

**Fuller, Lashun**

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**Subject:** FW: Caltrans Comment Letter - Napa Airport Self Storage Facility (P16-00329) MND - SCH2018012009  
**Attachments:** 04-NAP-2018-00087\_Napa Airport Self-Storage Facility\_MND\_2018FEB02.pdf

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**From:** Freedman, Jake@DOT [<mailto:Jake.Freedman@dot.ca.gov>]  
**Sent:** Friday, February 02, 2018 4:30 PM  
**To:** Trippi, Sean <[Sean.Trippi@countyofnapa.org](mailto:Sean.Trippi@countyofnapa.org)>  
**Cc:** [State.Clearinghouse@opr.ca.gov](mailto:State.Clearinghouse@opr.ca.gov)  
**Subject:** Caltrans Comment Letter - Napa Airport Self Storage Facility (P16-00329) MND - SCH2018012009

Dear Mr. Trippi,

Please find the attached soft copy of the Caltrans comment letter regarding the Napa Airport Self Storage Facility (P16-00329) MND. The original letter has been mailed to you at 1195 Third Street, Suite 210, Napa, CA 94559. Thank you for including Caltrans in the environmental review process. Should you have any questions regarding this letter or require any additional information, please feel free to contact me at (510) 286-5518 or [Jake.Freedman@dot.ca.gov](mailto:Jake.Freedman@dot.ca.gov).

Thanks,

Jake Freedman  
Transportation Planner  
Local Development – Intergovernmental Review  
(510) 286-5518

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*Making Conservation  
a California Way of Life.*

February 2, 2018

SCH # 2018012009

GTS # 04-NAP-2018-00087

GTS ID: 9121

PM: NAP – 29 – 5.0

Sean Trippi  
County of Napa  
Planning Division  
1195 Third Street, Suite 210  
Napa, CA 94559

**Napa Airport Self-Storage Facility (P16-00329) - Mitigated Negative Declaration (MND)**

Dear Mr. Trippi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Napa Airport Self-Storage Facility. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the January 5, 2018 MND.

***Project Understanding***

The project proposes to construct a new self-storage facility with approximately 105,099 square-foot (sf) of floor area within four buildings, 1,524 sf designated for wine storage, and a 1,667 sf manager's office. The project site lies between State Route (SR) 29 to the east and Devlin Road to the west. Access would be provided from a new gated driveway on Devlin Road. No access is proposed or permitted from the SR 29. On-site parking for six vehicles, landscaping, perimeter fencing, and signage are also included with the proposal. The project will connect to municipal water and sewer services provided by the City of American Canyon and the Napa Sanitation District, respectively.

***Hydraulics***

The discussion in the MND states that the project includes detention and treatment basins that will filter pollutants before discharging to the storm drain system. This does not match what is shown in the preliminary plans. The plans show the onsite drainage draining to three existing ponds. The plans do not show any drainage systems connecting the ponds to the drainage system

in Devlin Road or any other outfall. The Lead Agency should clarify this with text and graphics detailing the on-site storm water management facilities, and also ensure there is no drainage or discharge onto the state Right-of-Way (ROW).

### ***Sea Level Rise***

The effects of sea level rise may have impacts on transportation facilities located in the project area. Executive Order (EO) S-13-08 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for years 2050 and 2100. Higher water levels may increase erosion rates, change environmental characteristics that affect material durability, lead to increased groundwater levels and change sediment movement along shores and at estuaries and river mouths, as well as affect soil pore pressure at dikes and levees on which transportation facilities are constructed. All these factors must be addressed through geotechnical and hydrological studies conducted in coordination with Caltrans.

### ***Multimodal Planning***

The project's primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained.

The project site is within 0.75 miles of stops two Valley Intercity Neighborhood Express (VINE) Transit bus lines, Route 11, which stops at the intersection of Devlin Road and Airport Boulevard, and Route 21, which stops at the intersection of Airport Boulevard and SR 29; the applicant should consider accommodations to facilitate employee use of these services including the scheduling of shifts to coincide with bus arrival and departure times.

### ***Vehicle Trip Reduction***

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 7: Special Use Areas** where location efficiency factors, such as community design, are low and regional accessibility varies. Given the place type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit subsidies for employees on an ongoing basis;
- Charging stations and designated parking spaces for electric vehicles;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;

- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:  
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

### ***Transportation Impact Fees***

Please identify project-generated travel demand and estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

### ***Lead Agency***

As the Lead Agency, the County of Napa is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

### ***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Mr. Sean Trippi, County of Napa

February 2, 2018

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or [jake.freedman@dot.ca.gov](mailto:jake.freedman@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to be 'Patricia Maurice', with a long horizontal line extending to the right.

for  
PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse