

## Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

<b>SCH #</b>
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**Project Title:** \_\_\_\_\_

Lead Agency: \_\_\_\_\_ Contact Person: \_\_\_\_\_

Mailing Address: \_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_ County: \_\_\_\_\_

**Project Location:** County: \_\_\_\_\_ City/Nearest Community: \_\_\_\_\_

Cross Streets: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Longitude/Latitude (degrees, minutes and seconds): \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_" N / \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_" W Total Acres: \_\_\_\_\_

Assessor's Parcel No.: \_\_\_\_\_ Section: \_\_\_\_\_ Twp.: \_\_\_\_\_ Range: \_\_\_\_\_ Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: \_\_\_\_\_ Waterways: \_\_\_\_\_

Airports: \_\_\_\_\_ Railways: \_\_\_\_\_ Schools: \_\_\_\_\_

Calistoga Joint Unified School, Calistoga Elementary, and Robert Louis Stevenson School.

**Document Type:**

- |                                      |  |                                    |  |
|--------------------------------------|--|------------------------------------|--|
| CEQA: <input type="checkbox"/> NOP   | <input type="checkbox"/> Draft EIR                 | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons  | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA        | <input type="checkbox"/> Final Document        |
| <input type="checkbox"/> Neg Dec     | (Prior SCH No.) _____                              | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____          |
| <input type="checkbox"/> Mit Neg Dec | Other: _____                                       | <input type="checkbox"/> FONSI     | _____  |

**Local Action Type:**

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> General Plan Update    | <input type="checkbox"/> Specific Plan            | <input type="checkbox"/> Rezone                            | <input type="checkbox"/> Annexation     |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan              | <input type="checkbox"/> Prezone                           | <input type="checkbox"/> Redevelopment  |
| <input type="checkbox"/> General Plan Element   | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit                        | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan         | <input type="checkbox"/> Site Plan                | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input type="checkbox"/> Other: _____   |

**Development Type:**

- |   |  |
|---|--|
| <input type="checkbox"/> Residential: Units _____ Acres _____                 | <input type="checkbox"/> Transportation: Type _____            |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____     | <input type="checkbox"/> Mining: Mineral _____                 |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____            |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____ |
| <input type="checkbox"/> Educational: _____                                   | <input type="checkbox"/> Hazardous Waste: Type _____           |
| <input type="checkbox"/> Recreational: _____                                  | <input type="checkbox"/> Other: _____                          |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____               |  |

**Project Issues Discussed in Document:**

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> Aesthetic/Visual         | <input type="checkbox"/> Fiscal                     | <input type="checkbox"/> Recreation/Parks                | <input type="checkbox"/> Vegetation               |
| <input type="checkbox"/> Agricultural Land        | <input type="checkbox"/> Flood Plain/Flooding       | <input type="checkbox"/> Schools/Universities            | <input type="checkbox"/> Water Quality            |
| <input type="checkbox"/> Air Quality              | <input type="checkbox"/> Forest Land/Fire Hazard    | <input type="checkbox"/> Septic Systems                  | <input type="checkbox"/> Water Supply/Groundwater |
| <input type="checkbox"/> Archeological/Historical | <input type="checkbox"/> Geologic/Seismic           | <input type="checkbox"/> Sewer Capacity                  | <input type="checkbox"/> Wetland/Riparian         |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Minerals                   | <input type="checkbox"/> Soil Erosion/Compaction/Grading | <input type="checkbox"/> Growth Inducement        |
| <input type="checkbox"/> Coastal Zone             | <input type="checkbox"/> Noise                      | <input type="checkbox"/> Solid Waste                     | <input type="checkbox"/> Land Use                 |
| <input type="checkbox"/> Drainage/Absorption      | <input type="checkbox"/> Population/Housing Balance | <input type="checkbox"/> Toxic/Hazardous                 | <input type="checkbox"/> Cumulative Effects       |
| <input type="checkbox"/> Economic/Jobs            | <input type="checkbox"/> Public Services/Facilities | <input type="checkbox"/> Traffic/Circulation             | <input type="checkbox"/> Other: _____             |

**Present Land Use/Zoning/General Plan Designation:**

**Project Description:** (please use a separate page if necessary)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".  
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans District # _____	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Regional WQCB # _____
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Native American Heritage Commission	

### Local Public Review Period (to be filled in by lead agency)

Starting Date \_\_\_\_\_ Ending Date \_\_\_\_\_

### Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: _____
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

**Signature of Lead Agency Representative:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

**Notice of Completion  
Attachment A  
Napa Valley Vine Trail: St. Helena to Calistoga Section  
June 2020**

**Project Location**

The proposed Napa Valley Vine Trail – St. Helena to Calistoga Section Project (hereinafter referred to as the "proposed project" or "project") site is approximately 6.8 miles long, extending north from the City of St Helena at the intersection of Pratt Avenue and State Route 29 (SR 29), through Napa County, to the Calistoga City limit on Dunaweal Lane at the intersection of an existing segment of the Vine Trail. The proposed trail would be within Napa County, the City of St. Helena, and the City of Calistoga. With exception of a portion of trail through Bothe-Napa Valley State Park (BNVSP), most of the proposed trail would run parallel to SR 29 on the east side.

**General Plan Designation**

**Napa County:** Agriculture Resource, Cities, Agriculture, Watershed & Open Space

**City of St. Helena:** Agriculture

**City of Calistoga:** Downtown Commercial, Light Industrial, Community Commercial, High-Density Residential

**Zoning**

**Napa County:** Agricultural Watershed (AW), Agriculture Preserve (AP)

**City of St. Helena:** W: Winery, PGP: Public & Quasi-Public, A-20: Agriculture

**City of Calistoga:** DC-DD: Downtown Commercial – Design District, R-3: Multi-Family Residential/Office, I: Light Industrial, P: Public/Quasi-Public

**Assessor’s parcel numbers**

The project site would largely be located along the SR 29 corridor, and would be directly adjacent to or within the following parcels:

009-010-026	022-100-026	022-010-007
009-010-022	022-100-027	022-020-004
022-200-016	022-100-008	022-020-005
022-200-008	022-100-007	022-020-002
022-200-002	022-100-030	022-020-001
022-220-025	022-240-013	020-240-005
022-220-028	022-010-017	020-320-015
022-130-024	022-010-025	020-180-046
022-130-023	022-010-034	020-150-050
022-130-014	022-034-005	020-150-045

022-100-010	022-010-006	022-020-007
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**Project Purpose and Need**

The project’s primary purpose is to help close a gap in the regional bicycle and pedestrian transportation network, which would provide bicyclists and pedestrians with a safe alternative to using SR 29 between the cities of St. Helena and Calistoga and beyond. Further, the project would run through the BNVSP, adding pedestrian and bicycle connectivity to the BNVSP. While the project could induce visitor use of the BNVSP by increasing the bicycle and pedestrian connectivity, it is not anticipated that any increased use of the BNVSP would result in physical deterioration of the facility.

**Project Description**

The proposed project is one segment of the Napa Valley Vine Trail, which is envisioned as a 47-mile, mostly Class I mixed-use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the Vallejo Ferry Terminal in Vallejo, California<sup>1</sup>. The Napa Valley Vine Trail – St. Helena to Calistoga segment ("proposed project") is an approximately 6.8-mile Class I bicycle/pedestrian trail that would complete a segment of the Napa Valley Vine trail.

The proposed project is located within Caltrans and public right of way (ROW), State Park lands, and on easements to be obtained from private property owners. The south end of the project would terminate in St. Helena at Pratt Avenue on SR 29 at postmile (PM) 29.244The north end of the new trail segment terminates at an existing segment of the Vine Trail at Dunaweal Lane east of PM 35.308.

An additional segment called the Fair Way Path Extension would be constructed at the same time as the proposed project. The Fair Way Extension would be a 0.6-mile Class I trail that extends north from an existing segment of the Napa Valley Vine Trail at Washington Avenue in Calistoga to the intersection of Fair Way and Lincoln Avenue in Calistoga (east of SR 29 between PMs 36.45 to 37.22). The Fair Way Path Extension was previously analyzed under CEQA and a Mitigated Negative Declaration was approved by the City of Calistoga's Planning Commission 2014 (PC Resolution 2014-29; November 26, 2014). However, the Fair Way Path extension was not analyzed under the National Environmental Policy Act (NEPA), and the proposed project is subject to federal funds, thus the Fair Way Path Extension is being analyzed under NEPA here. Caltrans is the lead agency for NEPA clearance of the proposed project including the Fair Way Extension.

Completion of the proposed project would help close a gap in the regional bicycle and pedestrian transportation network; provide bicyclists and pedestrians with a safe alternative to using SR 29 from the City of St. Helena to Calistoga, and encourage the use of non-motorized travel. All of these benefits are described in the policies and objectives of the Napa County General Plan and the Napa County Bicycle Plan.

The trail would be located within unincorporated Napa County and the cities of Calistoga and St. Helena. The proposed alignment would overlap with areas under public ownership and within Caltrans' ROW and run along local streets and roads. NVTA would also need to obtain private property easements to construct the proposed trail segment. Most of the proposed trail would be on the east side of SR 29 except where the trail runs through BNVSP. The new trail would largely be separated from SR 29. However, in a few locations, the proposed trail would be located along the shoulder of SR 29.

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<sup>1</sup> Within the boundaries of the Bothe-Napa Valley State Park, the trail would be a Class 3 bicycle route.

The proposed path would be 10 feet wide with 2-foot shoulders for a total width of 14 feet in most locations, narrowing to a lesser width in constrained locations. In most locations the trail would be an asphalt trail installed over aggregate base, with gravel shoulders. Permeable asphalt or a pervious material may be used in some locations (e.g., along vineyard edges). In most locations, the existing surface would be excavated to a depth of 1.5 to 2 feet to install the trail surface. Grading would occur beyond the shoulders to conform the trail to existing grade up to a maximum slope of 2:1 as dictated by geotechnical conditions.

The trail would cross multiple roads and private driveways and would cross SR 29 in two locations. Americans with Disabilities Act (ADA) curb ramps would be installed where the trail intersects major roads, including Deer Park Road, Lodi Lane, Big Tree Lane, Maple Lane and Dunaweal Lane. Consistent with ADA standards, truncated domes may be installed on either side of private driveways, where the trail crosses private driveways. Additional improvements include stop signs and trail signage, benches, interpretive signage, fencing along the edge of some property lines, and bus stop relocations and improvements. Safety improvements and signage would be installed at crossings to conform to applicable local, Caltrans, and California Manual on Uniform Traffic Control Devices (California MUTCD) standards.

Proposed improvements on private property would include conforming work to match existing grade of driveways, striping, relocation of mailboxes, removal and replacement of landscaping where it coincides with the proposed trail alignment. These improvements would be done in accordance with easements granted by private property owners.

Where the trail would cross SR 29, pedestrian hybrid beacon (PHB) signal crossings would be installed. Two PHBs would be installed. The south PHB crossing would be located along SR 29 near Cal Fire at Big Tree Rd. Two options are being considered for the north PHB crossing, which would be located along SR 29 near the entry road to BNVSP, approximately 400 feet either north (North PHB Crossing, Option 1) or south of the entry road to BNVSP (North PHB Crossing, Option 2). For Option 1 surface and pedestrian safety improvements (i.e., crosswalk striping) would be required at the BNVSP entry road, and a culvert and retaining wall would be constructed south of the entry road within Caltrans ROW. For Option 2, the PHB crossing would be placed south of Larkmead Lane and the entry road to BNSVP thus no surface improvements would be required at the entry road under Option 2.

Retaining walls would be constructed where the trail is constrained either by existing physical or topographic features, property lines, and easement boundaries. Retaining wall types would include mechanically stabilized earth, concrete barrier, block walls, or other types. Most retaining walls would be less than 3.5 feet tall, though in a few locations local topography would require the construction of walls up to 8 feet in height. Excavation depths for the retaining walls would range from 1.5 to 3.0 feet below existing grade over an area up to 20 feet from the edge of proposed retaining walls. The retaining walls would be designed to have a similar visual appearance to existing walls in the area.

Free span, pre-fabricated bridges are proposed in three locations; one to span an existing wetland and drainage feature on private property near PM 31.57, one to cross an existing drainage ditch located on private property south of Twomey Winery near PM 35.282, and one to span Napa River adjacent to the bridge Dunaweal Lane. Each of these bike and pedestrian bridge structures and abutments would be installed outside of waters and wetland features. Work near drainages would occur during the dry season.

The proposed project would require the installation of new culverts or culvert extensions throughout the alignment. The type, size and material of culvert extensions would be designed to match existing conditions. Culverts crossing SR 29 and existing ditches would be extended by up to 30 linear feet. In some constrained locations, new culverts would be installed in existing roadside ditches order to minimize tree removal and stay within ROW to the extent possible. These culverts would extend between 100 to 850 linear feet. New or replacement headwalls and wingwalls would be installed or extended at some culvert crossings where necessary to provide enough width for the trail.

Storm drain infrastructure, including junction boxes and manholes, would be installed as part of some culvert extensions to convey stormwater runoff and to provide access to maintain this infrastructure. With exception of the storm drain infrastructure mentioned above, stormwater runoff from the trail would be conveyed to adjacent permeable non-erodible areas.

Construction of the proposed project would include approximately 10,000 cubic yards of excavation. Material brought on to the site would be tested in accordance with local and state requirements to ensure contaminated material is not brought on site. Material that is not removed from the project area once excavated would be stockpiled and stabilized until it could be off-hauled.

Vegetation and tree removal would be required to construct the trail and would include the removal of native trees, landscape trees, and non-native trees. It is estimated that approximately 47 trees would be removed in the project area. Of the 47 trees, 10 are native coast live oaks. These trees have a diameter at breast height (DBH) ranging from 6 to 21 inches. Five valley oaks along the trail alignment would be removed and these range in size from 5 to 16" DBH. Three blue oak trees would be removed, and these trees have a DBH of 18, 19, and 45". Protected trees would be replanted within the project area at a ratio consistent with local tree protection ordinances and California Department of Fish and Wildlife (CDFW) replanting requirements.

Underground utilities would remain in place. Utility poles in conflict with the trail would be moved in coordination with utilities companies (namely PG&E) prior to construction. Utility relocation would be done prior to project construction. Other utility adjustments would include relocation of fire hydrant wharfs in a few locations. No additional or expanded use of water or wastewater facilities is proposed as part of this project.

Access to the construction site would occur from SR 29 and adjacent roads. While final staging areas would be decided by the contractor, staging would primarily occur within the proposed trail alignment. These areas would be used to store and stage materials and equipment at different times throughout project construction. Staging areas outside of the proposed alignment would typically consist of previously disturbed areas with bare, gravel, or paved surfaces.

Trail construction is anticipated to take between 9 and 12 months to complete and will begin in 2021 or 2022. Construction will be timed to maximize working in the summer dry season, and the work may be phased to adhere to seasonal work limits.

Following completion of the trail, Napa County and the cities of St. Helena and Calistoga would maintain the portions of the trail within their jurisdiction in accordance with easement agreements. A Maintenance Agreement with Caltrans would be developed to ensure the portion of the trail within Caltrans' ROW is maintained. In BNVSP Napa County would hold an easement and maintenance of the Vine Trail within BNVSP would be handled by the Napa County Regional Park and Open Space District. Trail operation and maintenance would require occasional sweeping, litter pick-up, and vegetation and tree trimming to maintain adequate vertical clearance for trail users.