

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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9/15/2020

Governor's Office of Planning & Research

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September 14, 2020

SCH # 2020080254

GTS # 04-NAP-2017-00214

GTS ID: 8890

Co/Rt/Pm: NAP/29/23.23

Charlene Gallina, Supervising Planner
Napa County
1195 3rd Street Suite 210
Napa, CA 94559

Nickel & Nickel Winery Major Modification – Initial Study/Mitigated Negative Declaration (IS/MND)

Dear Charlene Gallina:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Nickel & Nickel Winery Major Modification Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the August 2020 IS/MND.

Project Understanding

The proposed project is to request a Use Permit Major Modification for an existing 125,000-gallon per year winery to allow operational and physical changes. The operational changes include an increase in employment from 21 full-time and 6 part-time to 67 full-time and 6 part-time staff, an increase in annual wine production from 125,000 to 225,000 gallons, an increase in daily visitors from 75 to 260 people per day, up to a weekly maximum of 1,440 people, and a change to the marketing program. The physical changes include an increase in parking on-site from 45 to 106 installs, construction of a 6,000 square-foot (s.f.) winery structure addition.

This project is located at 8164 St. Helena Highway, immediately adjacent to State Route (SR)-29.

Travel Demand Analysis

With the enactment of Senate Bill (SB)-743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies using efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and Vehicle Miles Travelled (VMT) as the primary transportation impact metric. Caltrans commends the proposed Transportation Demand Management (TDM) plan which aims to reduce employee and visitor-generated VMT. Caltrans encourages the Lead Agency to provide more clarification on the project's visitor-generated VMT and link how the proposed TDM measures may reduce the project's VMT impact to be less than significant.

Lastly, Caltrans recommends that the proposed TDM measures identified in the plan should be documented with annual monitoring reports to demonstrate effectiveness.

Highway Operations

In the Traffic Impact Study (TIS), Section V. B. 3, Seasonal Adjustment, states that seasonal factors were developed using the Caltrans Performance Measurement System (PeMS) count data at SR-29/Rutherford Road. However, the PeMS shows no detection station near the project location. Please identify the PeMS Vehicle Detector Station (VDS) referenced for the seasonal factor calculations. In addition, please explain why only PM Peak Hour volumes were analyzed in the TIS.

Hydraulics

Please ensure that any storm runoff to SR-29 must be metered to pre-construction levels.

Lead Agency

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

Construction-Related Impacts & Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto the State Right-of-Way (ROW) requires a Caltrans-issued encroachment permit. Note that potential impacts to the State ROW from project-related temporary access points should be analyzed. Project work that requires movement of oversized or excessive load vehicles on state roadways

requires a transportation permit issued by Caltrans. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to SR-29. For more information, and to apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the State ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Yunsheng Luo at Yunsheng.Luo@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse