

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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May 22, 2025

SCH #: 2020079021
GTS #: 04-NAP-2019-00508
GTS ID: 14811
Co/Rt/Pm: Napa/29/30.649

Trevor Hawkes, Project Planner
County of Napa
1195 Third Street, 2nd Floor, Suite 210
Napa, CA 94559

Re: Inn at the Abbey Project – Draft Environmental Impact Report (DEIR)

Dear Trevor Hawkes:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Inn at the Abbey Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the April 2025 DEIR.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project would demolish an existing restaurant, specialty retail building, and 5-room motel on the project site to develop a 79-room hotel across two parcels with affordable housing for employees. The project also includes proposed improvements of an at-grade street crossing enhancement to the existing Vine Trail crossing at State Route (SR) 29 and Lodi Lane, including restriping of the turn lanes at the Lodi Lane approach. Other proposed modifications within State right-of-way (ROW) include the construction of a mini pork-chop island and installation of traffic signage to delineate that only right turns are allowed into the main driveway from SR 29. This main driveway is one of two existing driveways to the project site on SR 29 and both parcels of the proposed project site are directly adjacent to SR 29.

Travel Demand Analysis

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the *2022 Napa County Traffic Impact Study (TIS) Guidelines*. Per the DEIR, the proposed project is found to have a less than significant VMT impact as the hotel development is not anticipated to generate any net new trips from the existing uses that would be demolished. The proposed project also includes a Transportation Demand Management (TDM) Program with measures to reduce employee and guest VMT, therefore working towards meeting the State's VMT reduction goals.

Encroachment Permit

Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway ROW requires a Caltrans-issued encroachment permit.

Any proposed improvements within the state ROW must be designed per Caltrans Standard Plans and Specifications. Please check the Caltrans website for the latest revised Standard Plans ([link](#)). As the Lodi Lane Crossing Improvement, described on page 4.13-24 of the DEIR, appears to be within State ROW, we recommend updating the narrative to indicate that final design of the crossing improvement will meet State Highway Design standards as well as the County's standards.

Please also be advised that any work related to Driveways 1 and 2 on SR 29, shown on Figure 4.13-3, Project, Driveway Locations, shall conform to Caltrans Design Guidelines in the Encroachment Permits Manual, Appendix J for Typical Rural Driveways in State ROW ([link](#)). Additionally, project plans for work within State ROW must clearly show the State ROW line for the whole plan limits along with all existing roadway features (lane lines, edge of pavement, curbs, existing signage, trees and utility poles, etc.) in the dropout with appropriate callout.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist ([link](#))
- Caltrans Encroachment Projects Processes – Information Video ([link](#))

- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Highway Operations

In addition to the proposed Inn at the Abbey Project, please note there are additional proposed developments on Lodi Lane that will add substantial traffic on the State Highway. Please provide an updated TIS that includes analysis of how the proposed developments on Lodi Lane would cumulatively impact SR 29.

Caltrans Highway Operations would like to ensure that any improvements or modifications to the driveways within State ROW are in place before the new development is open to the public. Please specify the stage of construction during which the installation of the mini pork chop island for Driveway 2 is planned to take place.

Additionally, during the public comment period for the Notice of Preparation (NOP) between July and August 2020, Caltrans Highway Operations requested an explanation for why the right-in/right-out restriction at Driveway 2 does not apply to Driveway 1. It appears this comment has not been addressed in the DEIR or its appendices. Please clarify why Driveway 1 will not have the right-in/right-out restriction and why this was not studied in the TIS.

Hydrology

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

If the project involves drainage work that flows into the State Drainage System, please provide a drainage design memo with plans that show pre- and post-project flows to the existing drainage system to demonstrate how the proposed drainage system flows. Drainage Plan and Profile Sheets should include lengths, size, and types of new and existing pipes, as well as inlets, outlets, and systems showing any utility conflicts. Please

ensure that assumptions and calculations used in designing the drainage system are shown.

Biological Resources

Per the DEIR, the proposed removal of on-site oak trees for the project would require mitigation to reduce the potentially significant construction-related impact. Please clarify whether the proposed oak tree replanting/mitigation to meet the 2:1 ratio under Mitigate Measure BIO-4, Mitigate for Oak Tree Removal, would take place on-site or off-site.

Additionally, please be advised that the preconstruction survey for special-status bat species under Mitigation Measure BIO-3, Roosting Bat Surveys, should occur at least ten (10) days before the state date of any proposed construction-related activities.

Please also note that the first paragraph under Impacts and Recommended Measures on page 4-12 under Chapter 4, Appendix D, includes a reference that yields an error stating "Error! Reference source not found."

Cultural Resources

Due to the sensitivity of the area, the Caltrans Office of Cultural Resource Studies (OCRS) may require documentation from the project proponent to support compliance with Public Resources Code, Section 5024 (PRC 5024, [link](#)). For any construction activities within Caltrans' ROW that take place in relation to this project, these mitigation measures shall be implemented if there is an archaeological discovery. If there is an inadvertent archaeological or burial discovery within Caltrans' ROW, please immediately contact the OCRS at (510) 847-1977. A staff archaeologist will evaluate the finds within one business day after contact. Caltrans requires review of any potential data recovery plans within Caltrans' ROW.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Lead Agency

As the Lead Agency, the County 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.

Equitable Access

For the Lodi Lane Crossing Improvement, please make the ramps directional and ensure they are compliant with the Americans with Disabilities Act (ADA) standards. Please also consider incorporating curb extensions to make the crossing shorter.

If any Caltrans facilities are impacted by the project, those facilities must meet ADA Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Luana Chen, Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse