Planning, Building & Environmental Services

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Brian D. Bordona
Director

Notice of Preparation of a Draft Environmental Impact Report

Date: October 1, 2026

To: State Clearinghouse, Public Agencies, and Interested Parties

From: Napa County Planning, Building, and Environmental Services Department

Subject: Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting for the E&P Technology Way Project – Buildings A and B (Use Permits P22-00307-UP & P22-00308-UP); North Side of Technology Way and Morris Court, Napa; (APNs 057-250-030, 057-250-031, and 057-250-032)

NOTICE IS HEREBY GIVEN THAT Napa County (Lead Agency and County) will prepare a Draft Environmental Impact Report (Draft EIR) for the proposed E&P Technology Way Project (proposed project). The Draft EIR will address the potential physical and environmental effects of the proposed project for the potentially significant environmental topics identified below pursuant to the County's thresholds based on California Environmental Quality Act (CEQA) Appendix G. The County will use the Draft EIR when considering approval of the proposed project. Pursuant to CEQA Guidelines Section 15082, the project description, location, and potential environmental effects of the proposed project are described in the attached materials and available on the project website at the PBES Current Project Explorer website, https://experience.arcgis.com/experience/e689ed72576041f2ad40b3e8c0f25206/.

30-DAY NOTICE OF PREPARATION COMMENT PERIOD: The County is soliciting comments from public agencies, organizations, and members of the public regarding the scope and content of the Draft EIR and the environmental issues and alternatives to be addressed in the Draft EIR. In accordance with the time limits established by CEQA, the Notice of Preparation (NOP) public review period will begin on **October 1, 2026**, and will end on **October 31, 2026**. Please provide your written/typed comments (including name, affiliation, telephone number, and contact information) to Sean Trippi via email at sean.trippi@countyofnapa.org or mail to the address shown below by **4:45 p.m.** on **October 31, 2026**. If you wish to be placed on the notification list for this proposed project or need additional information, please contact:

Sean Trippi, Supervising Planner
Napa County, Planning, Building, and Environmental Services Department
1195 Third Street, 2nd Floor (Suite 210)
Napa, CA 94559
Phone: 707.299.1353
Email: sean.trippi@countyofnapa.org

PUBLIC SCOPING MEETING: The County will hold a Public Scoping Meeting to: (1) inform the public and interested agencies about the proposed project; and (2) solicit public comment on the scope of the environmental issues to be addressed in the Draft EIR as well as the range of alternatives to be evaluated. The meeting will be held on **October 21, 2026**, during the County's regularly scheduled Planning Commission Meeting starting at **9:00 a.m.** The Planning Commission Meeting will be held at the following location:

Board of Supervisors Chambers
1195 Third Street, 3rd Floor (Suite 310)
Napa, CA 94559

The County also offers the option of joining Planning Commission Meetings virtually via Zoom. Information regarding joining virtually, including the Zoom link and Meeting ID, will be included in the agenda for the meeting, which will be available 2 weeks prior to the meeting date.

Copies of documents and other information relating to the proposed project described above may be examined between 8:00 a.m. and 4:00 p.m. Monday through Friday at the office of the Planning, Building, and Environmental Services Department, Napa County Administration Building, 1195 Third Street, Suite 210, Napa, California. For documents that are publicly available on the PBES Current Projects Explorer website (https://experience.arcgis.com/experience/e689ed72576041f2ad40b3e8c0f25206/), there will be a Public Record Copying Fee associated with the physical printing of documents. While drop-ins may be accommodated to the extent possible on a case-by-case basis, we strongly encourage you to schedule an appointment for document review.

E&P TECHNOLOGY WAY PROJECT DESCRIPTION

Project Location and Setting

Regional Location

The project site is located in the southern unincorporated portion of the County. Regionally, the City of Napa is to the north, the Napa County Airport and Fagan Marsh State Marine Park to the west, the City of American Canyon to the south, and unincorporated County land to the east. See Exhibit 1.

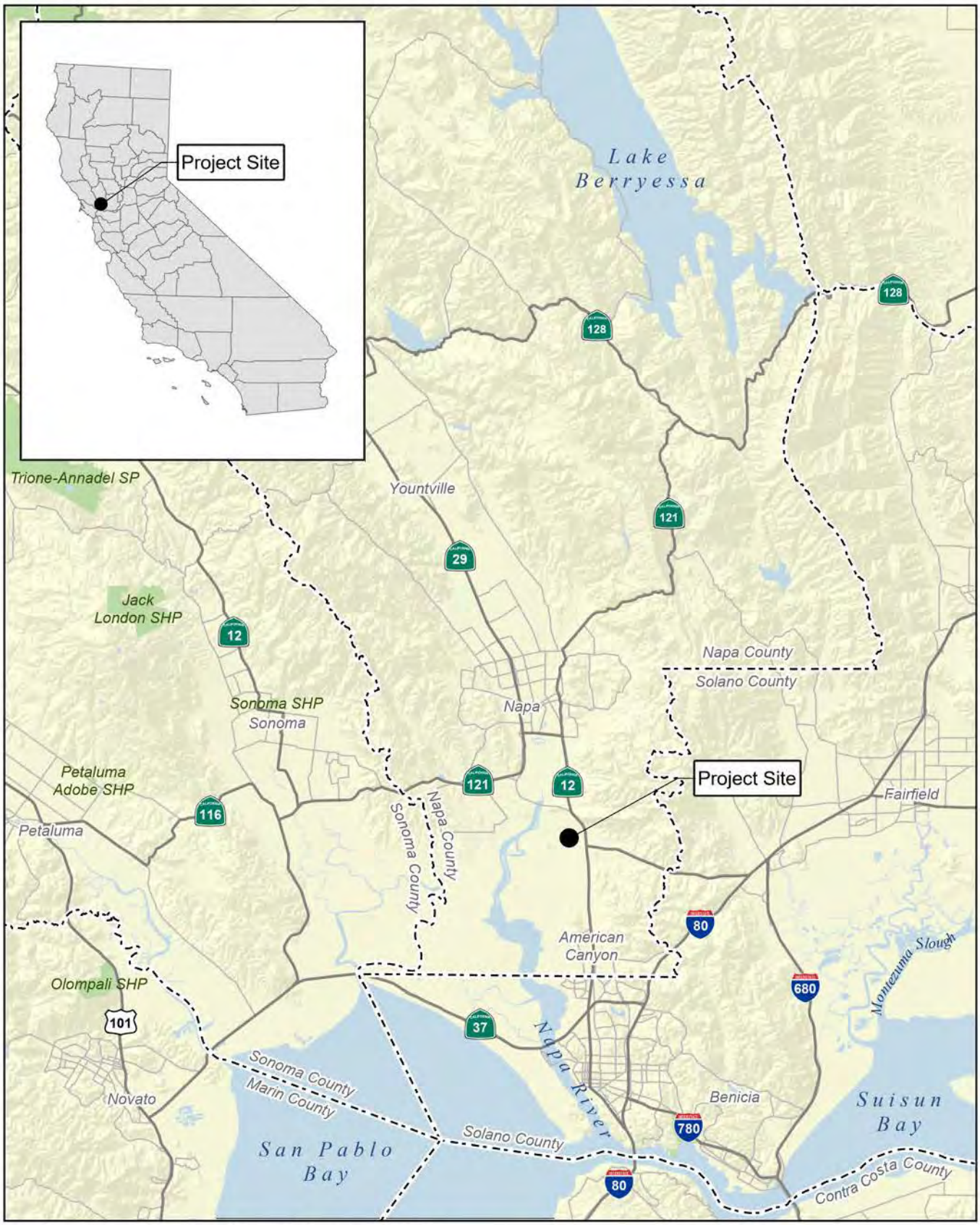
Major transportation corridors, including State Route (SR) 29 and SR-12, provide regional access to the project site. SR-12, located east of the project site, is a major east–west freeway, providing connections between the County and Solano County. SR-29, located southeast of the project site, is a major north–south freeway that provides connection between the County and southern Solano County.

Local Setting

The project site (consisting of two distinct areas: Building A and Building B) totals approximately 20.07 acres located on the north side of Technology Way and Morris Court (Exhibit 2). The Building A site is proposed on an approximately 13.20-acre parcel (Assessor's Parcel Number [APN] 057-250-030), and, to the east, the Building B site is proposed on an approximately 6.87-acre parcel (APNs 057-250-031 and 057-250-032).

Surrounding Land Uses

The project site is bordered to the north by property owned by the Napa Sanitation District (NapaSan); to the east by commercial development at 240 Gateway Road East; to the south by Technology Way; and to the west by Morris Court, vacant land, and commercial warehouse buildings. Other development in the larger northern vicinity includes the Napa Valley Transportation Authority (NVTA) facility. Additional land uses further east include a multi-tenant office building and commercial office buildings; further south, several commercial warehouse buildings; and further west, the Napa County Airport and other industrial developments. Exhibit 2 shows the project site's local vicinity.



Source: Census Data. The California Spatial Information Library (CaSIL). City of Napa.

5 2.5 0 5
Miles

Exhibit 1
Regional Location Map



Source: ESRI World Imagery. Napa County Parcels.

1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map

Existing Conditions

There are no existing structures on the project site. The project site is relatively flat, with an average slope of less than 1 percent. The historic drainage pattern has been previously modified, with upstream flows diverted to a storm drain on Airport Boulevard and downstream flows conveyed through the storm drain system along Gateway Road West and Technology Way. Sheehy Creek runs along the northern portion of the project site. The project site is generally treeless except for mature trees located along Sheehy Creek on the northern boundary. Vegetation on the project site is limited, consisting primarily of weedy grasses. Periodic vegetation maintenance is performed on the project site.

The project site is situated within an established industrial area that includes surrounding development. The project site has been previously disturbed by prior grading activities. Surrounding roadways include underground storm drain infrastructure and provide frontage and access from Technology Way and Morris Court. Sidewalks are not currently present along the project frontage; however, a paved walking and biking path is located adjacent to the south of Sheehy Creek along the project site.

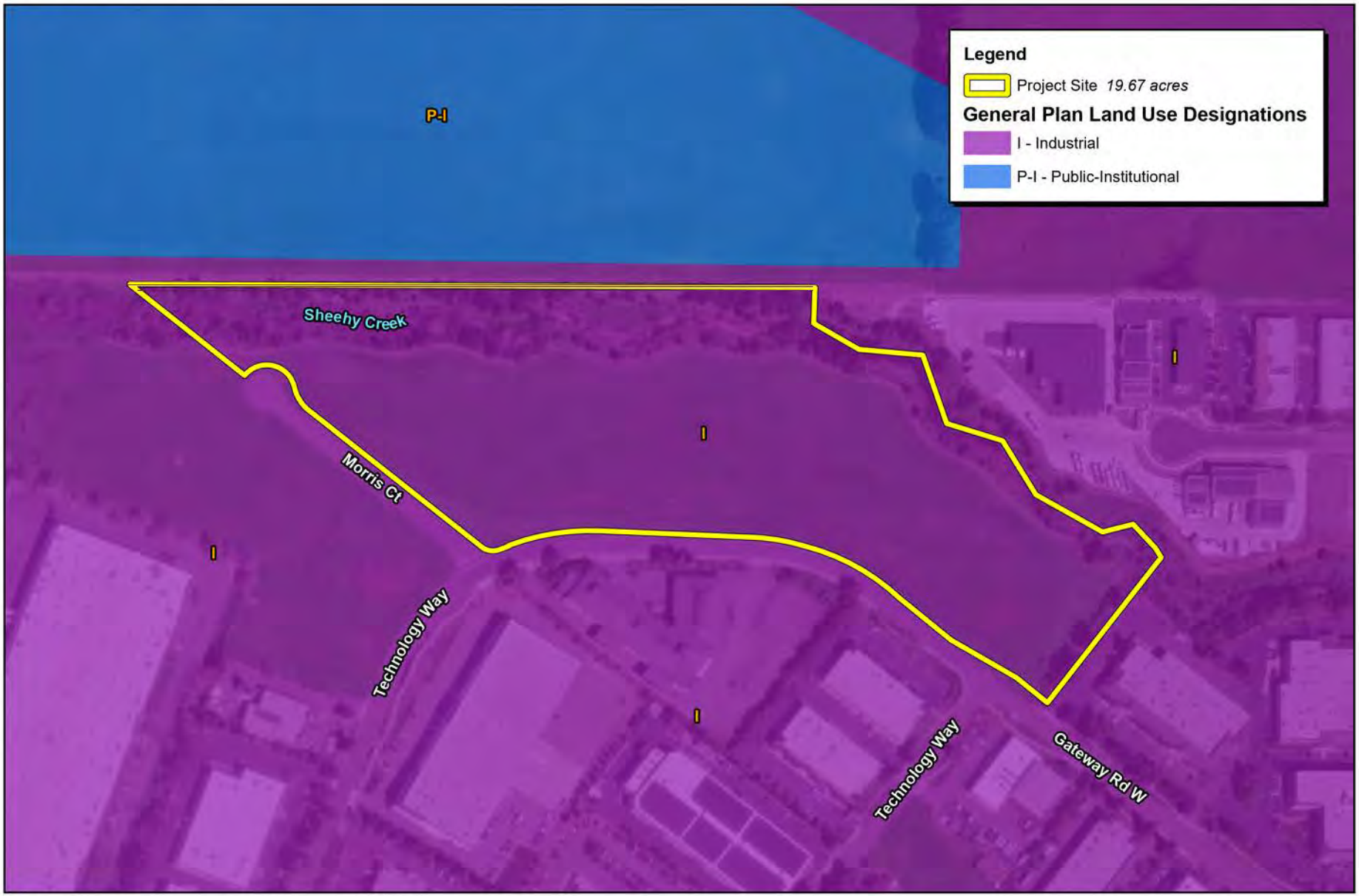
Several easements affect the project site. A conservation easement exists along the north and northeast boundaries that encompasses the existing walking and biking path and Sheehy Creek. Public utility easements are also located along the north and east property lines of the Building A site. In addition, due to its proximity to Napa County Airport, the project site is subject to aircraft overflights at elevations generally ranging from 300 to 1,000 feet.

General Plan Land Use Designation and Zoning

General Plan Land Use Designation

The project site is designated as Industrial by the Napa County General Plan (General Plan).[1] The intent of the Industrial land use designation is to provide an environment exclusively for and conducive to the development and protection of a variety of industrial uses such as warehouses, manufacturing, wineries and food processing facilities that are industrial in character, and research and development. Administrative facilities, research institutions, limited office and commercial uses, and related facilities that are ancillary to the primary industrial uses may also be accommodated. Exhibit 3 displays land use designation for the project site.

[1] Napa County. 2016. Napa County General Plan Land Use Map. Website: https://www.napacounty.gov/DocumentCenter/View/8492/-General-Plan-Map-for-County-of-Napa-PDF-. Accessed August 21, 2026.



Source: ESRI World Imagery. Napa County Parcels. County of Napa, 12/20/2026.

300 150 0 300
Feet

Exhibit 3
General Plan Land Use Map

The project site is also located within Zone D1 of the Napa County Airport Compatibility Policy Map.[2] Zone D1 is defined as an area with low noise impact level and low safety risk level. Additionally, the proposed project is located within the Napa Valley Business Park Specific Plan area.

Zoning

The project site is zoned as Industrial Park with the Airport Compatibility combination district (IP:AC) by the County's Municipal Code.[3] The Industrial Park zoning district is intended to accommodate light industrial uses such as office, research and development, light manufacturing, light assembly, warehousing and distribution, large administrative headquarters, and other professional and administrative uses. The Airport Compatibility combination district is intended to accommodate the orderly growth and development of public-use airports, apply standards to development in the vicinity of public-use airports, and avoid the construction of structures and establishment of uses that would be incompatible with the continued existence and planned expansion of a public-use airport. Exhibit 4 displays the zoning district for the project site.

Project Background and History

The project site is located within the Napa Valley Business Park Specific Plan area, which has long been planned for industrial development. A portion of the project site was previously approved for development when the Napa County Planning Commission approved Use Permit P08-00557 on March 4, 2009, for a speculative light industrial building containing approximately 39,000 square feet of floor area on APN 057-250-032. Although a building permit application was subsequently submitted, the permit was not issued and the entitlement ultimately expired. In addition, the City of American Canyon was slated to provide water services to the project site as it is located within the City of American Canyon's Extraterritorial Water Service Area. The current proposed project represents a new development proposal for the site and would facilitate continued buildout of the Napa Valley Business Park with industrial uses consistent with the General Plan, Napa Valley Business Park Specific Plan, and applicable zoning regulations.

In 2024, Napa County prepared an Initial Study Checklist for the proposed project.[4] This Initial Study Checklist is included as Appendix A of this NOP. Following further review, the County determined that preparation of an EIR was appropriate to evaluate the proposed project and its potential environmental effects.

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[2] Napa County Airport Land Use Commission. 2024. Napa Countywide Airport Land use Compatibility Plan. Website: https://www.napacounty.gov/DocumentCenter/View/35937/Napa-Countywide-ALUCP---Complete-Version?bidId=. Accessed August 6, 2026.

[3] Napa County. n.d. Napa County Online Public Map. Website: https://gis.napacounty.gov/portal/apps/webappviewer/index.html?id=0bbafe490c58430da719ff851c78b7fa. Accessed August 21, 2026.

[4] This Initial Study Checklist indicated that preparation of a Mitigated Negative Declaration (MND) would be required. However, no MND was prepared and no CEQA document for the proposed project was approved by the County.



Source: ESRI World Imagery. Napa County Parcels. County of Napa, 01/26/2026.

300 150 0 300 Feet

Exhibit 4
Zoning District Map

Proposed Project Development

On the Building A site, the proposed project would develop a wine production facility within an approximately 143,312-square-foot building with an annual production capacity of approximately 450,000 gallons (Exhibit 5). The winery uses would include grape crushing, bulk wine processing and storage, stainless steel tank and barrel storage, bottling, and office space. In addition, approximately 13,000 square feet of covered outdoor work area would be located on the north side of the building. This covered area would be utilized for the crush pad in front of the loading dock. The floor area ratio (FAR) after full buildout would be approximately 24.9 percent, below the allowable 35 percent. The winery building would house tank fermentation and storage for bulk wine in stainless steel tanks in a refrigerated area within the building.

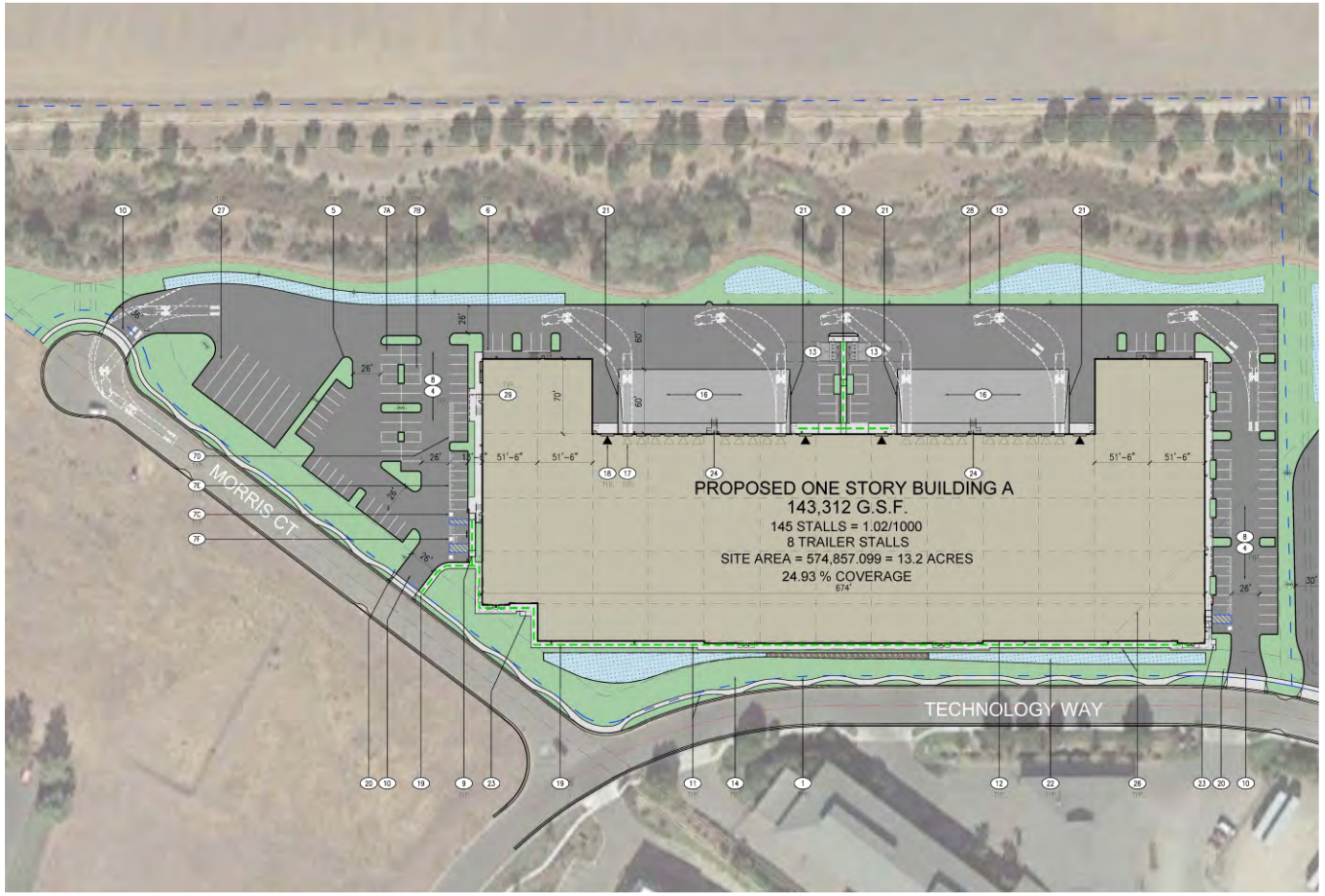
On the Building B site, the proposed project would develop an approximately 66,915-square-foot building, which would allow for warehouse uses (Exhibit 6). The warehouse uses would be consistent with allowable uses as outlined for the Industrial Park zoning district in the Napa Valley Business Park Specific Plan. After full buildout on the Building B site, the FAR would be approximately 22.4 percent, which would be below the allowable 35 percent. Building B would be utilized primarily for warehousing/distribution with accessory office space. Proposed signage would identify the building for the future tenant.

Table 1 provides a summary of the proposed characteristics for Building A and Building B.

Table 1: Development Summary

Characteristics	Building A Site	Building B Site
APN(s)	057-250-030	057-250-031 and 057-250-032
Square Footage	143,312	66,915
FAR (percent)	24.9	22.4
Proposed Use	wine production facility	warehousing/distribution building
Parking Spaces	129	82
Employees	up to 35	up to 30
Source: RMW Architecture. July 27, 2022.		

Both buildings would include site-cast tilt-up concrete wall panels with a multi-color textured coating system and multiple score lines/reveals, storefront glazing systems, painted steel channel canopies, truck loading docks, grade level roll-up doors, and metal man-doors. Color choices would include white-, green-, and gray-painted stucco panels. Additionally, the proposed project would provide new water-efficient landscaping throughout the project site.



KEYNOTES:

1. EXISTING PROPERTY LINES.
2. PROPERTY LINES TO BE REMOVED, SEE CIVIL DRAWINGS
3. GREEN DASHED LINE REPRESENTS THE PATH OF TRAVEL TO TRASH ENCLOSURE
4. PARKING AND DRIVE ISLES TO BE ASPHALTIC CONCRETE
5. TYPICAL 6" TALL X 6" WIDE CONCRETE CURBS, SEE CIVIL DRAWINGS
6. TYPICAL 4" WIDE TRAFFIC STRIPING
7. TYPICAL PARKING:
   A. STANDARD STALLS: 9' X 19' OR 9' X 17' WITH 2' PARKING OVERHANG
   B. COMPACT STALLS: 8' X 16' OR 8' X 14' WITH 2' PARKING OVERHANG (35% MAX)
   C. ACCESSIBLE PARKING STALLS: 9' X 18' MIN. WITH 2' PARKING OVERHANG WITH 5' OR 8' WIDE LOADING ZONE AS SHOWN SEE DETAIL 1/A01.4
   D. DESIGNATED PARKING PER CAL-GREEN REQUIREMENTS FOR CAR/VAN POOL, FUEL EFFICIENT, EV & LOW-EMITTING VEHICLES.
   E. ELECTRIC VEHICLE CHARGING SPACES (STALLS LABELED "ELECTRIC VEHICLE CHARGING"), PER CGBC 5.106.5.2, TO FACILITATE FUTURE INSTALLATION CONDUIT, RING AND STRING SHALL BE INSTALLED AT THIS TIME AS PART OF THE SHELL CONSTRUCTION.
   F. ACCESSIBLE ELECTRIC VEHICLE CHARGING STALL, 1 VAN, 1 STANDARD. (RING AND STRING ONLY)
8. TYPICAL DRIVE ISLE, 26'-0" WIDE MINIMUM
9. CURB RAMP, SEE DETAIL 9/A01.3
10. PROPOSED LOCATION OF NEW SITE ACCESS DRIVE CURB CUT, SEE CIVIL DRAWINGS
11. NEW CONCRETE PEDESTRIAN WALKS. ASSUME ALL SIDEWALKS TO BE ACCESSIBLE PATH OF TRAVEL. SLOPE NOT TO EXCEED 1:20 (5%) IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 1:50 (2%) WHERE PARKING OVERHANG OCCURS, INCREASE WIDTH OF SIDEWALK TO 6'-0" MIN.
12. PROPOSED BUILDING EXTERIOR WALLS TO BE SITE CAST TILTED CONCRETE WALLS WITH REVEALS, A TEXTURED ELASTOMERIC COATING AND A MULTI-COLOR PAINT PALLET. SEE EXTERIOR ELEVATIONS, SHEET A03.1
13. TRASH ENCLOSURE W/ 40FT. APPROACH, SEE DETAILS 1 & 2/A01.3
14. TYPICAL LANDSCAPE PLANTER AREA, SEE LANDSCAPE DRAWINGS
15. SEMI TRACTOR TRAILER TEMPLATE SHOWN FOR REFERENCE ONLY
16. 60' DEPRESSED CONCRETE TRUCK DOCK
17. LOADING DOCK ROLL UP DOOR, TYPICAL
18. GRADE LEVEL ROLL UP DOOR, TYPICAL
19. GREEN DASHED LINE INDICATES ACCESSIBLE PATH OF TRAVEL AT PUBLIC SIDEWALK
20. LOCATION OF SITE ENTRY SIGN REGARDING PARKING IN ACCESSIBLE PARKING STALLS. SEE DETAIL 5/A01.4
21. CURB WITH GUARDRAIL AT EACH SIDE OF DEPRESSED LOADING DOCKS, TYP. SEE DETAIL 9&10/A01.4
22. BIO-RETENTION BASIN, SEE CIVIL DRAWINGS
23. BICYCLE RACKS, SEE DETAIL 3/A01.4
24. PREFABRICATED PAINTED STEEL DOCK STAIR & BOLLARDS
25. OMITTED
26. SITE EASEMENT. SEE CIVIL DRAWINGS FOR MORE INFORMATION.
27. TRAILER PARKING STALLS WITH CONCRETE DOLLY PADS
28. SITE LIGHTING, SEE PHOTOMETRIC PLANS
29. DASHED LINE INDICATED 2'-0" PARKING OVERHANG.

SITE LEGEND:

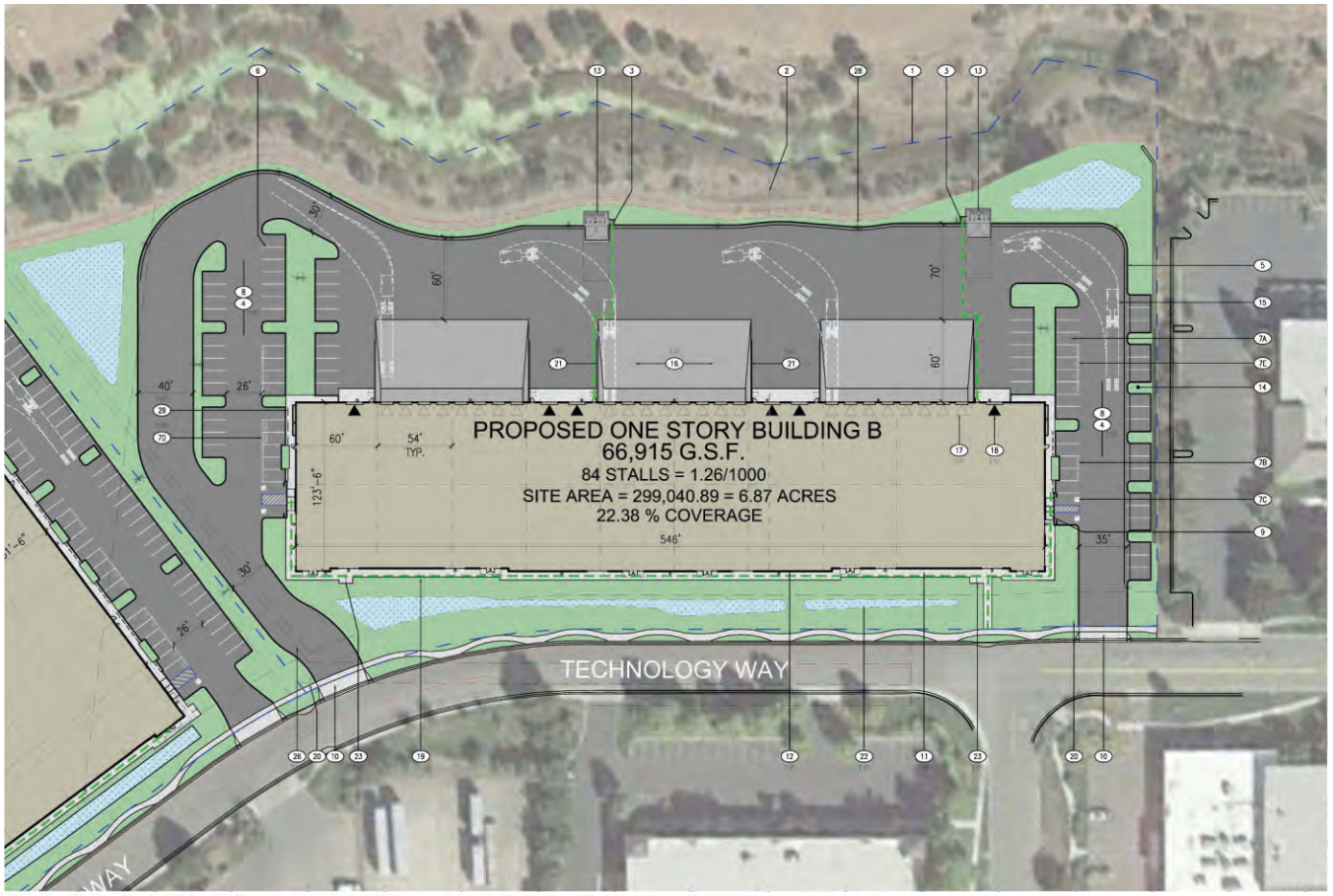
- BUILDING AREA
- SITE CONCRETE
- DOCK AREA
- STORM WATER RETENTION AREA
- ASPHALT AREA
- LANDSCAPE AREA
- EXISTING PROPERTY LINE
- PROPERTY LINE TO BE REMOVED
- 9' X 10' OVERHEAD DOCK LEVEL DOOR
- 12' X 14' OVERHEAD GRADE LEVEL DOOR
- FIRE DEPARTMENT TURN RADIUS: R25' R50'

0' 25' 50' 100'

PLAN NORTH

Source: RMW Architecture Interiors, 07/27/2022.

Exhibit 5
Building A Site Plan



KEYNOTES:

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21. CURB WITH GUARDRAIL AT EACH SIDE OF DEPRESSED LOADING DOCKS, TYP. SEE DETAIL 9&10/A01.4
22. BIO-RETENTION BASIN, SEE CIVIL DRAWINGS
23. BICYCLE RACKS, SEE DETAIL 3/A01.4
24. PREFABRICATED PAINTED STEEL DOCK STAIR & BOLLARDS
25. OMITTED

25. SITE EASEMENT. SEE CIVIL DRAWINGS FOR MORE INFORMATION.
27. OMITTED
28. SITE LIGHTING, SEE PHOTOMETRIC PLANS
29. DASHED LINE INDICATED 2'-0" PARKING OVERHANG.

SITE LEGEND:

- BUILDING AREA
- SITE CONCRETE
- DOCK AREA
- STORM WATER RETENTION AREA
- ASPHALT AREA
- LANDSCAPE AREA
- EXISTING PROPERTY LINE
- PROPERTY LINE TO BE REMOVED
- ▽ 9' X 10' OVERHEAD DOCK LEVEL DOOR
- ▼ 12' X 14' OVERHEAD GRADE LEVEL DOOR
- FIRE DEPARTMENT TURN RADIUS: R25' R50'

Source: RMW Architecture Interiors, 07/27/2022.

Exhibit 6
Building B Site Plan

The limits of disturbance for proposed project development would not encroach on the existing conservation easement along the northern boundary of the project site. As such, no development is anticipated on or directly adjacent to Sheehy Creek. Removal of one coast live oak tree is proposed on the project site.

Vehicular Access and Circulation

Building A site access would be provided by three new driveways; one on Technology Way and two on Morris Court. All vehicles would enter from the Technology Way driveway that connects to a drive aisle along the eastern property line. The entrance driveway would be designed to be wide enough to accommodate two-way traffic. Trucks would be able to circulate around the building in a one-way loop, exiting at a second driveway on Morris Court.

For Building B site access, all vehicles would enter from a new access driveway on Technology Way along the eastern property line. The entrance driveway would be wide enough to accommodate two-way traffic. Similar to Building A site circulation, trucks would offload or pick up at the rear of the building and then circulate around the building in a one-way loop, exiting at a driveway on Technology Way on the west side of the building.

The proposed project would also construct pedestrian sidewalks on the project site frontage along Technology Way, Morris Court, and around both proposed buildings. Bicycle parking racks would be provided for both Building A and Building B.

Parking

The Building A site would include 129 parking spaces and eight spaces for semi-trailers. Of the 129 parking spaces, 115 parking spaces would be for the winery and bottling facility, and an additional 14 spaces would be allocated for office use. Of the total parking spaces, there would be:

- 24 electric vehicle (EV) charging spaces, and
- four Americans with Disabilities Act (ADA) accessible spaces.

The Building B site proposes 82 total parking spaces, including 38 spaces for the warehouse and 44 spaces for office use. Of these spaces, there would be:

- nine EV charging spaces,
- four ADA spaces
- two vanpool spaces.

Utilities

The proposed project would be served by existing utility infrastructure within Technology Way. Water service would be provided by the City of American Canyon, and wastewater service would be provided by NapaSan. Both buildings would be equipped with fire sprinkler systems for fire protection. The proposed project would also include stormwater management improvements, including self-

treating and self-retaining areas and bioretention facilities designed to treat and detain site runoff. Solid waste service would be provided by Napa Recycling and Waste Services. Electricity service would be provided by the Pacific Gas and Electric Company (PG&E). Telecommunication services would be provided by Xfinity.

Construction

For the purposes of this environmental analysis, the construction schedule is assumed to last approximately 12 months. Construction would primarily occur Monday through Friday, between 7:00 a.m. and 5:00 p.m.

Operations

Building A would operate as a wine production facility with an annual production capacity of up to 450,000 gallons. Winery operations would include grape crushing during harvest season, tank fermentation of bulk wine and juice, and year-round wine storage (tank and barrel) and bottling activities. Grape crushing may occur on the crush pad within the 13,000 square feet of covered outdoor work area. The facility would be staffed by approximately 16 full-time and seven part-time employees during non-harvest periods, with seasonal staffing increasing total employment to approximately 35 employees during harvest. No retail sales or public access are proposed. However, individual clients may periodically visit the facility for business meetings with wine trade representatives, including distributors, restaurant representatives, wine shop owners, and wine buyers.

Building B would be utilized primarily for warehousing and distribution activities with accessory office space. Although a future tenant has not yet been identified, operations are anticipated to support up to 30 employees. No retail sales or public access are proposed.

Project Objectives

The underlying purpose of the proposed project is to facilitate the development of industrial uses on vacant land within the Napa Valley Business Park Specific Plan area consistent with Napa County's General Plan, zoning regulations, and long-term vision for industrial development. The proposed project would provide facilities to support wine production, warehousing, and distribution activities while utilizing existing infrastructure and implementing site improvements that are compatible with the surrounding industrial area.

The objectives of the proposed project are to:

- Implement the Napa County General Plan, Napa Valley Business Park Specific Plan, and applicable zoning regulations by developing currently vacant industrially designated land with uses intended and encouraged within the Industrial land use designation and Industrial Park zoning district.

- Develop a modern wine production facility that supports Napa County's wine industry through the provision of processing, storage, bottling, and related office space capable of accommodating ongoing wine production operations.
- Provide additional warehouse, distribution, and accessory office facilities to support business and industrial operations within the Napa Valley Business Park and the broader regional economy.
- Facilitate the continued buildout of the Napa Valley Business Park with industrial development that is consistent with the area's planned land use pattern and existing surrounding industrial uses.
- Efficiently utilize existing transportation, utility, and public service infrastructure by developing two industrial buildings within an established business park served by existing roadways, water, wastewater, stormwater, electrical, and telecommunications facilities.
- Provide a high-quality industrial development that includes appropriate site circulation, parking, landscaping, pedestrian improvements, and frontage enhancements to meet applicable County development standards.
- Preserve existing environmental resources on the project site by avoiding development within the Sheehy Creek conservation easement area and retaining existing mature trees located along the creek corridor.
- Accommodate employment-generating industrial uses that contribute to the local economy while remaining compatible with airport operations, surrounding industrial development, and applicable airport land use compatibility requirements.

Required Discretionary and Ministerial Approvals

A number of permits and approvals would be required before development of the proposed project could proceed. The following discretionary approvals from the County would be needed:

- CEQA document approval
- Approval of a use permit
- Grading and building permits

In addition to discretionary approvals associated with the proposed project, implementation would require various ministerial permits and approvals. County-issued permits may include building permits, encroachment permits for work within County rights-of-way, and a lot line adjustment or parcel merger, as applicable.

Utility service approvals would also be required. Connections to water and wastewater infrastructure would require approval from the City of American Canyon and NapaSan, respectively. The proposed project would also be required to prepare and implement a Storm Water Pollution Prevention Plan

(SWPPP) to comply with applicable stormwater regulations administered by the San Francisco Bay Regional Water Quality Control Board (San Francisco Bay RWQCB).

Based on the current project design, the proposed project would not require certain federal or State resource agency permits. The proposed project would not involve the discharge of fill into waters of the United States and, therefore, would not require authorization from the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. Similarly, the proposed project is not anticipated to result in the take of federally or State-listed endangered or threatened species and, therefore, would not require incidental take authorization from the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife Service (USFWS), or National Marine Fisheries Service (NOAA Fisheries).

Additional permits or licenses associated with project operations may be required. For example, operation of the proposed winery facility may require ministerial approvals from the California Department of Alcoholic Beverage Control and the federal Alcohol and Tobacco Tax and Trade Bureau (TTB).

Responsible and Trustee Agencies

A number of other agencies in addition to the County of Napa will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Draft EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies may include, but are not limited to, the following:

- CDFW
- City of American Canyon
- NapaSan
- San Francisco Bay RWQCB

ENVIRONMENTAL REVIEW

Following completion of the 30-day NOP public review period, the County will incorporate relevant information into the Draft EIR, including results of public scoping and technical studies. Subsequently, the Draft EIR will be circulated for public review and comment for a 45-day public review period.

The County requests that any potential Responsible or Trustee Agency responding to this notice do so in a manner consistent with CEQA Guidelines Section 15082(b). All parties that have submitted their names and emails or mailing addresses will be notified in accordance with CEQA's requirements.

A copy of the NOP (in full color) can be found on the County's website: https://www.napacounty.gov/2876/Current-Projects-Explorer.

If you wish to be placed on the mailing list or need additional information, please contact Sean Trippi, Supervising Planner, at 707.299.1353 or sean.trippi@countyofnapa.org.

Potential Environmental Effects

The Draft EIR will evaluate whether there are potentially significant environmental impacts associated with approval and implementation of the proposed project. Impacts to be analyzed in the Draft EIR were determined, in part, based on the IS prepared by the County for the proposed project. Consistent with the CEQA Guidelines (Appendix G), the Draft EIR will analyze the reasonably foreseeable direct, indirect, and cumulative effects of the proposed project on focused resources, including but not limited to:

- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Transportation

Air Quality

The Draft EIR will address regional air quality conditions in the Bay Area and discuss the proposed project's construction and operational impacts to local and regional air quality in accordance with the Bay Area Air District CEQA Guidelines and thresholds. An Air Quality (including a Health Risk Assessment [HRA]), Greenhouse Gas (GHG) Emissions, and Energy Analysis will be prepared and appended to the Draft EIR that evaluates the proposed project's potential effects. The findings of this report will be discussed in the Draft EIR.

Biological Resources

The project site consists primarily of previously disturbed, disked ruderal grassland that has been designated for industrial development for several decades. However, Sheehy Creek and an associated riparian corridor are located along the northern boundary of the site, and a conservation easement has been recorded along the creek corridor. A Biological Resources Analysis (BRA) was prepared for the proposed project and identified potential biological resource considerations related to riparian habitat, nesting birds and raptors, special-status plant species, special-status wildlife species, and removal of one coast live oak tree. Although no development is proposed within the conservation easement, Sheehy Creek, or its bed and bank, the Draft EIR will evaluate the proposed project's potential impacts to biological resources during construction and operation, including potential indirect impacts to adjacent riparian habitat and potential impacts to special-status species, nesting birds, and protected trees. The Draft EIR will also review and, as necessary, update the prior BRA to confirm whether its conclusions remain accurate for purposes of the current environmental analysis. The findings of the BRA will be discussed in the Draft EIR, and mitigation measures will be identified as necessary.

Cultural Resource

A Phase I Cultural Resources Assessment (Phase I CRA) was prepared for the proposed project and included records searches, Tribal outreach, and a pedestrian survey. The study identified no previously recorded cultural, historical, or burial sites within the project site. However, ground-disturbing activities could result in the inadvertent discovery of previously unknown archaeological resources or historical resources. The findings of the Phase I CRA will be addressed in the Draft EIR. Mitigation measures, if found to be required, will also be discussed.

Energy

The Draft EIR will address construction and operational energy demand associated with implementation of the proposed project. An Air Quality, GHG Emissions, and Energy Analysis Memorandum will be prepared that evaluates and confirms the proposed project's potential effects. The findings of the Energy Analysis will be addressed in the Draft EIR, including an increase in on-site energy usage and any proposed design measures to reduce energy consumption. Mitigation measures, if found to be required, will also be discussed.

Greenhouse Gas Emissions

The Draft EIR will address the proposed project's contribution to regional and global GHG emissions based on established thresholds and policies adopted by the County for reducing GHG emissions. An Air Quality, GHG Emissions, and Energy Analysis Memorandum will be prepared and appended to the Draft EIR that evaluates and confirms the proposed project's potential effects. Mitigation measures, if found to be required, will also be discussed.

Transportation

The Draft EIR will evaluate the proposed project's transportation impacts pursuant to Senate Bill (SB) 743 and the Napa County Transportation Impact Study Guidelines. A Transportation Impact Study was previously prepared to analyze the proposed project's impacts on the circulation system, including all modes of transit, Vehicle Miles Traveled (VMT), roadway safety hazards, and emergency access. The Draft EIR will review and, as necessary, expand upon the previously prepared Transportation Impact Analysis to confirm whether its conclusions remain accurate for purposes of the current environmental analysis. The Transportation Analysis will be appended to the Draft EIR.

Alternatives to the Proposed Project

The Draft EIR will examine alternatives to the proposed project, including a "No Project" alternative and one or more alternative development scenarios. Other alternatives that may be discussed could include reduced development alternatives (e.g., a smaller project), alternative land uses, and/or alternative locations. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified basic objectives of the proposed project.

Cumulative Impacts

The Draft EIR will include a discussion of cumulative impacts in each topical section that will address the proposed project's potential to make a cumulatively considerable contribution to a significant cumulative impact when considered with other past, present, and reasonably foreseeable future projects in the County. Mitigation measures will be identified to reduce and/or avoid significant cumulative impacts, as appropriate.

Other CEQA Topics

In conformance with the CEQA Guidelines, the Draft EIR will also discuss all other sections required by the Public Resources Code and the CEQA Guidelines, including: (1) consistency with local and regional plans and policies, (2) growth-inducing impacts, (3) significant irreversible environmental changes, (4) references and organizations/persons consulted, and (5) Draft EIR authors. Relevant technical reports will be provided as appendices to the Draft EIR.

Effects Found not to be Significant

Unless specific comments are received during the NOP public comment period that indicate a potential for the proposed project to result in a significant impact, the following issues are anticipated to be addressed in the Effects Found not to be Significant section of the Draft EIR.

- Aesthetics, Light, and Glare
- Agricultural and Forestry Resources
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Aesthetics

The project site is located within the Napa Valley Business Park Area and is surrounded by existing industrial and commercial development of a similar character. The proposed warehouse and winery production buildings would be designed to be consistent with surrounding development. Scenic vistas do not occur on or from the Napa Valley Business Park Area, which is surrounded by development of a similar nature. Furthermore, the nearest Designated State Scenic Highway is Sonoma Highway (SR-12), located approximately 13.5 miles northwest of the project site.[5] The project site is not visible from SR-12, nor is SR-12 visible from the project site. As such, the proposed project would not impact a scenic vista, scenic resource, or designated State Scenic Highway. Although the proposed project

[5] California Department of Transportation (Caltrans). Statewide Scenic Highway Map. Website: https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774#data_s=id%3Awidget_22_output_config_default_geocode_0_0%3A0. Accessed August 12, 2026.

would introduce additional lighting associated with site operations and security, exterior lighting would be subject to County standards requiring lighting to be minimized, directed downward, and shielded to avoid off-site light spill and glare. As a result, aesthetic impacts would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Agricultural and Forestry Resources

The project site is designated for industrial/business park uses under the Napa County General Plan and is located within the Napa Valley Business Park Specific Plan area. The project site has been previously disturbed during initial site preparation and does not contain active agricultural uses or forest land. Although the site is mapped as Farmland of Local Importance, it has been planned for industrial development for several decades, has been previously disturbed, and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[6,7] The proposed project would not convert agricultural land to nonagricultural use, conflict with a Williamson Act Contract, or impact forest land, timberland, or timberland zoned for timber production.[8] Accordingly, impacts related to agricultural and forestry resources would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Geology and Soils

The project site is relatively flat, and proposed development would occur on slopes of 5 percent or less. Development of the proposed project would be required to comply with applicable Napa County Code Stormwater requirements, the California Building Standards Code (CBC), and other regulatory standards addressing grading, erosion control, soil stability, and seismic hazards. As discussed in Appendix A, the project site has very low to high susceptibility for liquefaction. In addition, a site-specific soils report would be prepared by a qualified engineer prior to the submission of building permits to evaluate soil conditions and inform site design and construction methods. No known paleontological resources or unique geologic features have been identified on the project site. In the event previously undiscovered resources are encountered during ground-disturbing activities, the proposed project would implement standard procedures outlined in the County's standard conditions of approval. Accordingly, impacts related to geology and soils would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Hazards and Hazardous Materials

The proposed project would involve the limited use of hazardous materials typical of construction and operation of industrial facilities and would be required to comply with all applicable federal, State, and

[6] California Department of Conservation. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 12, 2026.

[7] County of Napa Planning, Building and Environmental Services Department. 2019. Initial Study Checklist. Accessed August 12, 2026.

[8] California Department of Conservation. Williamson Act Enrollment Finder. Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/#data_s=id%3Awidget_22_output_config_default_geocode_0_0%3A0. Accessed August 12, 2026.

local regulations governing the use, storage, and handling of hazardous materials. There are no schools located within 0.25 mile of the project site. As noted in Appendix A, the nearest school to the project site is the Napa Junction Magnet Elementary School, located approximately 2.75 miles to the south. Appendix A also notes that the project site does not contain any known Environmental Protection Agency National Priorities List sites, State response sites, voluntary cleanup sites, or any school cleanup sites, and the site is not located on a list compiled pursuant to Section 65962.5 of the Government Code. As such, development of the proposed project would not create a significant hazard to the public or the environment. The project site is located within the Napa County Airport compatibility area; however, the proposed buildings would comply with applicable airport safety, height, lighting, and overflight requirements outlined in the Airport Land Use Compatibility Plan and AC overlay zoning district. In addition, the proposed project would not interfere with emergency response or evacuation plans as it would not involve permanent closure or obstruction of adjacent public rights-of-way and access to the project site would be designed to meet County standards. Appendix A states that the proposed project has been reviewed by the Napa County Fire Department and Engineering Services Division and was found to be acceptable, as conditioned. Additionally, the project site is located within an urbanized area. The project site is not located within a Fire Hazard Severity Zone, as designated by the California Department of Forestry and Fire Protection (CAL FIRE), indicating that wildland fire risk is low.[9] Accordingly, impacts related to hazards and hazardous materials would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Hydrology and Water Quality

The proposed project would receive water service from the City of American Canyon and would not rely on groundwater wells. As discussed in Appendix A, the City of American Canyon has reviewed the proposed project and requires compliance with its Zero Water Footprint Policy to ensure adequate long-term water supplies. Proposed project compliance would include contribution to the City of American Canyon's water conservation fund. In addition, the proposed project would be required to comply with applicable federal, State, and local regulations governing stormwater management, water quality, drainage, and erosion control. Project-specific drainage improvements and stormwater treatment measures would be designed to maintain pre-development runoff conditions and prevent degradation of water quality. According to the Federal Emergency Management Agency (FEMA) flood mapping, the project site is not located within a flood hazard area and would not expose people or structures to flood-related risks.[10] Accordingly, impacts related to hydrology and water quality would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

[9] California Department of Forestry and Fire Protection (CAL FIRE). n.d. Find your Fire Hazard Severity Zone. Website: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9. Accessed August 12, 2026.

[10] Federal Emergency Management Agency (FEMA). FEMA Flood Map Service Center. Website: https://msc.fema.gov/portal/search?AddressQuery=technology%20way%20napa%20ca. Accessed August 12, 2026.

Land Use and Planning

The project site is located within the Napa Valley Business Park Specific Plan area and is designated for industrial/business park development under the Napa County General Plan and Zoning Ordinance. The proposed project would be consistent with applicable land use designations, zoning requirements, and specific plan policies. In addition, the proposed project would not physically divide an established community as there are no residential uses within or adjacent to the project site. Accordingly, impacts related to land use and planning would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Mineral Resources

According to Napa County Baseline Data Report mapping, no known mineral resources or locally important mineral resource recovery sites occur on the project site. The project site has been previously disturbed during initial Business Park construction and does not contain any operational uses or structures. As such, implementation of the proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. Accordingly, impacts related to mineral resources would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Noise

The project site is located within the Napa Valley Business Park Specific Plan area and is primarily surrounded by existing industrial and commercial development. Proposed project construction would result in temporary noise associated with grading and building activities; however, construction activities would be required to comply with the Napa County Noise Ordinance and would be limited to allowable weekday construction hours. Following construction, operational noise generated by the winery and warehouse uses would be consistent with existing and planned industrial uses in the business park and would not result in substantial noise impacts to sensitive receptors. The project site is also located within the Napa County Airport compatibility area, where aircraft overflights are anticipated and considered compatible with industrial land uses. Accordingly, impacts related to noise would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Population and Housing

The proposed project would consist of a winery production facility and warehouse/distribution facility within the Napa Valley Business Park Specific Plan area. Although the proposed project would generate new employment opportunities, the increase of up to 35 jobs would be relatively small in comparison to the existing employment base within the business park and surrounding communities and would not be anticipated to induce substantial population growth. In addition, the proposed project would be subject to the County's housing impact mitigation fee program, which provides funding to address local housing needs. The project site does not contain any existing residential units, nor any area zoned for residential uses. Thus, implementation of the proposed project would not displace housing or residents. Accordingly, impacts related to population and housing would be

less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Public Services

The project site is located within an area already served by the Napa County Sheriff's Office, Napa County Fire Department, and other public service providers. The proposed project would not include residential uses or result in the direct introduction of new residents that could substantially increase demand for schools, parks, or other public facilities. The proposed project would be required to comply with applicable building and fire codes, and school impact fees would be paid as required. In addition, building permit fees, property tax revenues, and other project-related revenues would contribute toward the provision of public services. Accordingly, impacts related to public services would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Recreation

The proposed project would not include residential uses, recreational facilities, or amenities that would increase demand for parks or other recreational resources. In addition, the limited increase in employment associated with the proposed project would not substantially increase the use of existing recreational facilities or require the construction of new or expanded recreational facilities. Accordingly, impacts related to recreation would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Tribal Cultural Resources

A Phase I CRA was prepared for the project site and included records searches, Tribal outreach, and a pedestrian survey. The study identified no previously recorded Tribal Cultural Resources (TCRs) within the project site. In the event that a TCR is encountered during ground-disturbing activities for proposed project construction, the proposed project would be required to comply with the County's Standard Condition of Approval 7.2, which requires work to stop within a 50-foot radius of the discovery. As such, impacts related to TCRs would be less than significant. Therefore, this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Utilities and Service Systems

The project site is located within an area planned for industrial development and would be served by existing utility infrastructure and service providers. Water service would be provided by the City of American Canyon, which requires compliance with its Zero Water Footprint Policy through payment into the water conservation fund. Wastewater service would be provided by NapaSan, which has adequate capacity to serve the proposed development. The proposed project would also incorporate stormwater management and drainage improvements in accordance with applicable regulatory requirements and engineering standards. In addition, solid waste generated by the proposed project would be accommodated by existing service providers and disposal facilities. Accordingly, impacts

related to utilities and service systems would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

Wildfire

The project site is not located within a Fire Hazard Severity Zone, as designated by CAL FIRE.[11] The site is surrounded by existing industrial development and is not located within an area subject to substantial wildfire hazards. The proposed project would not impair implementation of an adopted emergency response or evacuation plan, and adequate site access would be provided from Technology Way. In addition, the proposed project would be required to comply with applicable fire protection requirements and current building and fire codes. Furthermore, Appendix A states that the proposed project has been reviewed by the Napa County Fire Department and Engineering Services Division and was found to be acceptable, as conditioned. Existing underground utility infrastructure serves the project site, and the proposed project would not require the installation of new overhead power lines or other infrastructure that could exacerbate fire risk. Accordingly, impacts related to wildfire would be less than significant, and this topic will be addressed in the Effects Found not to be Significant section of the Draft EIR.

[11] California Department of Forestry and Fire Protection (CAL FIRE). n.d. Find your Fire Hazard Severity Zone. Website: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9. Accessed August 12, 2026.