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CalTrans Letter

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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July 16, 2018

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GTS # 04-NAP-2018-00121

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PM: NAP – 29 – 6.18

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

**Nova Wine Warehouse #P16-00456 – Mitigated Negative Declaration (MND)**

Dear Mr. Trippi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Nova Wine Warehouse Project. 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 June 15, 2018 DEIR.

***Project Understanding***

The project proposes to construct a new light industrial building with approximately 400,500 square feet (sq. ft.) of floor area which includes approximately 391,934 sq. ft. of warehouse space and 8,566 sq. ft. of office space. No tenants have been identified, however the warehouse is intended for wine storage. On-site parking for 241 vehicles, 22 truck/trailer spaces, landscaping, and signage are also included with the proposal. A lot line adjustment is also proposed to create the proposed 23.2-acre development area with a 21.9-acre property to the east resulting from the lot reconfiguration. The 23.2-acre project parcel does not have direct access from, or frontage on Devlin Road but will be accessed via a new driveway on Devlin Road within an easement across the 21.9-acre property. Other than the driveway, no development is proposed on the easterly property. A two-way left turn lane on Devlin Road will be constructed along the frontage of the eastern property. The project will connect to municipal water and sewer services provided by the City of American Canyon and the Napa Sanitation District (NSD) respectively. Annexation to NSD will be required prior to the provision of services.

The facility will feature 80 depressed loading docks, six at-grade overhead roll-up doors, and 22

man-doors. The proposed facility would generally operate between 6am and 6pm, five to seven days per week with an estimated 20 full-time and 20 part-time employees. Regional access is provided via State Routes (SR) 29 and 121 at their intersection with Soscol Ferry Road, located approximately 0.3 miles driving distance from the project access driveway.

### ***Impacts to State Routes***

Based on the Transportation/Traffic section of the MND, traffic counts from 2014 were used, however, traffic volumes should be within three years of planned project construction. The MND should also discuss the potential impacts to SR 29 and SR 221 during construction and when the project is in operation. The project site is near the Caltrans Soscol Roundabout Project; the construction and operation of the Nova Wine Warehouse must be conditioned to coordinate with Caltrans to minimize conflicts with the construction of the Roundabout Project.

### ***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. These smart growth approaches are consistent with MTC's Regional Transportation Plan/Sustainable Community Strategies and would help meet Caltrans Strategic Management targets.

### ***Cultural Resources***

Section V. Cultural Resources (Page 10) states that two archaeological studies identified an archaeological resource that will be impacted by the project. Section XVII. Tribal Cultural Resources (Page 22) indicates that Middletown Rancheria requested to be consulted on the project, and the document states that the Tribe, "would like to be notified should any resources be found." There is no information as to if Middletown was notified of the archaeological resource identified within the project area per their request or if Middletown was consulted on the potential for the resource to be a Tribal Cultural Resource (TCR). Additionally, there is no information regarding the archaeological resource having been evaluated for inclusion in the California Register of Historical Resources (CRHR), which is required per CEQA Guidelines Section 15064.5(c)(1) if a resource is being affected by the project.

If these actions have not already been taken, we recommend that the City of Napa evaluate the archaeological resource for eligibility to the CRHR and continue consultation with Middletown Rancheria.

If an encroachment permit is needed for work within Caltrans right-of-way (ROW), we may require that cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). Should ground-disturbing activities take place within Caltrans ROW and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCS) shall be

immediately contacted at (510) 622-1673.

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

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 4c: Suburban Communities (Dedicated Use Areas)** where location efficiency factors, such as community design, are weak and regional accessibility varies. For these reasons, 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, including Travel Demand Management (TDM) strategies to promote bicycling and carpooling to work, thereby reducing VMT.

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>.

### ***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. Trippi, Napa County Planning Division

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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,

*for*   
Jannette Ramirez

PATRICIA MAURICE

District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse