u> Consistent.</p> <p>With implementation of Mitigation Measure NOI-1 through NOI-4, the Project when combined with other past, present, or reasonably foreseeable projects, would not contribute considerably to cumulative impacts on noise and vibration.</p>

<p>roadway resurfacing can reduce noise levels experienced by nearby residents.</p> <p><b>Policy CC-49:</b> Consistent with the County’s Noise Ordinance, ensure that reasonable measures are taken such that temporary and intermittent noise associated with construction and other activities does not become intolerable to those in the area. Construction hours shall be limited per the requirements of the Noise Ordinance. Maximum acceptable noise limits at the sensitive receptor are defined in Policies CC-35, CC-36, and CC-37.</p>	
<p><b>Goal AG/LU-5:</b> With municipalities, other governmental units, and the private sector, plan for commercial, industrial, residential, recreational, and public land uses in locations that are compatible with adjacent uses and agriculture.</p> <p><b>Goal AG/LU-6:</b> Create a stable and predictable regulatory environment that encourages investment by the private sector and balances the rights of individuals with those of the community and the needs of the environment.</p> <p><b>Goal AG/LU-7:</b> Plan for demographic changes, environmental or climatic changes, and desired social services when siting public facilities and when considering the design of those facilities.</p> <p><b>Policy AG/LU-30:</b> The County shall use a variety of strategies to address its long-term housing needs and to meet the State and regional housing requirements in its cyclical updates of the Housing Element. In addition to working with the State and ABAG to reduce the County’s regional allocation, these strategies shall include:</p> <ul style="list-style-type: none"> <li>• Other policies and programs which address the need for workforce housing.</li> </ul> <p><b>Policy AG/LU-31:</b> The County will work with the cities and town to see that low and moderate cost housing is provided to address the needs of low and moderate income householders in Napa County. In addition, the County will accept responsibility for meeting its fair share of the housing needs, including a predominant percentage generated by any new employment in unincorporated areas.</p> <p><b>Policy AG/LU-33:</b> The County will promote development concepts that create flexibility, economy, and variety in housing without resulting in significant environmental impacts and without allowing residences to become timeshares, resorts, hotels, or similar tourist-type accommodations.</p> <p><b>Policy E-13.5:</b> Increasing the supply of workforce housing will help the County maintain a stable and locally based workforce, reduce commuter traffic and air emissions, and support the local economy.</p>	<p><u>Finding:</u> Consistent.</p> <p>The population growth associated with the Project would be consistent with adopted regional and local projections. Construction of the Project would result in a temporary increase in construction employment. The maximum average of daily construction workers would occur during building construction, and this demand for employment would likely be met with the existing and anticipated labor market within the County. Furthermore, the temporary nature of the construction activities would not require a substantial number of workers to relocate from outside the region.</p> <p>Additionally, the Project would represent a small amount of the projected employment in the County. Employee housing on the Project site would partially satisfy the increase in housing demand generated by new employment. The Project would not construct any new</p>

	<p>infrastructure that would induce or otherwise result in any direct or indirect unplanned population growth.</p>
<p><b>Goal CIR-3:</b> The County’s transportation system shall encompass the use of private vehicles, local and regional transit, paratransit, transportation network companies, walking, bicycling, air travel, rail, and water transport. It shall support the implementation of new transportation technologies and travel options to the extent those technologies and options support the County’s goals of improving mobility while reducing congestion and emissions.</p> <p><b>Goal CIR-4:</b> The County supports State, regional, and local efforts to reduce greenhouse gas emissions from the transportation system.</p> <p><b>Policy CIR-3:</b> Consistent with urban-centered growth policies in the Agricultural Preservation and Land Use Element, new residential and commercial development shall be concentrated within existing cities and towns and urbanized areas, particularly within Priority Development Areas (PDAs), where higher population densities can have access to utilize transit services and pedestrian and bicycle facilities.</p> <p><b>Policy CIR-5:</b> The County supports a coordinated approach to land use and circulation planning that increases opportunities for physical activity and promotes public health by prioritizing implementation of improvements to active transportation modes and encouraging mixed-use developments that locate complementary uses within reasonable walking or bicycling distance of each other.</p> <p><b>Policy CIR-6:</b> Applicants requesting discretionary approval for projects with the potential to significantly affect the transportation system shall fund the County’s preparation of a Transportation Analysis prior to consideration of their project by the County. If the Transportation Analysis results in identification of adverse impacts as defined in the County’s Transportation Impact Study Guidelines, the applicants shall mitigate their projects’ impacts and pay their fair share of the full cost of countywide cumulative transportation improvements, based on their project’ contribution to the need for these improvements. Analysis should be consistent with the most current version of the County’s Transportation Impact Study Guidelines, including a County review of site plans with a particular focus on project frontage, consistency with the Countywide Pedestrian Plan and Countywide Bicycle Plan, and multi-modal circulation.</p> <p><b>Policy CIR-7:</b> All applicants for development projects or modifications thereto shall be required to evaluate the vehicle miles traveled (VMT) associated with their projects, in order to determine the projects’ environmental impacts pursuant to the California Environmental Quality Act. Applicants shall specify feasible measures to reduce a proposed project’s VMT and shall provide an estimate of the VMT reduction that would result from each measure. Upon the effective date of the pertinent State CEQA</p>	<p><u>Finding:</u> Consistent.</p> <p>The Project would be consistent with the policies of the Agricultural Preservation and Land Use Element (Goal CIR-1) and would also preserve and would not interfere with vineyard-related agricultural uses on the site, as intensification of uses would only occur in existing commercially zoned areas (Policy CIR 3). The Project would also include a mixed-use development, with the proposed hotel and existing winery use, that locates complementary uses within reasonable walking or bicycling distance of each other (Policy CIR-5). Under the Project, the number of commercial-serving parking spaces on AW lands would not be increased over that number documented and approved in use permit P12-00359, and the Project would result in the reduction of approximately 9 spaces from existing conditions (Policy CIR-14).</p> <p>The Project would integrate the recently constructed Vine Trail adjacent to the site (Policies CIR-10, CIR-33, and CIR-36). The Project would also introduce transportation elements that would support the implementation of new</p>

<p>Guidelines, projects for which the specified VMT reduction measures would not reduce unmitigated VMT by 15 or more percent shall be considered to have a significant environmental impact.</p> <p><b>Policy CIR-8:</b> In support of State and regional goals to reduce greenhouse gas emissions and encourage active transportation modes, the County will implement programs to reduce the number of VMT on local roadways and regional routes in the County. In addition to those Transportation Demand Management strategies to reduce single-occupant vehicle use listed in Policy CIR-23, the County will support measures that eliminate or reduce the length of vehicle trips. Such measures could include:</p> <ul style="list-style-type: none"> <li>• Increased efforts towards construction of affordable and workforce housing units, and additional incentives for construction of farm labor housing in the County;</li> <li>• Increased parking reductions from that currently allowed in the zoning ordinance, for any two or more developments that offer opportunities for bicycle or pedestrian activity between them, such as shared parking lots and privately-maintained multi-use paths;</li> <li>• Transportation system impact fee incentives for discretionary and private development projects for which the County and project applicant agree that the applicant will construct planned pedestrian and bicycle transportation facilities, including but not limited to bicycle lanes and multi-use paths.</li> </ul> <p><b>Policy CIR-10:</b> Facilities supporting multi-modal access, including but not limited to designated areas for pick-up/drop-off activities, shall be integrated into the site layout of development projects, frontage improvements, and public projects, wherever such facilities are appropriate and can be physically accommodated. The Countywide Bicycle Plan and Countywide Pedestrian Plan shall be referenced in determining appropriate bicycle and/or pedestrian treatments at specific locations. Amenities serving public and private transportation providers and multi-modal connections between private properties are encouraged, particularly in circumstances where such amenities and connections could provide an alternative to single-occupant vehicle travel on public roadways and where the amenity or connection would reduce VMT.</p> <p><b>Policy CIR-11:</b> All developments along fixed transit routes shall provide appropriate amenities designed to support transit use, such as bus turnouts or other access points located in coordination with NVTAs, bus shelters, and comfortable routes for transit users to walk or bicycle between the development and the nearest bus stop. The County shall require installation of relevant amenities as a condition of approval of discretionary permits.</p> <p><b>Policy CIR-12:</b> The County recognizes the importance of its commercially-zoned properties in providing businesses with</p>	<p>transportation technologies and travel options, including installing an e-bike charging station that would be available to the public using the Vine Trail (Goal CIR-3) as well as installing 150 percent of the electric vehicle charging stations required by the CBC (Policy CIR-15). The Project would also include the provision of employee housing on-site, which would reduce vehicle trips (Policy CIR-8).</p> <p>The Project would include landscaping designs including the planting of new trees along SR 29 and the Vine Trail, improving the visual quality of the site from its current, unmaintained state and adding to the visual character along these routes (Policy CIR-21). The proposed Lodi Lane crossing improvement would be required to minimize disruption to and safety impacts on all roadway users (Policy CIR-19) and would be required to be designed to conform to existing landforms and shall include landscaping and/or other treatments to ensure that aesthetics and rural character are preserved (Policy CIR-20).</p> <p>The County's General Plan Circulation Element contains a policy statement (Policy CIR-</p>
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opportunities to locate throughout the County, thereby reducing distances that residents of the unincorporated areas must drive to retail or service-based destinations.

**Policy CIR-14:** Developers of new land uses shall provide adequate parking or demonstrate that adequate parking exists to meet their anticipated parking demand and shall not provide excess parking that could stimulate unnecessary vehicle trips or commercial activity exceeding the site's capacity. Consideration of shared parking opportunities is encouraged.

**Policy CIR-15:** As electrification of the vehicle fleet is an important step toward achieving necessary greenhouse gas emission reductions, the County will require the provision of electric vehicle charging stations as part of housing and employment development projects.

**Policy CIR-21:** The County supports beautification programs for roadways in the unincorporated area. Roadway beautification shall be consistent with the character of the area in which the roadway is located and with other County policies related to preserving the character of the County including policies on signage as defined in the Community Character Element.

**Policy CIR-23:** The County strongly supports Transportation Demand Management (TDM) strategies as a means of accommodating economic growth while moderating the negative effects of personal vehicle travel on the County's transportation infrastructure and on the quality of life of County residents and visitors. Nonresidential development in the County shall include TDM strategies to reduce single-occupant vehicle use, thereby encouraging more energy-efficient forms of transportation and contributing to the County's greenhouse gas emission reduction goals. The County may require ongoing monitoring of vehicle trips to non-residential developments, in order to evaluate the effectiveness of the TDM strategies employed. TDM strategies to be considered include but are not limited to:

- Subsidized transit passes or other incentives for transit usage;
- Participation in a neighborhood or employer-sponsored shuttle program;
- Provision of multi-modal connections to nearby transit stops, neighboring properties, or other destinations;
- On-site accommodation for bicyclists (such as bicycle parking facilities and showers/lockers for employees who bicycle);
- Incentives for carpool/vanpool participation, and/or priority parking for carpool/vanpool users;
- Alternative work schedules/telecommuting;
- Participation in a subsidized car share or ride share program; and,

7) indicating that the County expects development projects to achieve a 15 percent reduction in project-generated VMT to avoid triggering a significant environmental impact. The project includes a recommended employee Traffic Demand Management program to achieve this result.

The Project includes six on-site residential units that would be dedicated for use by employees, which would help reduce employee trips. Employees living in these units would not be required to use vehicles to commute to work or to travel home for lunch. Therefore, having six employees living on-site would result in a reduction of approximately 18 daily vehicle trips.

The Project includes bicycle parking and some visitors are anticipated to use the Vine Trail to bike to and from the site, reducing vehicle traffic on roadways.

<ul style="list-style-type: none"> <li>• Modifications to parking policies such as parking pricing, reduced supply, or financial incentives for employees who do not use a single occupant vehicle or transportation network company.</li> </ul> <p><b>Policy CIR-27:</b> The County shall encourage the use of alternative transportation by tourists, visitors and commuters, and will work with wineries, the local hospitality industry, public and private employers, and the cities and town to develop incentives that encourage the use of these options and the development of private transit services.</p> <p><b>Policy CIR-33:</b> The County shall work with private developers, Caltrans, NVRTA, local jurisdictions, and other agencies to implement the projects and policies identified in the Countywide Bicycle and Pedestrian Plans.</p> <p><b>Policy CIR-36:</b> The County shall work with the NVRTA and other transit agencies in adjoining counties to develop effective connections between public transit in Napa County and regional transportation networks (such as BART, SMART, Baylink, airports, etc.) via rail, bus, bicycle, and other means to serve the needs of local residents, commuters, and visitors.</p>	
<p><b>Goal CC-4:</b> Identify and preserve Napa County’s irreplaceable cultural and historic resources for present and future generations to appreciate and enjoy.</p> <p><b>Goal CC-5:</b> Encourage the reuse of historic buildings by providing incentives for their rehabilitation and reuse.</p> <p><b>Policy CC-17:</b> Significant cultural resources are sites that are listed in or eligible for listing in either the National Register of Historic Places or the California Register of Historic Resources due to their potential to yield new information regarding prehistoric or historic people and events or due to their intrinsic or traditional cultural value.</p> <p><b>Policy CC-18:</b> Significant historical resources are buildings, structures, districts, and cultural landscapes that are designated Napa County Landmarks or listed in or eligible for listing in either the National Register of Historic Places or the California Register of Historic Resources. Owner consent is a prerequisite for designation as a County Landmark.</p> <p><b>Policy CC-19:</b> The County supports the identification and preservation of resources from the County’s historic and prehistoric periods.</p> <p><b>Policy CC-20:</b> The County shall support and strengthen public awareness of cultural and historic preservation through education, public outreach, and partnership with public and private groups involved in historic preservation. Example programs include:</p>	<p><b>Finding:</b> Consistent.</p> <p>Based on Tribal consultation, there are no known tribal cultural resources in the vicinity of the Project site. Implementation of Mitigation Measures CUL-1a (Cultural Resources Sensitivity Training Program), CUL-1b (Archaeological and Native American Monitoring), CUL-1c (Protocols for Inadvertent Discovery of Cultural Materials), and CUL-2 (Inadvertent Discovery of Human Remains) would effectively avoid potential damage to or loss of archaeological resources and/or human remains.</p> <p>The existing Stone Building on the Northern Parcel is considered a historical resource according to CEQA, and is eligible for listing on the California Register. Under</p>

<ul style="list-style-type: none"> <li>• Providing information to the public on historic preservation efforts and financial incentive programs.</li> <li>• Creating a historic preservation page on the County’s Web site with links to federal and State historic preservation programs and financial incentive programs.</li> <li>• Distributing pamphlets that outline and discuss historic preservation programs available to property owners.</li> <li>• Keeping handouts and applications on federal and State incentive programs at the Planning and Building public counters.</li> <li>• Partnering with local non-profits to place plaques or other identification at designated historic buildings and sites.</li> <li>• Coordinating with open space/land conservation organizations to preserve historic buildings and sites on land set aside for conservation, whether for public or private use.</li> </ul> <p><b>Policy CC-24:</b> Promote the County’s historic and cultural resources as a means to enhance the County’s identity as the nation’s premier wine country and a top tourist destination, recognizing that “heritage tourism” allows tourists to have an authentic experience and makes good business sense.</p> <p><b>Policy CC-26:</b> Projects which follow the Secretary of the Interior’s Standards for Preservation Projects shall be considered to have mitigated their impact on the historic resource.</p> <p><b>Policy CC-26.5:</b> When discretionary projects involve potential historic architectural resources, the County shall require an evaluation of the eligibility of the potential resources for inclusion in the NRHP and the CRHR by a qualified architectural historian. When historic architectural resources that are either listed in or determined eligible for inclusion in the NRHP or the CRHR are proposed for demolition or modification, the County shall require an evaluation of the proposal by a qualified preservation architect to determine whether it complies with the Secretary of the Interior’s Standards for Preservation Projects. In the event that the proposal is determined not to comply with the Secretary of the Interior’s Standards, the preservation architect shall recommend modifications to the project design for consideration by the County and for consideration and possible implementation by the project proponent. These recommendations may include modification of the design, re-use of the structure, or avoidance of the structure.</p>	<p>the Project, certain interior spaces on both floors of the stone winery building would be renovated to accommodate various hotel support functions. The floor plans would not be reconfigured, and the Project would not alter or remove any part of the building’s structure, including the stone walls. The building’s characteristic stone and lumber structure, L-shaped footprint, one- and two-story massing, fenestration pattern, stepped and crenellated parapet on the primary (southwest) façade, historic plaques, and gabled roof forms and the stone fence/wall that separates it from the main road would be retained. Several interior spaces would continue to be used for wine tasting and winery-related functions, and the proposed new uses would be compatible with the building’s existing retail and communal gathering uses. As designed, the Project would retain the Stone Building’s character-defining features.</p>
<p><b>Goal SAF-1:</b> Safety considerations will be part of the County’s education, outreach, planning, and operations in order to reduce loss of life, injuries, damage to property, and economic and social dislocation resulting from fire, flood, geologic, and other hazards.</p> <p><b>Policy SAF-1:</b> The County supports and will promote intergovernmental cooperation among local, State and federal public agencies to reduce known hazards and further define</p>	<p><b>Finding:</b> Consistent.</p> <p>Plans for the proposed project, have been reviewed by the PBES Department and the Fire Department to assure that the design complies with the Napa</p>

<p>uncertain hazards. In particular, the County will work to develop cooperative working relationships with agencies having responsibility for flood and fire protection.</p> <p><b>Goal SAF-3:</b> It is the goal of Napa County to effectively manage forests and watersheds, and to protect homes and businesses from fire and wildfire and minimize potential losses of life and property.</p> <p><b>Policy SAF-20:</b> All new development shall comply with established fire safety standards. Design plans shall be referred to the appropriate fire agency for comment as to:</p> <ol style="list-style-type: none"> <li>1) Adequacy of water supply.</li> <li>2) Site design for fire department access in and around structures.</li> <li>3) Ability for a safe and efficient fire department response.</li> <li>4) Traffic flow and ingress / egress for residents and emergency vehicles.</li> <li>5) Site-specific built-in fire protection.</li> <li>6) Potential impacts to emergency services and fire department response.</li> </ol> <p><b>Goal SAF-5:</b> To protect residents and businesses from hazards caused by human activities.</p> <p><b>Policy SAF-34:</b> All new commercial and multi-family development shall be referred to the Sheriff’s Department for review of public safety issues. If the proposed Project is adjacent to or within an incorporated city/town, consultation with their law enforcement agency shall also be required.</p>	<p>County Roads and Street Standards to demonstrate that the project would have adequate emergency access to the project site, California Building Code, and Napa County Fire Safe Regulations. Additionally, the project was reviewed by CalTrans and Napa County Sheriff to assure the design complies with applicable policy.</p> <p>Additionally, the Permittee has agreed to contribute a total of two hundred fifty thousand dollars (\$250,000), across 5 years, to Napa County for fuel reduction to aid in the County’s goal to manage forests and watersheds, and to protect homes and businesses from fire and wildfire.</p>
<p><b>Goal AG/LU-1:</b> Preserve existing agricultural land uses and plan for agriculture and related activities as the primary land uses in Napa County.</p> <p><b>Goal AG/LU-5:</b> With municipalities, other governmental units, and the private sector, plan for commercial, industrial, residential, recreational and public land uses in locations that are compatible with adjacent uses and agriculture.</p> <p><b>Policy AG/LU-2:</b> “Agriculture” is defined as the raising of crops, trees, and livestock; the production and processing of agricultural products; and related marketing, sales and other accessory uses. Agriculture also includes farm management businesses and farm worker housing.</p> <p><b>Policy AG/LU-4:</b> The County will reserve agricultural lands for agricultural use including lands used for grazing and watershed/open space, except for those lands which are shown on the Land Use Map as planned for urban development.</p> <p><b>Policy AG/LU-9:</b> The County shall evaluate discretionary development projects, re-zonings and public projects to determine their potential for impacts on farmlands mapped by the State</p>	<p><u>Finding:</u> Consistent.</p> <p>The project site includes less than 6 acres of land mapped as Prime Farmland as defined by the FMMP, none of which would be converted to urban use due to construction of the Project. Project activities that would occur within land designated at Prime Farmland, which includes the vineyard areas, include improvements to and widening of an existing driveway and road, and installation of an underground storm drain line along the border of the vineyard. The roadway and driveway improvements would not interfere with existing agricultural uses or result in</p>

<p>Farmland Mapping and Monitoring Program, while recognizing that the State’s farmland terminology and definitions are not always the most relevant to Napa County, and shall avoid converting farmland where feasible.</p>	<p>the conversion of Farmland to non-agricultural use because these site improvements would occur outside of the vineyard on the Project site in areas that have already been developed with roads for access to the existing winery.</p> <p>Additionally, the Project would also include active agriculture on the South Parcel’s agriculturally zoned land that is currently fallow. Agricultural uses would consist of growing and harvesting but not processing of agricultural products. Agricultural use on the South Parcel would be intended to provide a “farm-to-table” experience for Project-related food service and to educate hotel guests on Napa County’s agricultural economy.</p>
<p><b>Policy AG/LU-42:</b> County review of non-residential development proposals shall address the balance of job creation and the availability of affordable housing.</p>	<p><u>Finding:</u> Consistent.</p> <p>Six existing on-site residential dwelling units would be dedicated to housing workers employed on the Project site. Upon issuance of an occupancy permit for the hotel, these housing units will be converted from market rate rentals to below market rate rentals to provide affordable and convenient on-site employee housing. As part of the Development Agreement for the Project, the Project Applicant would also provide five new dwelling units off-site that would be set aside for employee housing.</p>
<p><b>Policy AG/LU-45:</b> All existing commercial establishments that are currently located within a commercial zoning district shall be allowed to continue to operate and use the existing buildings</p>	<p><u>Finding:</u> Consistent.</p> <p>The project is consistent with Commercial Limited (CL) and</p>

<p>and/or facilities. Additional commercial uses and mixed residential-commercial uses which are permitted by the existing commercial zoning of the parcel shall be permitted on that portion of the parcel zoned commercial. With respect to Policies AG/LU-44 and 45, due to the small numbers of such parcels, their limited capacity for commercially-viable agriculture due to pre-existing uses and/or size, location and lot configuration, and the minimal impact such commercial operations and expansions will have on adjacent agriculture or open space activities or the agricultural and open space character of the surrounding area, such limited development will not be detrimental to Agriculture, Watershed or Open Space policies of the General Plan. Therefore such development is consistent with all of the goals and policies of the General Plan.</p> <p><b>Policy AG/LU-46:</b> All existing and legally established nonconforming uses shall be allowed to continue to operate and to use existing buildings and/or facilities provided they are not determined to be a public nuisance or voluntarily abandoned as defined by the zoning ordinance. Legal nonconforming buildings and facilities may be rehabilitated or rearranged, as long as there is no increase in the intensity of use.</p>	<p>Agricultural Watershed (AW) zoning district regulations. Hotels, restaurants and their accessory uses (see Napa County Code Section 18.28.030) are permitted in a CL zoned district with an approved use permit. The CL uses are confined to areas of the project parcels with the CL zoning district designation and do not infringe on AW zoned lands, except for an existing legal nonconforming parking lot and wastewater system that have been recognized for CL use by prior actions. The applicant has demonstrated that the project will not expand or enlarge the legal nonconformities beyond existing entitlements. The proposed project includes the continued operation of a winery facility and vineyards on AW zoned lands, with modification to the wineries wastewater system proposed to increase wastewater application for vineyard irrigation. The project, as conditioned, complies with all other requirements of the Zoning Code as applicable.</p>
<p><b>Goal CON-17:</b> Reduce air pollution and reduce local contributions to regional air quality problems, achieving and maintaining air quality in Napa County which meets or exceeds State and federal standards.</p> <p><b>Policy CON-77:</b> All new discretionary projects shall be evaluated to determine potential significant project-specific air quality impacts and shall be required to incorporate appropriate design, construction, and operational features to reduce emissions of criteria pollutants regulated by the State and federal governments below the applicable significance standard(s) or implement alternate and equally effective mitigation strategies consistent with BAAQMD's air quality improvement programs to reduce emissions.</p>	<p><b>Finding:</b> Consistent.</p> <p>As detailed in the EIR, the project will comply with applicable BAAQMD programs and incorporate Mitigation Measure AIR-1 (Construction-Related Fugitive Dust minimization). Project conditions of approval require that during all construction activities the permittee shall comply with the most current version of BAAQMD Basic</p>

<p><b>Policy CON-80e:</b> The County shall seek to reduce particulate emissions and avoid exceedances of State particulate matter (PM) standards by requiring implementation of dust control measures during construction and grading activities and enforcing winter grading deadlines.</p> <p><b>Policy CON-81:</b> The County shall require dust control measures to be applied to construction projects consistent with measures recommended for use by the BAAQMD.</p> <p><b>Policy CON-84:</b> The County shall require the establishment and maintenance of adequate buffer distances or filters or other equipment modifications for new sources of toxic air contaminants (TACs) and odors near proposed or existing sensitive receptors consistent with local and State regulatory requirements and guidelines. [Implemented by Action Item CON CPSP-6].</p> <p><b>Policy CON-85:</b> The County shall utilize construction emission control measures required by CARB or BAAQMD that are appropriate for the specifics of the project (e.g., length of time of construction and distance from sensitive receptors). These measures shall be made conditions of approval and/or adopted as mitigation to ensure implementation. [Implemented by Action Item CON CPSP-6].</p>	<p>Construction Best Management Practices</p>
<p><b>Policy CON-13:</b> The County shall require that all discretionary residential, commercial, industrial, recreational, agricultural, and water development projects consider and address impacts to wildlife habitat and avoid impacts to fisheries and habitat supporting special-status species to the extent feasible. Where impacts to wildlife and special-status species cannot be avoided, projects shall include effective mitigation measures and management plans including provisions to:</p> <ul style="list-style-type: none"> <li>a) Maintain the following essentials for fish and wildlife resources: <ul style="list-style-type: none"> <li>1) Sufficient dissolved oxygen in the water.</li> <li>2) Adequate amounts of proper food.</li> <li>3) Adequate amounts of feeding, escape, and nesting habitat.</li> <li>4) Proper temperature through maintenance and enhancement of streamside vegetation, volume of flows, and velocity of water.</li> </ul> </li> <li>b) Ensure that water development projects provide an adequate release flow of water to preserve fish populations.</li> <li>c) Employ supplemental planting and maintenance of grasses, shrubs and trees of like quality and quantity to provide adequate vegetation cover to enhance water quality, minimize sedimentation and soil transport, and provide adequate shelter and food for wildlife and special-status species and maintain</li> </ul>	<p><b>Finding:</b> Consistent.</p> <p>A Biological Resources Report was prepared for this proposed project in August of 2023 by ESA. Special-status wildlife species and migratory birds were evaluated for their potential to occur and be affected by the proposed project. There are four special-status plant species and four special-status wildlife species that have a moderate potential to occur in the study area.</p> <p>Based on the Biological Resources Report from ESA, mitigation measures have been proposed in the MMRP to minimize environmental impacts of the project on biological resources to a less than significant impact. Mitigation Measure BIO-1a has been implemented to</p>

<p>the watersheds, especially stream side areas, in good condition.</p> <ul style="list-style-type: none"> <li>d) Provide protection for habitat supporting special-status species through buffering or other means.</li> <li>e) Provide replacement habitat of like quantity and quality on- or off-site for special-status species to mitigate impacts to special-status species.</li> <li>f) Enhance existing habitat values, particularly for special-status species, through restoration and replanting of native plant species as part of discretionary permit review and approval.</li> <li>g) Require temporary or permanent buffers of adequate size (based on the requirements of the subject special-status species) to avoid nest abandonment by birds and raptors associated with construction and site development activities.</li> <li>h) Demonstrate compliance with applicable provisions and regulations of recovery plans for federally listed species</li> </ul> <p><b>Policy CON-16:</b> The County shall require a biological resources evaluation for discretionary projects in areas identified to contain or potentially contain special-status species based upon data provided in the Baseline Data Report (BDR), CNDDDB, or other technical materials. This evaluation shall be conducted prior to the approval of any earthmoving activities. The County shall also encourage the development of programs to protect special-status species and disseminate updated information to State and federal resource agencies. [Implemented by Action Item CON NR-5]</p> <p><b>Policy CON-18:</b> To reduce impacts on habitat conservation and connectivity:</p> <ul style="list-style-type: none"> <li>a) Preservation of habitat and connectivity of adequate size, quality, and configuration to support special-status species should be required within the project area. The size of habitat and connectivity to be preserved shall be determined based on the specific needs of the species.</li> </ul> <p><b>Policy CON-24</b> Maintain and improve oak woodland habitat to provide for slope stabilization, soil protection, species diversity, and wildlife habitat through appropriate measures including one or more of the following:</p> <ul style="list-style-type: none"> <li>a) Preserve, to the extent feasible, oak trees and other significant vegetation that occur near the heads of drainages or depressions to maintain diversity of vegetation type and wildlife habitat as part of agricultural projects.</li> <li>b) Comply with the Oak Woodlands Preservation Act (PRC Section 21083.4) regarding oak woodland preservation to conserve the integrity and diversity of oak woodlands, and retain, to the maximum extent feasible, existing oak woodland</li> </ul>	<p>minimize potential impacts rare plants. Mitigation Measure BIO-1b has been implemented for avoidance, minimization, and compensation for impacts to special-status plants. Mitigation Measure BIO-2 has been implemented to minimize potential impacts to breeding birds. Mitigation Measure BIO-3 has been implemented to minimize potential impacts to roosting bats.</p>
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<p>and chaparral communities and other significant vegetation as part of residential, commercial, and industrial approvals.</p> <ul style="list-style-type: none"> <li>c) Provide replacement of lost oak woodlands or preservation of like habitat at a 2:1 ratio when retention of existing vegetation is found to be infeasible. Removal of oak species limited in distribution shall be avoided to the maximum extent feasible.</li> <li>d) Support hardwood cutting criteria that require retention of adequate stands of oak trees sufficient for wildlife, slope stabilization, soil protection, and soil production be left standing.</li> <li>e) Maintain, to the extent feasible, a mixture of oak species which is needed to ensure acorn production. Black, canyon, live, and brewer oaks as well as blue, white, scrub, and live oaks are common associations.</li> <li>f) Encourage and support the County Agricultural Commission's enforcement of state and federal regulations concerning Sudden Oak Death and similar future threats to woodlands.</li> </ul>	
<p><b>Goal CON-16:</b> Promote the economic and environmental health of Napa County by conserving energy, increasing the efficiency of energy use, and producing renewable energy locally.</p> <p><b>Policy CON-67:</b> The County shall promote and encourage “green building” design, development, and construction through the achievement of Leadership in Energy and Environmental Design (LEED) standards set by the U.S. Green Building Council, the Green Point Rated system standards set by Builditgreen.org, or equivalent programs. Actions in support of this policy shall include:</p> <ul style="list-style-type: none"> <li>d. Encourage all new large development projects and major renovation of existing facilities to be based on Green Building Council standards utilizing sustainable construction and practices to achieve a minimum LEED rating of Silver, or comparable level on the Green Point Rated system per standards set by Builditgreen.org or other comparable updated rating systems.</li> </ul> <p><b>Policy CON-69:</b> The County shall provide incentives and opportunities for the use of energy-efficient forms of transportation such as public transit, carpooling, walking, and bicycling. This shall include the provision and/or the extension of transit to urban areas where development densities (residential and nonresidential) would support transit use, as well as bus turnouts/access, bicycle storage, and carpool/vanpool parking where appropriate.</p> <p><b>Policy CON-72:</b> The County shall seek to reduce the energy impacts from new buildings by applying Title 24 energy standards as required by law and providing information to the public and builders on available energy conservation techniques, products,</p>	<p><u>Finding:</u> Consistent</p> <p>The proposed project promotes the economic and environmental health through the incorporation of eco-friendly design features, including: to be constructed at a minimum of a LEED Gold Certification building design, include solar panels, bike racks, e-bike charging station for the public, and a gray water system.</p>

<p>and methods available to exceed those standards by 15 percent or more.</p>	
<p><b>Goal CON-10:</b> Conserve, enhance and manage water resources on a sustainable basis to attempt to ensure that sufficient amounts of water will be available for the uses allowed by this General Plan, for the natural environment, and for future generations.</p> <p><b>Goal CON-11:</b> Prioritize the use of available groundwater for agricultural and rural residential uses rather than for urbanized areas and ensure that land use decisions recognize the long-term availability and value of water resources in Napa County.</p> <p><b>Goal CON-15:</b> Reduce emissions of local greenhouse gases that contribute to climate change.</p> <p><b>Goal CON-18:</b> Provide sufficient long-term solid waste disposal capacity for the County consistent with California Integrated Waste Management Act (Public Resources Code section 40000, et seq.) requirements.</p> <p><b>Policy CON-52:</b> Groundwater is a valuable resource in Napa County. The County encourages responsible use and conservation of groundwater and regulates groundwater resources by way of its groundwater ordinances.</p> <p><b>Policy CON-53:</b> The County shall ensure that the intensity and timing of new development are consistent with the capacity of water supplies and protect groundwater and other water supplies by requiring all applicants for discretionary projects to demonstrate the availability of an adequate water supply prior to approval. Depending on the site location and the specific circumstances, adequate demonstration of availability may include evidence or calculation of groundwater availability via an appropriate hydrogeologic analysis or may be satisfied by compliance with County Code “fair-share” provisions or applicable State law. In some areas, evidence may be provided through coordination with applicable municipalities and public and private water purveyors to verify water supply sufficiency.</p> <p><b>Policy CON-60.5:</b> All aspects of landscaping from the selection of plants to soil preparation and the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.</p> <p><b>Policy CON-65:</b> The County shall support efforts to reduce and offset greenhouse gas (GHG) emissions and strive to maintain and enhance the County’s current level of carbon sequestration functions through the following measures:</p>	<p>Finding: Consistent</p> <p>The proposed project is consistent with General Plan Conservation Policies CON-53 and CON-55 which require that applicants, who are seeking discretionary land use approvals, prove that adequate water supplies are available to serve the proposed use without causing significant negative impacts to shared groundwater resources. Minimum thresholds for water use have been established by the Department of Public Works using reports by the United States Geological Survey (USGS). These reports are the result of water resources investigations performed by the USGS in cooperation with the Napa County Flood Control and Water Conservation District. Any project which reduces water usage or any water usage which is at or below the established threshold is, for purposes of the application of the County’s Groundwater Conservation Ordinance, assumed not to have a significant effect on groundwater levels.</p> <p>The proposed project plans to utilize a combination of groundwater and an allotment of potable water through an existing allotment agreement with the City of St. Helena. Existing water demand calculations submitted placed demand on the property (North</p>

<p>e. Consider GHG emissions in the review of discretionary projects. Consideration may include an inventory of GHG emissions produced by the traffic expected to be generated by the project, any changes in carbon sequestration capacities caused by the project, and anticipated fuel needs generated by building heating, cooling, lighting systems, manufacturing, or commercial activities on the premises. Projects shall consider methods to reduce GHG emissions and incorporate permanent and verifiable emission offsets.</p> <p><b>Policy CON-66:</b> The County shall promote the implementation of sustainable practices and green technology in agriculture, commercial, industrial, and residential development through the following actions:</p> <p>a. Project Construction</p> <ol style="list-style-type: none"> <li>1. Utilize recycled, low-carbon, and otherwise climate-friendly building materials such as salvaged and recycled content materials for buildings, hard surfaces, and landscaping materials.</li> <li>2. Minimize, reuse, and recycle construction-related waste.</li> <li>3. Utilize alternative fuels in construction equipment and require construction equipment to utilize the best available technology to reduce emissions.</li> </ol> <p>b. Education and Outreach</p> <ol style="list-style-type: none"> <li>1. Assure that County staff is trained to provide guidance, if requested, to residents and agricultural, commercial, and industrial users on sustainable practices and green technology.</li> <li>2. Cooperate with and develop partnerships with public, private, and non-profit groups to further the knowledge and implementation of sustainable practices.</li> <li>3. Encourage residential, commercial, industrial, processing, and agricultural projects to develop methods to reduce and capture CO<sub>2</sub> produced and emitted and to sequester that which is captured.</li> </ol> <p>c. Residential Development</p> <ol style="list-style-type: none"> <li>1. Increase the supply of affordable and workforce housing to encourage local workers to live in the County, minimize commuting and reduce greenhouse gas emissions.</li> <li>2. Consistent with policies in the Agriculture Preservation and Land Use Element, residential development shall be focused in urbanized areas.</li> </ol>	<p>Parcel, domestic and process water, 12.28 af/yr; vineyard irrigation, 1.22 af/yr; landscape irrigation, 2.38 af/yr; South Parcel, domestic, 1.36 af/yr; landscape irrigation, .26 af/yr; Lodi Lane residences, 1.56 af/yr) at a total of 19.06 af/yr. In order to maintain the project as a ‘no net increase’ to groundwater resources and cause no adverse impacts from the potential increase in groundwater use the project would utilize an existing agreement with the City of St. Helena for an allotment of 8.29 af/yr of city potable water use for exclusive use on the North Parcel. The applicant also proposes to develop water reuse systems throughout the project including application of treated winery process wastewater for vineyard irrigation (-0.92 af/yr), and greywater capture systems on the north and south parcels (-1.32 af/yr). The applicant’s water system and wastewater feasibility studies demonstrates that these systems could reduce water and groundwater demand for the project, reducing total proposed water use from 19.06 af/yr to 18.71 af/yr, and reducing groundwater demand from 10.77 af/yr to 8.62 af/yr. Based upon these figures, the project would not increase groundwater extraction over existing demand. The County is not aware of, nor has it received any reports of, groundwater shortages near the project area. The project will not interfere substantially with groundwater recharge such that there would be a net</p>
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<p><b>Policy CON-48:</b> Proposed developments shall implement project-specific sediment and erosion control measures (e.g., erosion control plans and/or stormwater pollution prevention plans) that maintain pre-development sediment erosion conditions or at minimum comply with State water quality pollution control (i.e., Basin Plan) requirements and are protective of the County’s sensitive domestic supply watersheds. Technical reports and/or erosion control plans that recommend site-specific erosion control measures shall meet the requirements of the County Code and provide detailed information regarding site specific geologic, soil, and hydrologic conditions and how the proposed measure will function.</p> <p><b>Policy CON-49:</b> The County shall develop and implement a water quality monitoring program (or programs) to track the effectiveness of temporary and permanent Best Management Practices (BMPs) to control soil erosion and sedimentation within watershed areas and employ corrective actions for identified water quality issues (in violation of Basin Plans and/or associated TMDLs) identified during monitoring. [Implemented by Action Item CON WR-4].</p>	<p>deficit in aquifer volume or a lowering of the local groundwater level.</p> <p>Therefore, the project is considered not to have potential to significantly impact groundwater resources. Because the projected water demand reduces groundwater use from the existing entitlements, the requested Use Permit is consistent with General Plan Goals CON-10 and CON-11, as well as the policies mentioned above that support reservation and sustainable use of groundwater for agricultural and related purposes.</p>
<p><b>Goal AG/LU-3:</b> Support the economic viability of agriculture, including grape growing, winemaking, other types of agriculture, and supporting industries to ensure the preservation of agricultural lands.</p> <p><b>Policy AG/LU-1:</b> Agriculture and related activities are the primary land uses in Napa County.</p> <p><b>Policy AG/LU-12:</b> No new non-agricultural use or development of a parcel located in an agricultural area shall be permitted unless it is needed for the agricultural use of the parcel, except as provided in Policies AG/LU-2, AG/LU-5, AG/LU-26, AG/LU-44, AG/LU-45, and ROS-1.</p> <p><b>Policy AG/LU-15.5:</b> Where proposed residential, commercial or industrial development abuts lands devoted to agriculture production, the non-agricultural uses shall be required to incorporate buffer areas to mitigate potential land use conflicts as conditions of approval for subdivision or use permit. The type and width of buffer areas shall be determined based on the character, intensity and sensitivity of the abutting land uses.</p> <p><b>Policy AG/LU-22:</b> Urban uses shall be concentrated in the incorporated cities and town and designated urbanized areas of the unincorporated County in order to preserve agriculture and open space, encourage transit-oriented development, conserve energy, and provide for healthy, “walkable” communities.</p>	<p><u>Finding:</u> Not in conflict</p> <p>The Project site is designated as AWOS by the Napa County General Plan which is described under Policy AG/LU-20 as areas where the predominant use is agriculturally oriented. The Project would retain existing agricultural uses such as the vineyard on the Project site. Policies AG/LU-3, 4, 12, and 15.5 support the preservation of agricultural areas except for lands that are shown on the Land Use Map as planned for urban development. Policy CC-2 requires uses requiring the issuance of a Use Permit to be designed to convey their permeance and attractiveness. As discussed in Section 4.1, <i>Aesthetics</i>, the Project would incorporate modern designs that coordinate with surrounding uses and</p>

	<p>complement the scenery of the Napa Valley. The design features and materials would complement and remain consistent with existing similar uses in the County.</p> <p>The Project site includes lands within both the Agriculture Watershed and Commercial Limited zoning districts. While the Project is outside of designated urbanized areas, the hotel portion of the project is contained within a previously existing Commercial Limited zoning district, consistent with Napa County Code requirements, and not in conflict with Policy AG/LU-22.</p>
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