



## COMMUNITY CHARACTER



*Napa County's natural scenery and the beauty of its vineyards and wineries draw visitors from around the world, and are treasured parts of the community character of the county.*

## INTRODUCTION

Napa County's rural character is treasured by its residents, and preservation of this character is a fundamental tenet of this General Plan. This Element addresses many of the factors that combine to comprise the character of the county and complement the agricultural preservation, conservation, and other policies presented elsewhere in the plan.

Aspects of community character addressed in this Element are:

- Aesthetics, Arts and Culture, Views and Scenic Roadways
- Historic and Cultural Resources
- Noise
- Odors
- Light and Glare

*Note to Reader: Many aspects of the County's "community character" are addressed in other elements of this General Plan. Please also see the Agricultural Preservation and Land Use Element for a discussion of agricultural preservation and the County's rural character. See the Conservation Element for a discussion of the Napa River and watershed open space.*



## IN THIS ELEMENT

- Introduction (Page CC-1)
- Aesthetics, Arts and Culture, Views, and Scenic Roadways (Page CC-3)
- Cultural and Historic Resources (Page CC-4)
  - Cultural Resources (Page CC-4)
  - Historic Resources (Page CC-5)
- Light and Glare (Page CC-8)
- Noise (Page CC-9)
- Odors (Page CC-15)
- Aesthetics, Arts and Culture, Views, and Scenic Roadways Goals (Page CC-15)
- Aesthetics, Arts and Culture, Views and Scenic Roadways Policies (Page CC-15)
- Cultural Resources Goals (Page CC-21)
- Cultural Resources Policies (Page CC-21)
- Light and Glare Goals (Page CC-25)
- Light and Glare Policies (Page CC-25)
- Noise Goals (Page CC-25)
- Noise Policies (Page CC-25)
- Odors Goals (Page CC-30)
- Odors Policies (Page CC-30)
- Figures:
  - Figure CC-1: Napa County Airport Projected Noise Levels (dBA CNEL) (Page CC-13)
  - Figure CC-2: Angwin Airport Projected Noise Levels (dBA CNEL) (Page CC-14)
  - Figure CC-3: Scenic Roadways Subject to Viewshed Protection Program (Page CC-19)

Napa has for decades maintained an aesthetically rich and pleasing character, and for the last 40 years, Napa County—with the cooperation of the county’s incorporated cities and town—has acted in a variety of ways to protect this distinctive character, with the result that the county today is unique among the Bay Area counties in its successful retention of a rural, agriculture-based economy and the prevention of widespread urban development and sprawl.

Napa County was a leader statewide in the use of agricultural preserves, which not only protected agriculture from encroachment by urban uses but also retained the open, agricultural character of the county. In the course of preserving agricultural land and open space, historic and cultural (archaeological) resources have also been retained. Policies requiring large lot sizes, directing growth toward incorporated jurisdictions, and limiting non-agricultural development to small, defined areas have all combined to preserve to a great extent the attributes that first made the county so well known as a desirable place to live, work, farm, and visit.



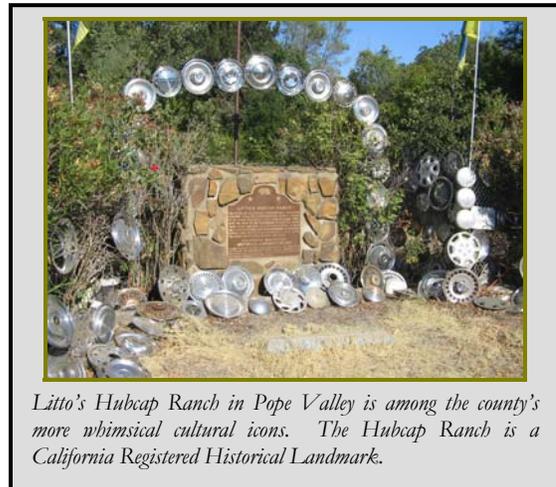
## AESTHETICS, ARTS AND CULTURE, VIEWS, AND SCENIC ROADWAYS

Napa County is home to hundreds of miles of scenic driving corridors from which can be seen internationally distinguished vineyards and hundreds of architecturally unique wineries. Nearly 100 historical wineries can be viewed from the roads while traveling. Other wineries offer attractions preserved via private ownership and planning incentives—exquisitely maintained gardens, tremendous views of the valley, and world-class art collections.

The County is also home to cultural institutions of note, and its citizens recognize the importance of the arts in society and culture. Napa County's arts and cultural institutions benefit local residents and also enhance the County's identity as the nation's premier wine country and a top tourist destination, since arts programs and installations allow tourists to have a richer experience. (Please see the Economic Development Element for the role of arts in the economy.)

Many of Napa's wineries look timeless and classic, and some of Napa's signature wineries date back to the late 19th century. The Napa Valley's oldest operating winery, Charles Krug, dates back to 1861. The former Inglenook Winery, a Gothic Revival edifice of the Gilded Age, was built by Gustave Niebaum in 1890. Many other wineries, such as Chateau Montelena and Beaulieu, include grand mansions built in the late 1800s and early 1900s. Other wineries display high style contemporary architecture and many more incorporate vernacular buildings intentionally crafted to reinforce the character of Napa's rural, agricultural landscape.

Although not as well known as the Napa Valley, the mountains, hills, and valleys in the eastern portion of the county have their own distinctive character. The scenery of these valleys in the county's rugged eastern area ranges from densely forested groves of redwood, oak, and pine, to shrub and grasslands, to rolling, grass-covered hills punctuated by massive oak trees. Lake Berryessa, with 165 miles of shoreline, is one of the largest lakes in California.



*Litto's Hubcap Ranch in Pope Valley is among the county's more whimsical cultural icons. The Hubcap Ranch is a California Registered Historical Landmark.*

Taken as a whole, Napa County has a great deal of visual diversity, from the lush forests and vineyards of the Napa Valley to the county's more rural back-country areas, which are in many areas essentially unchanged from the county's historic period.

The County's 2001 Viewshed Protection Ordinance sets forth hillside development standards to minimize the impact of man-made structures and grading on views from designated public roads in the County. The ordinance is intended to preserve the unique scenic quality of Napa County and protect the ridgelines and hillsides of the county from insensitive development.



There are approximately 280 miles of county-designated scenic roadways in Napa County. Although none of the roads are officially designated as Scenic Highways by the State of California, Segments of Hwy 29, SR 121 and SR 221 are eligible for scenic highway designation. The status of a state scenic highway changes from “eligible” to “officially designated” only when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation (Caltrans) for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a scenic highway. Historically, the county has refrained from seeking official state designation due to concerns about maintenance and improvement costs. However, these roads are not precluded from official Scenic Highway status in the future.

## CULTURAL AND HISTORIC RESOURCES

The term “cultural and historic resources” refers to archaeological sites and features of the built environment (e.g., buildings, landscape elements) that have importance to the community, providing connections to pre-historic and historic peoples and events. For clarity in this plan, archaeological resources, whether they involve pre-historic or historic sites, are referred to as “cultural” resources. Qualifying buildings and landscape elements, such as walls, bridges, etc., are referred to as “historic” resources.

### CULTURAL RESOURCES

There are many unique cultural or archaeological resources in Napa Valley, and the ethnographic record of the region shows the cultural complexity at the time of European-American contact. Napa County also played a historically significant role in the development of California and the West. The record of significant historic properties within the County is extensive and will surely grow as more properties are identified and evaluated.

Napa County was a rich resource base (food, clothing, water, tool-making sites, etc.) and was home to native peoples for thousands of years. Archaeological investigations have expanded the understanding of the prehistoric populations who inhabited the Napa region and their use of it. These investigations have also advanced our knowledge of the climate, natural environment, and adaptive strategies used by prehistoric cultures.

A variety of raw materials were available for the manufacture of hunting, gathering, and processing implements, and stone appears to have been the most important. The Wappo and Patwin, similar to every other Native American group in California, used stone in almost every aspect of their lives. Napa Glass Mountain, a regionally important obsidian site and quarry, and other local obsidian sources are situated within Wappo territory.

Because Glass Mountain obsidian was known for its high quality, it was a valuable trade commodity and spread to areas across the western states. This gave the Wappo strong trading power.

#### Native Peoples in Napa County

Archaeological records show that the Napa region was inhabited in prehistoric times primarily by the **Wappo**, **Lake Miwok**, and **Patwin** tribal groups.

The **Wappo** lived in villages generally located along a creek or other water source, and research suggests there may have been more than seven villages and between 1,000-1,500 Wappo people in the larger Geyserville area, including one village in Napa.

The **Lake Miwok** was a small tribe of around 500 people inhabiting an area that extended south from Clear Lake to Pope Valley, west to Cobb Mountain in Lake County and east to Patwin territory (including Jerusalem Valley, Soda Creek, and Putah Creek).

Other portions of Napa County were once inhabited by the **Patwin**, who held an extensive region in north central California. The onslaught of Euro-American culture brought the end of Patwin culture, and by 1871 the Patwin culture appeared virtually extinct.



Archaeological investigations in Napa have been primarily conducted to comply with the regulatory requirements of CEQA and NEPA for specific development projects, and consequently, there has been scant comprehensive archaeological research. Identified sites include those associated with habitation, grave sites, camping/hunting sites, and places where resources such as obsidian from Glass Mountain were procured. Future archaeological research in Napa County and the region has the potential to yield still more important information about prehistory and history, particularly in the eastern portion of the county.

## HISTORIC RESOURCES

Outside of its urban centers, Napa County's built environment contains historic remnants of its agricultural past such as farmsteads, barns, wineries, grange halls, water tanks, and walls. In addition, there are historic spas and resorts, mines and mine roads, and picturesque stone bridges and landscapes (including historic vineyards).

While the historic significance of many of these features cannot be denied, there is no comprehensive inventory of historic resources in unincorporated Napa County. A 1978 visual survey only skimmed the surface and is long out of date. State and federal registers contain incomplete listings, and as of 2007 there are only three formally designated Napa County Landmarks: the di Rosa Preserve, located at 5200 Sonoma Highway; Trubody Ranch located at 5444 Trubody Lane; and the August Hirsh Winery at 3199 St. Helena Highway North. A listing of state and federally designated historic buildings is shown on the following page.

The absence of a complete and up-to-date inventory makes preservation of significant resources difficult. It also ensures that property owners seeking permits to alter or demolish older buildings will face an uncertain permit process and potential delays. Further, it means that visitors to Napa County seeking an authentic experience (i.e., "heritage tourism") cannot fully understand the long agricultural history of the County.

Policies and action items presented below are intended to address the absence of complete information and ensure the long-term preservation of significant resources within Napa County. A common definition of what is significant is critical, as are an emphasis on public outreach and education and on incentives for historic preservation. References to state and federal programs ensure that Napa County's policy framework is consistent with others in the state.

### History in Napa County



*Aetna Springs, a federally listed historic district*

Unincorporated Napa County is home to dozens of historic resources, including the following:

- Aetna Springs Resort
- Schramsberg Winery
- Far Niente Winery
- Oakville Grocery
- Atkinson House
- Bale Mill, Bothe Napa State Park
- Carneros Creek Bridge on Old Sonoma Highway
- Napa River Bridge on Zinfandel Lane
- Swartz Creek Bridge on Aetna Springs Road
- Milliken Creek (Little Trancas) Bridge at Trancas Street & Silverado Trail
- Soda Springs Resort



*These gates on Soda Springs Road are among the last remnants of the former resort.*



**TABLE CC-A:  
STATE AND FEDERALLY LISTED HISTORIC RESOURCES IN NAPA COUNTY, AS OF 2006\***

Resource	Year Built	Located Near...	Listing
Aetna Springs Resort	1877	Pope Valley	National
Alexandria Hotel	1910	Napa	National
Andrews House	1892	Napa	National
Atkinson House	1882	Rutherford	National
Bank of Napa	1923	Napa	National
Behlow Building	1900	Napa	National
Beringer Brothers Winery	1876	St. Helena	California
Beringer Winery Historic District	1876	St. Helena	National
Brannan Cottage	1866	Calistoga	National & California
Brannan Store	1859	Calistoga	California
Buford House	1877	Napa	National
Charles Krug Winery	1861	St. Helena	National & California
Chateau Chevalier	1891	St. Helena	National
Chiles Mill Site	1845	Chiles Valley	California
Churchill Manor	1889	Napa	National
Earl House	1861	Napa	National
Eliza G. Yount House	1884	Napa	National
Elmshaven	1900	St. Helena	National
Eshcol Winery	1886	Napa	National
Far Niente Winery	1885	Oakville	National
First National Bank	1917	Napa	National
First Presbyterian Church	1874	Napa	National & California
Francis House	1886	Calistoga	National
French Laundry	1900	Yountville	National
Goodman Library	1901	Napa	National
Goodman Mansion	1873	Napa	National
Goodman, Jr. House	1891	Napa	National
Gordon Building	1929	Napa	National
Greystone Cellars	1875	St. Helena	National
Groezinger Wine Cellars	1870	Yountville	National



<b>Resource</b>	<b>Year Built</b>	<b>Located Near...</b>	<b>Listing</b>
Hackett House	1890	Napa	National
Hatt Building	1884	Napa	National
Helios Ranch	1884	St. Helena	National
Henessey House	1889	Napa	National
Hudson Cabin Site	1845	Calistoga	California
Imrie House	1868	Napa	National
IRS Bonded Warehouse	1878	St. Helena	National
Kelsey House Site	1841	Calistoga	California
Kreuzer Ranch	1890	Napa	National
Larkmead Winery	1884	Calistoga	National
Lisbon Winery	1882	Napa	National
Litto's Hubcap Ranch	1955	Pope Valley	California
Manasse House	1917/1905	Napa	National
Manasse Mansion	1886	Napa	National
Migliavacca Mansion	1890	Napa	National
Mount View Hotel	1919	Calistoga	National
Napa Abajo and Fuller Park Historic Districts	1868	Napa	National
Napa County Courthouse Plaza	1878	Napa	National
Napa Opera House	1879	Napa	National
Napa Post Office	1932	Napa	National
Napa Valley Railroad Depot	1868	Calistoga	National & California
Nichelini Winery	1890	St. Helena	National
Noyes Mansion	1902	Napa	National
Oakville Grocery	1880	Oakville	National
Old Bale Grist Mill	1846	St. Helena	National & California
Old Napa Register Building	1905	Napa	National
Palmer House	1874	Calistoga	National
Pinkham House	1885	Napa	National
Pope Street Bridge	1894	St. Helena	National
Rhine House	1883	St. Helena	National
Robert Louis Stevenson State Park	1880	Calistoga	California
Rovegno House	1890	Yountville	National



Resource	Year Built	Located Near...	Listing
Sam Kee Laundry Building	1875	Napa	National
Schramsberg Vineyard	1862	Calistoga	National & California
Semorile Building	1888	Napa	National
Smith House	1875	Napa	National
Soscol House	1856	Napa	National
Southern Pacific Railroad Depot	1895	St. Helena	National
St. Helena Catholic Church	1889	St. Helena	National
St. Helena High School	1912	St. Helena	National
St. Helena Historic Commercial District	1870	St. Helena	National
St. Helena Public Library	1908	St. Helena	National
Taylor, Duckworth and Company	1884	St. Helena	National
Veterans Home of California	1884	Yountville	California
Veterans Home of California Chapel	1918	Yountville	National
Webber House	1870	Yountville	National
William Tell Saloon and Hotel	1875	St. Helena	National
Winship-Smernes Building	1888	St. Helena	National
Wulff House	1885	Napa	National
York Cabin Site	1845	Napa	California
Yount Blockhouse Site	1836	Calistoga	California
Yount Grave	1865	Yountville	California

*\* Note: This list includes formally designated or listed resources only and may not be comprehensive. Many other buildings are included in surveys and inventories that may qualify them for treatment as significant historical resources, and more resources may be identified in future inventories and evaluations.*

## LIGHT AND GLARE

At nighttime, Napa County, with its thousands of acres of open space and concentrated urbanization, is a naturally low-light, dark-sky environment.<sup>1</sup> The eastern portions of the county, separated from the cities and town by distance and ridgelines, afford dark night skies in which the Milky Way and other features invisible in urbanized areas can be easily seen.

Maintaining a dark sky, eliminating glare, and reducing light pollution can be accomplished by several methods, including careful planning, choosing appropriate forms of lighting, and eliminating light sources

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<sup>1</sup> A “dark sky” is a night sky without the effects of manmade lighting, such as the “glow” from neighborhood street lights, lighting at sporting events, or the lights of urbanized areas.



wherever possible. Light sources can be adjusted through fixture changes, manipulating intensities, changing the type of illumination, and, of course, by simply turning off the lights when light is not necessary.

The California Legislature passed a bill in 2001 requiring the California Energy Commission (CEC) to adopt energy efficiency standards for outdoor lighting for both the public and private sector. These standards became effective on October 1, 2005, and included changes to the requirements for outdoor lighting for residential and nonresidential development. The majority of Napa County falls under the “rural” standards specified in state law, ensuring that new lighting will meet the strictest of standards.

**NOISE**

Noise is unwanted sound. In the mid 1970s, the State of California decided that noise issues were significant enough to warrant new laws. In 1976, the Department of Health issued the first guidelines for acceptable noise levels—guidelines which are today maintained by the Office of Noise Control in the State Department of Health Services. Soon thereafter, local governments were required to include Noise Elements in their general plans. Noise Elements were intended then, as now, to establish policies and programs which direct the distribution of land uses to “minimize the exposure of community residents to excessive noise.”

Napa County today implements a detailed Noise Ordinance which establishes limits on a wide variety of noise sources and mechanisms to enforce these limits.

Noise can come from two types of sources: mobile and stationary. Mobile source noises are generally associated with transportation, such as cars, trains, and aircraft. Stationary sounds can be pinpointed and do not move; examples include machinery, airports, and construction sites.

Noise has been cited as being a health problem, not only in terms of actual physiological damages such as hearing impairment, but in terms of inhibiting general well-being and contributing to stress and annoyance. The health effects of noise arise from interference with human activities such as sleep, speech, recreation, and tasks demanding concentration or coordination.

Generally speaking, land uses considered noise-sensitive are those in which noise can adversely affect what people are doing on the land. For example, a residential land use, where people live, sleep, and study, is generally considered sensitive to noise because noise can disrupt these activities (the passing train, for instance, whose warning sounds may disrupt sleep). Churches, schools, and certain kinds of outdoor recreation are also usually considered noise-sensitive.

**How Loud Is It? Sound Levels for Common Noise Sources**

Activity	Noise Level in Decibels
Limit of Hearing	0 dB
Normal Breathing	10 dB
Soft Whisper	30 dB
Library	40 dB
Refrigerator	50 dB
Rainfall	50 dB
Washing Machine	50-75 dB
Normal Conversation	60 dB
Hair Dryer	60-95 dB
Alarm Clock	65-80 dB
Power Mower	65-95 dB
Dumpster Pickup (@ 50')	80 dB
Garbage Disposal	80-95 dB
Noisy Restaurant	85 dB
Train Approaching (Engines)	85-90 dB
Tractor	90 dB
Shouting in Ear	110 dB
Loud Rock Concert	120 dB
Stock Car Race	130 dB
Jet Engine at Takeoff	150 dB

These are typical noise levels. Distance from the source will reduce the noise level. A 10 dB increase doubles perceived loudness. Continued exposure to noise above 85 dB can cause hearing loss; the maximum exposure to 85 dB noise in the workplace is eight hours. A single exposure to 140 dB noise can cause some hearing loss. *Source: National Institute for Occupational Safety and Health.*



Most communities handle noise issues through taking care to put compatible uses near each other and avoid placing noisy uses next to noise-sensitive uses.

The dominant sources of noise in Napa County are mobile (related to transportation), including automobile and truck traffic, boats, motorcycles, and operations at the Napa and Angwin airports. State Route 12 (SR 12), Hwy 29, SR 121, SR 128, and Silverado Trail are major sources of traffic noise for county residents as are some county roads.

Stationary noise sources are present in the County and consist mainly of airports (in particular, the Napa County Airport), construction sites, agricultural activities, and noise from commercial and industrial facilities. One commonly mentioned noise source is trash pickup, which can be an annoyance particularly during early morning hours.

Noise during agricultural activities is for the most part intermittent and is associated with tractors, frost protection equipment, bottling equipment, barrel washing, and crush and press activities as well as with general truck and vehicle traffic.

Existing noise levels in Napa County are documented in the Baseline Data Report (BDR). Current noise levels for major roadways are shown in Table 6-8 of the BDR.

Projected noise levels resulting from roadways are shown in the following table, which reflects the most complete information available at the time of the updating of the General Plan. Because traffic is projected to increase, noise levels associated with roadways are expected to increase.

Noise contours resulting from operations at Napa and Angwin airports are shown in Figures CC-1 and CC-2, following the table.

**TABLE CC-B:  
EXISTING (2006) AND PROJECTED (2030) ROADWAY NOISE**

Road Name	Segment Limit North/ East	Segment Limit South/ West	L <sub>dn</sub> at 100 feet Existing (2006)	L <sub>dn</sub> at 100 feet Future (2030)
American Canyon Road	I-80	Flosden Road	70	72
Chiles Pope Valley Road	Pope Canyon Road	Lower Chiles Valley Road	55	59
Deer Park Road	Sanitarium Road (North)	Silverado Trail	62	65
Deer Park Road	Silverado Trail	Hwy 29 (Hwy 29/128)	64	68
Flosden Road	American Canyon Road	Napa/Solano County Line	67	70
Howell Mountain Road	Pope Valley Road	N White Cottage Road	54	59
Napa Vallejo Hwy	Kaiser Road	Hwy 29 (Hwy 29/12)	72	76
Oak Knoll Ave	Big Ranch Road	Highway 29	61	62
Oakville Cross Road	Napa River	Highway 29	59	62



Road Name	Segment Limit North/ East	Segment Limit South/ West	Ldn at 100 feet Existing (2006)	Ldn at 100 feet Future (2030)
Old Sonoma Road	Buhman Avenue	Carneros Highway (SR 121/12)	63	64
Petrified Forest Road	Foothill Boulevard (SR 128)	Franz Valley School Road	62	65
Silverado Trail	Oak Knoll Avenue	Hardman Avenue	68	71
Silverado Trail	Sage Canyon Road (SR 128)	Yountville Cross Road	69	71
Silverado Trail	Pope Street	Zinfandel Lane	67	71
Silverado Trail	Bale Lane	Deer Park Road	63	67
Silverado Trail	Calistoga City Limits	Lincoln Avenue (Hwy 29)	64	68
Soscol Avenue	First Street	Silverado Trail	68	68
Spring Mountain Road	St. Helena City Limit	Langtry Road	56	60
State Highway 12/121	Cuttings Wharf Road	Stanley Road	72	73
State Highway 12	Lynch Road	Kelly Road	72	73
State Highway 121	Wooden Valley Road	Vichy Avenue	58	64
State Highway 121	Circle Oaks Drive	Wooden Valley Road	57	62
State Highway 121	Napa/Sonoma County Line	Old Sonoma Road	71	72
State Highway 128	Napa/Sonoma County Line	Tubbs Lane	59	66
State Highway 128	Tubbs Lane	Petrified Forest Road	66	67
State Highway 128	Petrified Forest Road	Lincoln Ave (Hwy 29)	65	67
State Highway 128	Napa River	St. Helena Hwy (Hwy 29)	58	63
State Highway 128	Chiles-Pope Valley Road	Silverado Trail	60	68
State Highway 128	Monticello Road (SR 121)	Berryessa-Knoxville Road	59	68
State Highway 128	Napa/Yolo County Line	State Highway 121	56	69
State Highway 29	Napa/Lake County Line	Tubbs Lane	62	62
State Highway 29	Green Island Road	American Canyon Road	73	74
State Highway 29	California Drive	Oak Knoll Avenue	70	72
State Highway 29	Oakville Grade	Madison Street	70	72
State Highway 29	Rutherford Cross Road (SR 128)	Oakville Grade	70	72

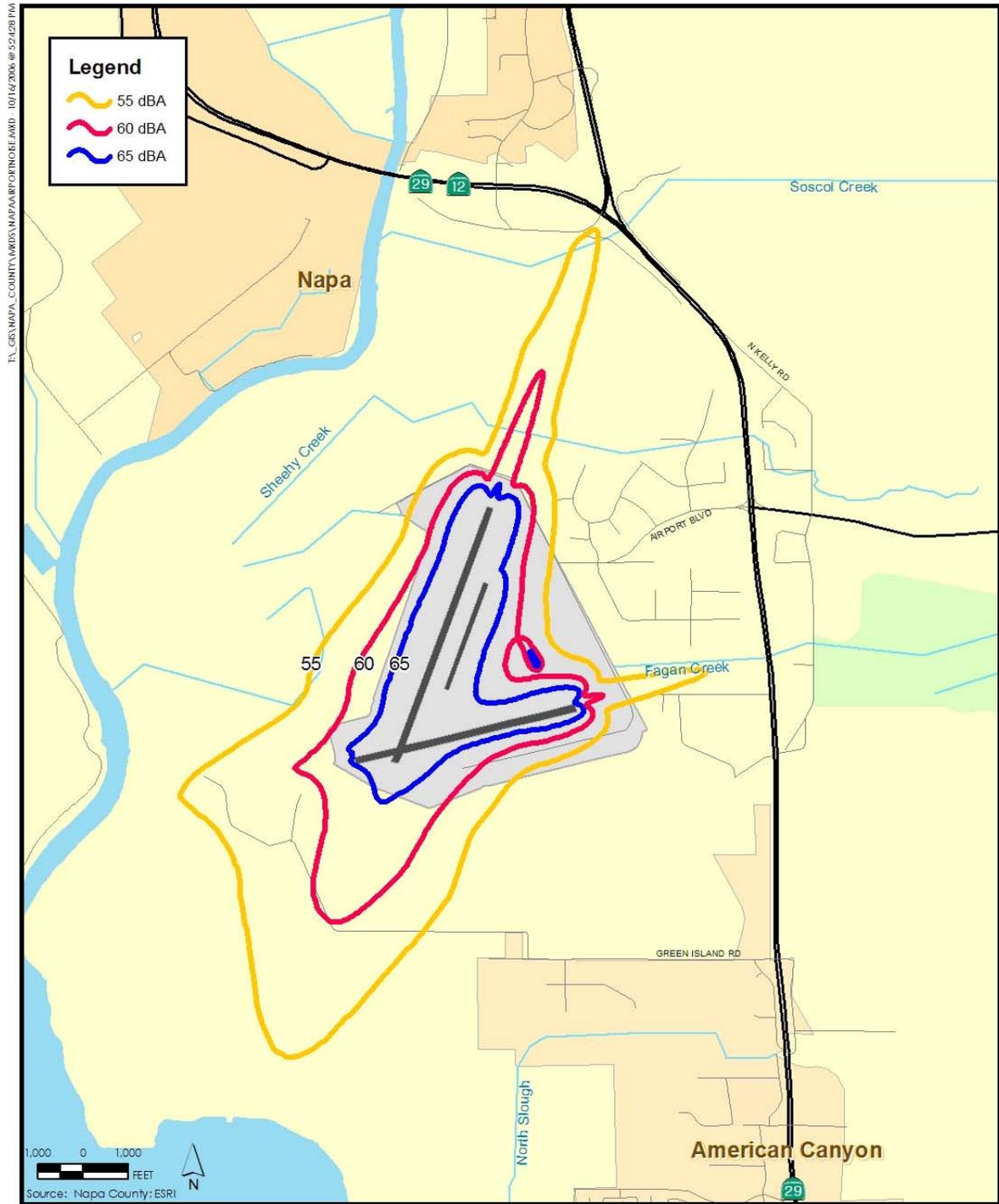


**COMMUNITY CHARACTER**

<b>Road Name</b>	<b>Segment Limit North/ East</b>	<b>Segment Limit South/ West</b>	<b>L<sub>dn</sub> at 100 feet Existing (2006)</b>	<b>L<sub>dn</sub> at 100 feet Future (2030)</b>
State Highway 29	Chaix Lane	Zinfandel Lane	70	72
State Highway 29	Lodi Lane	Deer Park Road	68	70
State Highway 29	Kelly Road	Jamieson Canyon Road (SR 12)	76	77
State Highway 29	Napa-Vallejo Hwy (SR 221)	Kelly Road	72	76
State Highway 29	Napa-Vallejo Hwy (SR 221)	Carneros Hwy (SR 121/12)	74	76
State Highway 29	Imola Avenue (SR 121)	Carneros Hwy (SR 121/12)	73	74
Tubbs Lane	Highway 29	Highway 128	64	70
Wooden Valley Road	Monticello Road (SR 121)	Napa/Solano Co Line	58	64
Yountville Cross Road	Silverado Trail	Yountville Town Limits	61	61
Zinfandel Lane	Silverado Trail	St. Helena Hwy (Hwy 29 & 128)	62	65

\* Noise contour falls within the roadway. Source: 2007 General Plan EIR

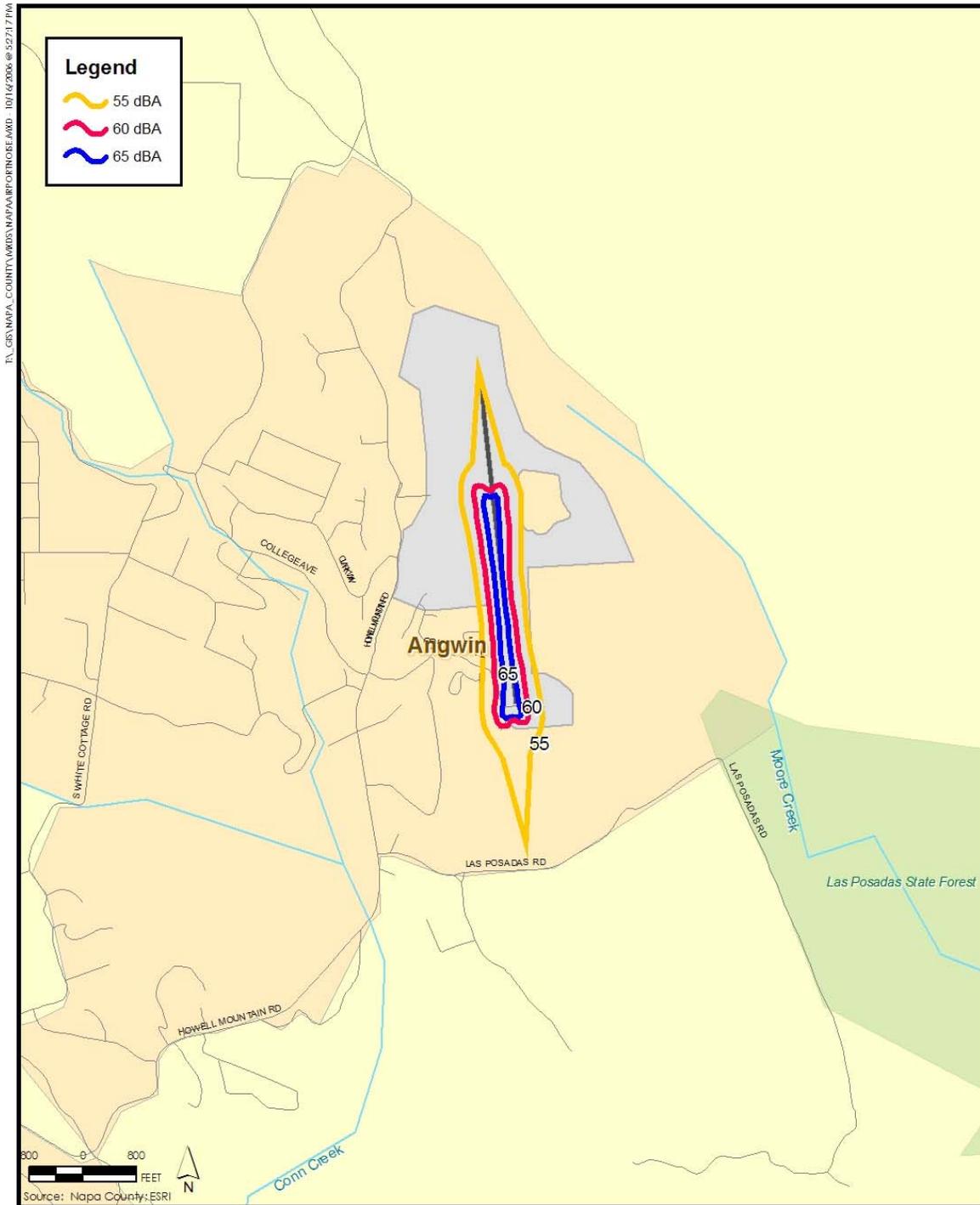
**FIGURE CC-1: NAPA COUNTY AIRPORT PROJECTED NOISE LEVELS (dBA CNEL)**



Source: Napa County, 2004

Note: American Canyon boundaries are shown as of that date (pre-2005)

**FIGURE CC-2: ANGIN AIRPORT PROJECTED NOISE LEVELS (DBA CNEL)**



Source: Jones & Stokes, 2005



Most complaints about noise in Napa County arise from instances where residential areas are next to agricultural lands or agricultural processing areas. For example, some neighborhoods along the border between the City of Napa and unincorporated agricultural lands of Napa County are subject to the late-night sounds of wind machines stirring the air to prevent frost damage, and other more rural areas in the county are subject to the seasonal sounds of tractors, trucks, and other farm equipment during harvest. As noted in the Noise Goals and Policies section of this Element, the County considers the sounds generated by normal agricultural activities to be a necessary and unavoidable part of the community's character and the right to farm principle.

## **ODORS**

Like noise and light, there is a great amount of subjectivity about odors. Although smells are more difficult to quantify than noise or light emissions, air quality districts do regulate certain concentrations of the chemicals which result in odors almost universally considered bad, such as landfills or wastewater treatment ponds.

Because smells travel from their source to adjacent lands, odor can create issues of land use compatibility. However, the subjectivity of smell and difficulty in quantifying concentrations of odors make identifying compatibility issues a difficult affair. Where odors are known to be generated, as in sewage treatment ponds or large agricultural composting areas, filters and other technology can be used to reduce odor levels.

## **AESTHETICS, ARTS AND CULTURE, VIEWS, AND SCENIC ROADWAYS GOALS**

- Goal CC-1:** Preserve, improve, and provide visual access to the beauty of Napa County.
- Goal CC-2:** 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.
- Goal CC-3:** Recognize the role of the arts in contributing to the quality of life and the attractiveness of Napa County.

## **AESTHETICS, ARTS AND CULTURE, VIEWS AND SCENIC ROADWAYS POLICIES**

- Policy CC-1: The County will retain the character and natural beauty of Napa County through the preservation of open space.
- Policy CC-2: New wineries and other uses requiring the issuance of a Use Permit should be designed to convey their permanence and attractiveness.
- Policy CC-3: Signs shall be used primarily to provide necessary information and business identification rather than the advertisement of goods and services. Sign size limits and locational requirements shall be established to avoid over-proliferation of signs. Although the sign size may be limited, lettering should be large and easy to read.



Action Item CC-3.1: Examine the County’s sign ordinance and determine whether changes are needed to strike an appropriate balance between sign size and legibility.

Policy CC-4: 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.

Policy CC-5: Recognizing that vineyards are an accepted and attractive visual feature of Napa County, but that visual changes can cause public concern, the County shall require the retention of trees in strategic locations when approving conversion of existing forested land to vineyards in order to retain landscape characteristics of the site when viewed from public roadways and shall require the retention of trees to screen non-agricultural activities and other proposed developments.

Policy CC-6: The grading of building sites, vineyards, and other uses shall incorporate techniques to retain as much as possible a natural landform appearance. Examples include:

- The overall shape, height, and grade of any cut or fill slope shall be designed to simulate the existing natural contours and scale of the natural terrain of the site.
- The angle of the graded slope shall be gradually adjusted to the angle of the natural terrain.
- Sharp, angular forms shall be rounded and smoothed to blend with the natural terrain.

Policy CC-7: The County seeks to strengthen the arts community and encourages incorporation of art into the design of new public buildings.

Policy CC-8: 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.

Policy CC-9: The County may consider pursuing formal scenic highway designation by the State of California for some roadways, provided that in each case the benefits of the designation are found to outweigh any costs.

Policy CC-10: Consistent with the County’s Viewshed Protection Program, new developments in hillside areas should be designed to minimize their visibility from the County’s scenic roadways and discourage new encroachments on natural ridgelines. The County shall continue implementation of the Viewshed Protection Program and shall apply the protective provisions of the program to all public projects.

Action Item CC-10.1: Undertake a regular review of the viewshed protection program to ensure its effectiveness and consider adding protections for views from Lake Berryessa to the program.

Policy CC-11: The County will work with the City of American Canyon to explore the possibility of jointly developing a Scenic Highway 29 Corridor plan within our respective jurisdictions



to develop the Highway 29 Corridor in a comprehensive and aesthetically pleasing manner.

Policy CC-12: Development projects on County-owned sites within the incorporated cities/town shall be designed to be visually compatible with their surroundings in terms of use, scale, and materials.

Policy CC-13: The County's roadway construction and maintenance standards and other practices shall be designed to enhance the attractiveness of all roadways and in particular scenic roadways. New roadway construction or expansion shall retain the current landscape characteristics of County-designated scenic roadways, including retention of existing trees to the extent feasible and required re-vegetation and re-contouring of disturbed areas. In addition:

- a) The development of hiking trails and bicycle lanes should be coordinated, when possible, with scenic roadway corridors and should provide access for the elderly and disabled in accordance with the Americans with Disabilities Act.
- b) A program to replant trees and shrubbery should be implemented in cases where they are removed during new roadway alignment.
- c) Opportunities should be explored for joint public/private participation in developing locations for roadside rests, picnic areas and vista points.
- d) Installation of landscaping shall be required in conjunction with major roadway improvements where necessary to screen existing residences from glare generated by vehicle headlights.

Policy CC-14: To the extent allowed by law, telecommunications facilities and transmission lines shall not be located within view of any scenic roadway unless they are sited and designed so as to be virtually invisible to the naked eye from the roadway, are designed to appear as a natural feature of the environment and do not block views or disrupt scenic vistas, or are so well architecturally-integrated into an existing building as to effectively be unnoticeable.

Policy CC-15: The County opposes the construction of any new billboards and supports the removal of existing billboards.

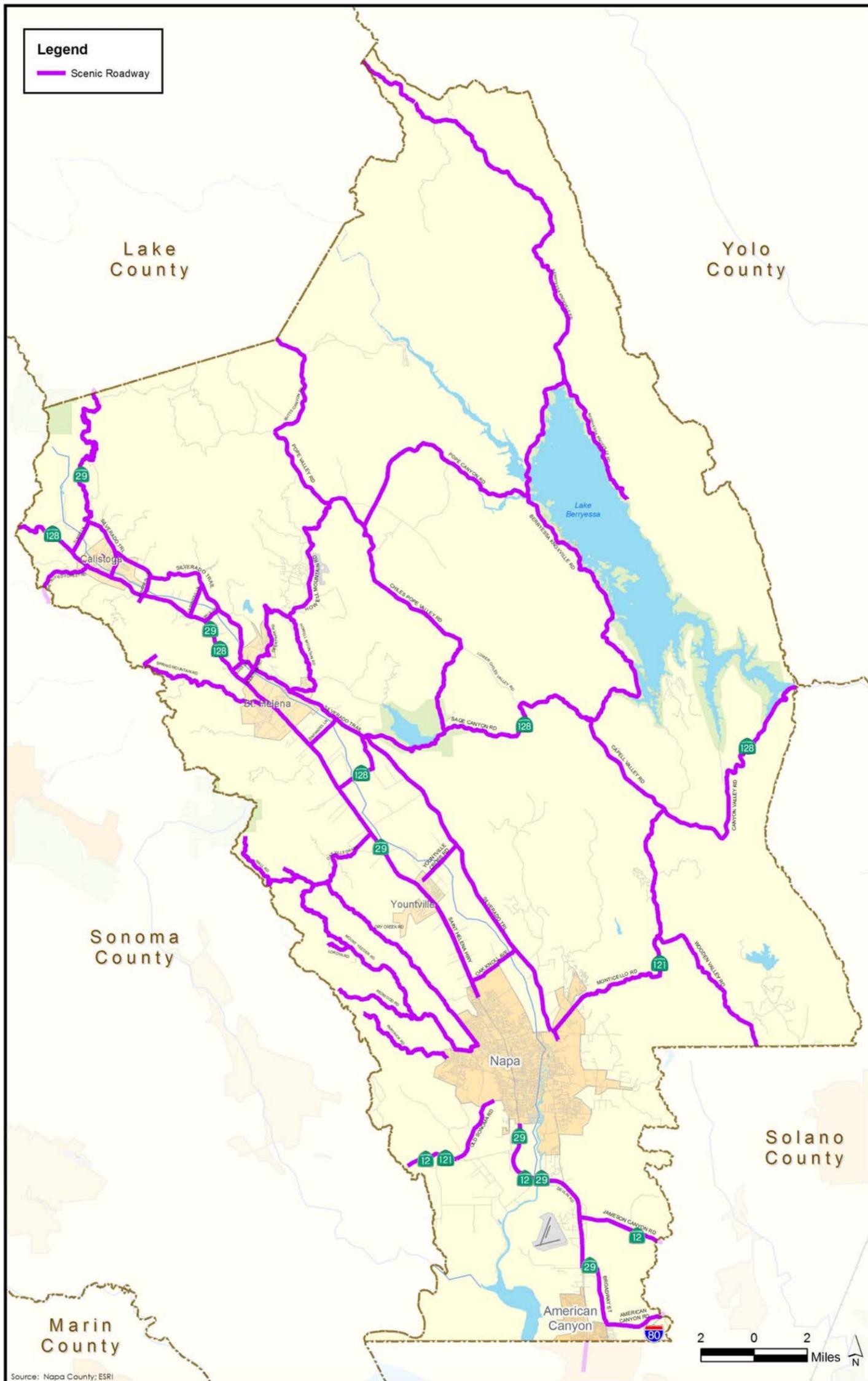
Policy CC-16: Adjacent to scenic roadways, utilities shall be placed underground where possible.



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**FIGURE CC-3: SCENIC ROADWAYS SUBJECT TO VIEWSHED PROTECTION PROGRAM**





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## CULTURAL RESOURCES GOALS

- Goal CC-4:** Identify and preserve Napa County's irreplaceable cultural and historic resources for present and future generations to appreciate and enjoy.
- Goal CC-5:** Encourage the reuse of historic buildings by providing incentives for their rehabilitation and reuse.

## CULTURAL RESOURCES POLICIES

Policy CC-17: 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.

Policy CC-18: 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.

Policy CC-19: The County supports the identification and preservation of resources from the County's historic and prehistoric periods.

Action Item CC-19.1: In partnership with interested historic preservation organizations, seek funding to undertake a comprehensive inventory of the County's significant cultural and historic resources using the highest standard of professional practices.

Action Item CC-19.2: Consider amendments to the County zoning and building codes to improve the procedures and standards for property owner-initiated designation of County Landmarks, to provide for the preservation and appropriate rehabilitation of significant resources, and to incorporate incentives for historic preservation.

Policy CC-20: 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:

- Providing information to the public on historic preservation efforts and financial incentive programs.
- Creating a historic preservation page on the County's Web site with links to federal and state historic preservation programs and financial incentive programs.
- Distributing pamphlets that outline and discuss historic preservation programs available to property owners.



- Keeping handouts and applications on federal and state incentive programs at the Planning and Building public counters.
- Partnering with local non-profits to place plaques or other identification at designated historic buildings and sites.
- 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.

Policy CC-21: Rock walls constructed prior to 1920 are important reminders of the County’s agricultural past. Those walls which follow property lines or designated scenic roadways shall be retained to the extent feasible and modified only to permit required repairs and allow for openings necessary to provide for access.

Policy CC-22: The County supports efforts to recognize and perpetuate historic vineyard uses and should consider ways to provide formal recognition of “heritage” landscapes, trees, and other landscape features with owner consent.

Policy CC-23: The County supports continued research into and documentation of the county’s history and prehistory, and shall protect significant cultural resources from inadvertent damage during grading, excavation, and construction activities.

Action Item CC-23.1: In areas identified in the Baseline Data Report as having a significant potential for containing significant archaeological resources, require completion of an archival study and, if warranted by the archival study, a detailed on-site survey or other work as part of the environmental review process for discretionary projects.

Action Item CC-23.2: Impose the following conditions on all discretionary projects in areas which do not have a significant potential for containing archaeological or paleontological resources:

- “The Planning Department shall be notified immediately if any prehistoric, archaeological, or paleontologic artifact is uncovered during construction. All construction must stop and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.”
- “All construction must stop if any human remains are uncovered, and the County Coroner must be notified according to Section 7050.5 of California’s Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed.”

Policy CC-24: 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.



- Policy CC-25: Promote the use of recreational trails following historic alignments such as the Oat Hill Mine Road, and make every effort to include historical information at all trail heads and in trail maps and brochures. Also provide historical information about roads that follow historic trails where feasible, such as Silverado Trail, Old Sonoma Road, Glass Mountain Road, and others. Provide access for the elderly and disabled to interpretive information, trail segments, and trail heads as required by law.
- Policy CC-26: 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.
- Policy CC-26.5: 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.
- Policy CC-27: Offer incentives for the appropriate rehabilitation and reuse of historic buildings and disseminate information regarding incentives available at the state and federal level. Such incentives shall include but are not limited to the following:
- a) Apply the State Historical Building Code when building modifications are proposed.
  - b) Reduce County building permit fees when qualified preservation professionals are retained by applicants to verify conformance with the SHBC and the Secretary of the Interior's Standards.
  - c) Use of the federal historic preservation tax credit for qualified rehabilitation projects.
  - d) Income tax deductions for qualified donations of historic preservation easements.
- Policy CC-28: As an additional incentive for historic preservation, owners of existing buildings within agricultural areas of the County that are either designated as Napa County Landmarks or listed in the California Register of Historic Resources or the National Register of Historic Places may apply for permission to reuse these buildings for their historic use or a compatible new use regardless of the land uses that would otherwise be permitted in the area so long as the use is compatible with agriculture, provided that the historic building is rehabilitated and maintained in conformance with the U.S. Secretary of the Interior's Standards for Preservation Projects.



This policy recognizes that, due to the small number of existing historic buildings in the County and the requirement that their historic reuse be compatible with agriculture, such limited development will not be detrimental to the 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.

Action Item CC-28.1: Amend the Zoning Ordinance to provide a discretionary process such as a use permit by which property owners may seek approval consistent with Policy CC-28, for an additional incentive for historic preservation. The process shall preclude reuse of buildings which have lost their historic integrity and prohibit new uses that are incompatible with the historic building or that require inappropriate new construction.

Policy CC-29: Significant historic resources that are damaged by flood, fire, neglect, earthquake, or other natural disaster should be carefully evaluated by a structural engineer with preservation experience before they are determined to be beyond repair and destroyed.

Policy CC-30: Because the County encourages preservation of historic buildings and structures in place and those buildings and structure must retain “integrity” to be considered historically significant, the County shall discourage scavenging of materials from pre-1920 walls and other structures unless they are beyond repair.



## LIGHT AND GLARE GOALS

**Goal CC-6:** Preserve and enhance the night environment of the County's rural areas and prevent excessive light and glare.

## LIGHT AND GLARE POLICIES

Policy CC-31: The County considers nighttime darkness to be an integral part of the character of the County's rural areas.

Policy CC-32: Street lighting on County roadways shall be limited to the minimum amount needed for public safety and shall be designed to focus light only where it is needed.

Action Item CC-32.1: The County shall review and update as necessary its public works standards for street lighting to require the installation of fixtures which reduce the upward or sideways spillover of light consistent with the requirements of state law.

Policy CC-33: The design of buildings visible from the County's designated scenic roadways shall avoid the use of reflective surfaces which could cause glare.

Policy CC-34: Consistent with Building Code requirements for new construction in rural areas, nighttime lighting associated with new developments 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.

## NOISE GOALS

**Goal CC-7:** Accept those sounds which are part of the County's agricultural character while protecting the people of Napa County from exposure to excessive noise.

**Goal CC-8:** Place compatible land uses where high noise levels already exist and minimize noise impacts by placing new noise-generating uses in appropriate areas.

## NOISE POLICIES

Policy CC-35: The noises associated with agriculture, including agricultural processing, are considered an acceptable and necessary part of the community character of Napa County, and are not considered to be undesirable provided that normal and reasonable measures are taken to avoid significantly impacting adjacent uses.



*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.*

Policy CC-36: 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.

Policy CC-37: The County shall seek to limit excessive noise impacts of recreational uses—including motorboats, shooting ranges, motorcycles, and other noise-producing equipment—through the enforcement of applicable laws (such as requirements for mufflers) and limits on the location and/or extent of such uses.

Policy CC-38: 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).

**EXTERIOR NOISE LEVEL STANDARDS  
(LEVELS NOT TO BE EXCEEDED MORE THAN 30 MINUTES IN ANY HOUR)**

Land Use Type	Time Period	Noise Level (dBA) by Noise Zone Classification		
		Rural	Suburban	Urban
Single-Family Homes and Duplexes	10 p.m. to 7 a.m.	45	45	50
	7 a.m. to 10 p.m.	50	55	60
Multiple Residential 3 or More Units Per Building (Triplex +)	10 p.m. to 7 a.m.	45	50	55
	7 a.m. to 10 p.m.	50	55	60
Office and Retail	10 p.m. to 7 a.m.	60		
	7 a.m. to 10 p.m.	65		
Industrial and Wineries	Anytime	75		

- 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.



- b) Industrial noise limits are intended primarily for use at the boundary of industrial zones rather than for noise reduction at the industrial use.
- 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.
- d) For further information, see the County Noise Ordinance.

Policy CC-39: The following are noise compatibility guidelines for use in determining the general compatibility of planned land uses:

**NOISE COMPATIBILITY GUIDELINES  
(EXPRESSED AS A 24-HOUR DAY-NIGHT AVERAGE OR LDN)**

<b>Land Use</b>	<b>Completely Compatible</b>	<b>Tentatively Compatible</b>	<b>Normally Incompatible</b>	<b>Completely Incompatible</b>
Residential	Less than 55 dBA	55-60 dBA	60-75 dBA	Greater than 75 dBA
Commercial	Less than 65 dBA	65-75 dBA	75-80 dBA	Greater than 80 dBA
Industrial	Less than 70 dBA	70-80 dBA	80-85 dBA	Greater than 85 dBA

See Policy CC-43 for the definitions of these four levels of compatibility.

Policy CC- 40: Property owners proposing new noise- or vibration-sensitive uses in proximity to existing industrial activities such as Syar Quarry, haul roads leading to the quarry, and within 100’ of railroad tracks shall retain the services of a qualified noise expert to evaluate the potential for noise- and vibration-related land use conflicts. The expert shall recommend methods to ensure that residents and occupants will not be exposed to (a) excessive vibration levels that are disruptive or cause structural damage, or (b) noise in excess of the standards provided in this General Plan. Other methods to address noise and vibration may include, but are not limited to, building setbacks, site design and building orientation, soil compaction/grouting, noise barriers, buffers, building and foundation design, and incorporation of noise insulation. Compliance with this policy shall be demonstrated prior to issuance of a building permit.

Policy CC-41: Where noise-sensitive uses are proposed on County-owned sites within incorporated jurisdictions, the noise standards of that jurisdiction shall apply.

Policy CC-42: The following are the County’s standards for acceptable indoor intermittent noise levels for various types of land uses. These standards should receive special attention when projects are considered in “Tentatively Compatible” or “Normally Incompatible” areas as determined by Policies CC-39 and CC-43, and new uses shall incorporate design features to ensure that these standards are met.

**INTERIOR NOISE LEVEL CRITERIA FOR INTERMITTENT NOISE**

<b>Land Use Type</b>	<b>Acceptable Noise Level (dBA CNEL)</b>
Residential (Single- and Multi-Family)	
Living Areas, Daytime	60 dBA
Living Areas, Nighttime	55 dBA
Sleeping Areas	45 dBA
School Classrooms or Library	55 dBA
Church Sanctuary	45 dBA
Commercial, Educational, Office, Light and Heavy Industrial, Warehousing	Conform with applicable state and federal workplace safety standards

*Note: Standards for public schools are set and enforced by the State of California and are not regulated by the County.*

Policy CC-43: The following definitions shall be used in combination with the standards in the Noise Compatibility Guidelines shown above.

- a) “Completely Compatible” means that the specified land use is satisfactory and both the indoor and outdoor environments are pleasant.
- b) “Tentatively Compatible” means that noise exposure may be of concern, but common building construction practices will make the indoor living environment acceptable, even for sleeping quarters, and the outdoor environment will be reasonably pleasant.
- c) “Normally Incompatible” means that noise exposure warrants special attention, and new construction or development should generally be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. Careful site planning or exterior barriers may be needed to make the outdoor environment tolerable.
- d) “Completely Incompatible” means that the noise exposure is so severe that new construction or development should generally not be undertaken.

Policy CC-44: The County shall require that appropriate noise mitigation measures be included when new residential developments are to be built in close proximity to significant noise sources.

Policy CC-45: Development in the area covered by any Airport Land Use Compatibility Plan (ALUCP) shall be consistent with the noise levels projected for the airport. Where necessary, noise insulation or other measures shall be included to maintain desired interior noise levels.



Action CC-45.1: The County shall use avigation easements, disclosure statements, and other appropriate measures to ensure that residents and businesses within any airport influence area are informed of the presence of the airport and its potential for creating current and future noise.

Policy CC-46: Noise created by the construction of new transportation noise sources (such as new roadways or new rail service) shall be mitigated so as not to exceed maximum acceptable outdoor or indoor noise levels for existing noise-sensitive land uses. Mitigation may include the retrofitting of existing buildings with noise insulation to maintain interior quiet.

A detailed noise analysis shall be conducted as part of roadway improvement design where a proposed road widening or extension may expose existing noise-sensitive land uses to traffic noise in excess of County noise standards or (in the case where noise standards have already been exceeded) result in a substantial increase in traffic noise levels. The analysis shall identify potential impacts to sensitive receptors and identify noise attenuation features to mitigate substantial noise increase to the extent feasible. Features may include noise barriers, retrofitting buildings with additional noise insulation, use of specialized construction materials, or other appropriate measures. These features shall be incorporated into the roadway design and implemented as part of construction of roadway improvements.

Policy CC-47: Where feasible, the County should embrace new technologies to address existing and potential future noise sources. For example, use of rubberized asphalt concrete in roadway resurfacing can reduce noise levels experienced by nearby residents.

Policy CC-48: Where proposed commercial or industrial land uses are likely to produce noise levels exceeding the standards contained in this Element at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy CC-49: 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.

Policy CC-50: The County shall cooperate with the cities and town to resolve mutual noise problems.

## ODORS GOALS

- Goal CC-9:** Accept those odors which are part of the Napa County's character, while protecting people from exposure to unacceptable odors.
- Goal CC-10:** Place compatible land uses where unacceptable odors already exist and minimize any new uses that generate such odors.

## ODORS POLICIES

Policy CC-51: The smells associated with wine-making, agriculture, and agricultural processes are considered to be an acceptable and integral part of the community character of Napa County, and are not considered to be undesirable, provided that normal and reasonable stewardship is followed in the operation of the wine-making or agricultural use and that odors are controlled to the extent possible consistent with the normal operation of the use.

Policy CC-52: Land uses sensitive to odors should generally not be placed near existing non-agricultural uses which generate offensive odors. Should sensitive uses be placed near existing odor-generating uses, the sensitive use shall be responsible for either (a) accepting the odor and notifying future residents/tenants, or (b) providing filters or other equipment to reduce odors to acceptable levels.

Policy CC-53: Odors associated with industrial and commercial uses—in particular, those generated by chemical or industrial processes—are considered generally unacceptable, and shall be required to mitigate their effects on nearby businesses and residences in accordance with standards of the Bay Area Air Quality Management District (BAAQMD).

Action Item CC-53.1: Work with the BAAQMD to disseminate information regarding regulations, monitoring, and enforcement for noxious odors.

Policy CC-54: The County shall either require that adequate buffers be maintained between air pollution or odor sources and sensitive receptors such as residences, or that filters or other mitigation be provided to reduce potential exposures to acceptable levels consistent with regulatory requirements.

- a) New sources of toxic air contaminants or odors proposed near residences or sensitive receptors within screening distances recommended by the California Air Resources Board (CARB) or BAAQMD shall be evaluated and adequate buffers or filters or other equipment shall be provided.
- b) New residences or other sensitive receptors proposed near sources of toxic air contaminants or odors within screening distances recommended by CARB or BAAQMD shall be evaluated and adequate buffers shall be established or mitigations such as filters or other equipment shall be required.