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Director

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Date: July 25, 2024

To: Agencies and Interested Parties

From: Napa County Planning, Building, and Environmental Services (PBES)
Department

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Napa Valley Vine Trail Yountville through St. Helena Project; RDS23-19

Review Period: July 25, 2024 through August 29, 2024

As the Lead Agency under the California Environmental Quality Act (CEQA), the County of Napa (County) will prepare an Environmental Impact Report (EIR) for the Napa Valley Vine Trail Yountville through St. Helena Project (Project).

PURPOSE OF THIS NOTICE OF PREPARATION

In accordance with the California Code of Regulations (CCR) Section 15082, the County has prepared this notice of preparation (NOP) to inform agencies and interested parties that an EIR will be prepared for the above-referenced Project. The purpose of an NOP is to provide sufficient information about the Project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed (CCR Section 15082[b]). The Project location, description, and potential environmental effects are summarized below.

PROJECT LOCATION

The Project site is approximately 11 miles long, extending north from the Town of Yountville at the intersection of California Drive and SR 29, through Napa County, through the City of St. Helena to the previously constructed section of the Vine Trail at the intersection of Pratt Avenue and SR 29. The proposed trail would be within the Town of Yountville, Napa County, and the City of St. Helena. Refer to **Figure 1: Vicinity Map** and **Figure 2: Site Location Map**.

In the Town of Yountville, the Project site is designated and zoned as Public Facilities (PF). In Napa County, the Project site is designated Agriculture Resource (AR) and Cities. The zoning is Agriculture Preserve (AP) and Commercial Limited (CL). In the City of St. Helena, the Project site is designated Ag/Rural Residential, Commercial, Office, Railroad ROW, and Winery. The zoning is: Business and Professional Office (BPO), Central Business (CB), Industrial (I), Mixed-Use (MU), Public & Quasi-Public (PQP), Service Commercial (SC), Twenty-Acre Agriculture (A-20), and Winery (W).

PROJECT DESCRIPTION

The Project is one segment of the Napa Valley Vine Trail, which is envisioned as a 47-mile, mostly Class I multiuse trail 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, Solano County, California. The Napa Valley Vine Trail – Yountville through St. Helena Section, the Project, is an approximately 11-mile Class I bicycle/pedestrian trail that would close the largest remaining gap in the Napa Valley Vine Trail.

The Project is located within a combination of Caltrans, public, and private right of way (ROW). Approximately 40% of the Project alignment is located within the Caltrans ROW. Napa County would also need to obtain private property easements to construct the proposed trail section. The south end of the Project would start in Yountville at California Drive north of SR 29 at postmile (PM) 19.0, connecting to where an existing segment of the Vine Trail currently ends. The north end of the Project also connects to an existing segment of the Vine Trail in St. Helena at the intersection of Pratt Avenue and SR 29 (north of PM 29.2).

The Project would be located within the Town of Yountville, unincorporated Napa County, and the City of St. Helena. The proposed alignment would generally run along and adjacent to the Napa Valley Wine Train ("railroad"), SR 29, and local streets and roads. Most of the Project would be on the west side of SR 29, except where the trail runs through the urban center of the City of St. Helena. The trail would largely be separated from SR 29 with a horizontal separation that puts the trail outside the highway clear recovery zone (CRZ). Where the trail is within the CRZ, it would be separated from SR 29 by a concrete barrier, including a few locations where space is constrained and the Project would be located along the shoulder of SR 29.

The proposed trail would generally be a paved 10-foot-wide trail with 2-foot rock 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 concrete surface installed over aggregate base, with gravel/aggregate base shoulders. Permeable asphalt or a pervious material may be used in some locations (e.g., along vineyard edges). In most locations, the existing ground surface would be excavated to a maximum depth of three feet below ground surface (bgs) 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 that intersect with SR 29. The trail would only cross from the west side of SR 29 to the east side of SR 29 at Adams Street in downtown St. Helena. The trail would cross the railroad tracks at up to seven locations throughout the alignment. Combined bike and pedestrian curb ramps that comply with the Americans with Disabilities Act (ADA) would be installed where the trail intersects major roads, including Pratt Avenue, Fulton Avenue, Railroad Avenue, Main Street, Adams Street, Oak Avenue, Mitchell Drive, El Bonita Avenue, Grayson Avenue, Inglewood Avenue, Charter Oak Avenue, Vidovich Lane, Sulphur Springs Avenue, Lewelling Lane, Zinfandel Lane, Whitehall Lane, Madison Street, and Oakville Grade Road. Consistent with ADA standards, detectable warnings may be installed on either side of private driveways where the trail crosses private driveways. Additional improvements include stop signs and trail signage, interpretive signage, fencing along the edge of some property lines, bus stop relocations and improvements, railing replacements, concrete barriers, guardrail end treatments, at-grade railroad crossings, bridges, drainage improvements, and other improvements that support the trail. Safety improvements including signals, rectangular rapid flashing beacons (RRFBs), and signage would be installed at various roadway and driveway 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 trail work to match existing grade of driveways, striping, removal and replacement of landscaping where it coincides with the proposed trail alignment, and fencing to support construction of the trail. These improvements would be done in accordance with easements granted by private property owners.

Where the trail would cross SR 29 from one side to the other (i.e., from east to west, or west to east), traffic control devices, such as traffic signal modifications, would be utilized. A Pedestrian Hybrid Beacon (PHB), in the form of a HAWK (high-intensity activated crosswalk beacon) signal, is proposed at the intersection of Zinfandel Lane and SR 29.

Short retaining walls may be necessary to support the construction of the trail. The retaining walls could include mechanically stabilized earth, concrete barrier, or block walls and would generally be less than 4 feet tall. Additionally, the Project would install guardrails and construct concrete barriers between SR 29 and the trail in select locations where the trail is in the CRZ or shoulder of SR 29. Barriers would be based on Caltrans standard plan concrete barriers. Appropriate crash cushions and guardrail end-treatments would be included on concrete barriers. Excavation depths for improvements including drainage pipes and structures, retaining walls, and barriers would range from 1.5 to 7 feet below existing grade. In addition, it is expected that deep foundations will be required at any new bridge locations. At this time, it is expected that these foundations will be two 36" Cast-in-Drilled-Hole (CIDH) Concrete piles at each abutment location extending below the ground 60 to 80 feet.

The Project would require four jurisdictional water crossings. The four crossings comprise 1) a new single span, pre-fabricated steel truss bridge at the crossing of Bale Slough / Bear Creek on railroad and private ROW near SR 29 PM 25.3, 2) a new culvert south of an existing private driveway near SR 29 PM 23.6, 3) a culvert extension at Kalon Creek on railroad ROW near SR 29 PM 22.3, and 4) a culvert extension or pre-fabricated pedestrian bridge at Lincoln Creek on railroad or private ROW near SR 29 PM 21.7. The rest of the water crossings would construct or extend culverts instead of bridge structures.

The Project would require the installation of new culverts or culvert extensions throughout the alignment. The type, size and material of culvert extensions and new culverts would be designed to match existing conditions. Some existing culverts would be extended by up to 400 linear feet. In some constrained locations, new culverts would be installed in existing roadside ditches in order to minimize tree removal and ROW acquisition to the extent possible. These new culverts would extend between 50 to 500 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 inlets, junction boxes and manholes, would be installed to convey stormwater runoff and to provide access to maintain existing and proposed infrastructure. With exception of the storm drain infrastructure mentioned above, stormwater runoff from the trail would be conveyed to adjacent permeable non-erodible areas.

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 95 trees would be removed by the Project. Protected trees would be replanted at a ratio consistent with local tree protection ordinances and California Department of Fish and Wildlife (CDFW) replanting requirements.

Underground utilities are anticipated to remain in place, with the preferred approach being to design around and protect existing utilities 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 or in conjunction with Project construction. Other utility adjustments would include relocation of fire hydrant assemblies 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 be 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 and will be located outside of any required stream and ephemeral drainage course setbacks as detailed in the Napa County Conservation Regulations Chapter 18.108.

Trail construction is anticipated to take 12 months to complete and will begin in 2026 or 2027. Construction will be timed to maximize working in the summer dry season, and the work may be phased to adhere to seasonal work limits or to accommodate funding. The regulatory permits will limit any work within creek banks to between June 1 and October 31; however, the dates will be negotiated in the Streambed Alteration Agreement.

Following completion of the trail, Town of Yountville, Napa County, and the City of St. Helena would maintain the portions of the trail within their jurisdiction in accordance with easement agreements. A Maintenance Agreement with Caltrans would be developed to cover the maintenance of the portion of the trail within Caltrans' ROW. Trail operation and maintenance would require occasional sweeping, litter pick-up, and vegetation and tree trimming to maintain adequate vertical clearance for trail users.

Below are additional details for each segment of the Project.

Trail Segment A: Yountville Trail Beginning to Whitehall Lane (SR 29 PM 19.0 to 26.0)

The trail would begin in the Town of Yountville at the intersection of the existing Napa Valley Vine Trailhead and California Drive north of SR 29 PM 19.0. This entire segment would route on the west of SR 29, adjacent to the existing railroad through Caltrans ROW, railroad ROW, unincorporated Napa County, and private property.

Routing of the trail through this segment would require minor vegetative removal and trimming, signage relocation, fence removal, and relocation of utilities for trail clearance. In some instances of increased vegetation, the trail width would decrease to approximately eight feet to minimize vegetation and tree removal. The removal of trees would also be proposed in this segment. Work in this segment would also require changes to drainage systems throughout the route in the form of drainage swale construction, inlets, culverts, and manhole structures, grading slopes toward existing drainage inlets, and removal, replacement, and extension of culverts. Specifically, culvert extensions would occur on private property at the Mondavi Winery driveway.

This segment of the trail proposes the construction of one new bridge, one culvert, and two culvert extensions. A bridge spanning 90 to 150 feet would be constructed for the trail to cross Bale Slough / Bear Creek. Depending on the final trail alignment, the bridge could be located to either the east or west of the railroad. The existing culverts carrying Kalon Creek and Lincoln Creek will be extended. At Lincoln Creek, there is also an option to install a prefabricated bridge in lieu of a culvert extension. At these bridge and culverts, removal of some ruderal vegetative would occur, if needed. The Kalon Creek culvert would require the relocation of a water transmission pipeline air release valve / vent.

This segment would include up to five railroad crossings. At Dwyer Road, the trail would cross perpendicular to the existing railroad, providing more distance between the trail and SR 29. Additionally, new striping and regrading would occur as necessary at the intersection of private driveways and the portions of the trail adjacent to the railroad. A second railroad crossing is proposed at Bella Oaks Lane to shift the trail back to the east side of the railroad adjacent to SR 29, and a third railroad crossing is proposed at Manley Lane where the trail is proposed to shift back to the west side of the railroad. The fourth railroad crossing is proposed at Rutherford Road to shift the trail back to the east side of the railroad and the fifth railroad crossing is an existing crossing north of SR 29 PM 26.0 where the trail crosses from the east side of the railroad to the west side of the railroad before continuing to the next segment at the intersection of the trail and Whitehall Lane. This crossing was built by Caltrans for bike riders using the southbound SR 29 Class II bike lanes to safely cross the railroad at a right angle (90 degrees), and the Project proposes to modify this crossing allow for the trail to cross. There are three (3) other options being considered for crossing the trail from the east side of the railroad to the west side, in lieu of using the existing location including:

Option A1

This optional alignment is proposed between the railroad crossings near Bella Oaks Lane and Manley Lane. This optional alignment would not include the Bella Oaks Lane and Manley Lane railroad crossings, keeping the trail aligned continuously on the west side of the railroad.

Option A2

This optional alignment is proposed extending from SR 29 PM 25.2 to north of SR 29 PM 26.0. This optional alignment would change the instance of railroad crossing to occur adjacent to or just past the Grgich Hills Cellars property, north of SR 29 PM 25.2, in place of the existing railroad crossing north of SR 29 PM 26.0. This optional alignment would continue along the western side of the railroad between the Grgich Hills Cellars and Whitehall Lane, which includes crossing Bale Slough / Bear Creek.

Option A3

This optional alignment consists of crossing the trail to the west side of the railroad at a location 200 to 300 feet south of the existing railroad crossing north of SR 29 PM 26.0. The crossing in this optional alignment would replace the existing crossing.

Trail Segment B: Whitehall Lane to Mitchell Drive (PM 26.0 to 28.4)

Continuing at the intersection of Whitehall Lane and SR 29, the multiuse trail would stretch for approximately 2.5 miles through Caltrans ROW, unincorporated Napa County, private property, and the City of St. Helena. At the Whitehall Lane intersection, the trail would be routed around railroad crossing equipment, with relocation of signage, guard rails, and widening of the existing bike lane.

Along this segment, existing signage would be removed and relocated where the trail would cross vineyard and commercial business entrances or private driveways. Replacement and removal would be done in accordance with easements to be granted by private property owners. Additionally, utilities would be relocated as needed; utility boxes, water vaults, sewer manholes, and telecom manholes would be adjusted to grade. The relocation of fire hydrants, drain inlets, bollards, lights, and minor vegetative removal would occur for trail clearance. The Project would also remove trees along the trail in this segment. In required instances along the multiuse trail, drainage inlets would be constructed. The Project would include construction of new curb and gutter as needed per Caltrans standards. Moreover, concrete barriers with appropriate end treatments would be constructed where necessary along the trail to protect users from vehicular traffic. Signage, striping, and barriers would be installed along the shoulder in accordance with local and state standards.

At Whitehall Lane Winery, the trail would be altered to create a straight road crossing and allow for the installation of a culvert under the trail and a drainage inlet to replace the existing swale. Further along the Project, restriping of the trail entrance outside of Del Dotto Winery would occur.

Multiple new curb ramps would be constructed along SR 29 in this segment, with two constructed at the intersection of Lewelling Lane, two ramps and associated striping at the intersection of Sulphur Springs Avenue, two ramps and striping at the intersection of Vidovich Lane, and two constructed at the Charter Oak Avenue intersection. At the Inglewood Avenue intersection, the Project would remove one parking spot to construct a curb ramp and add striping.

At Sutter Home Winery that is southeast of Lewelling Lane, the Project would reconstruct the two existing driveways to accommodate the multiuse trail, remove two existing parking spots and one hedge, and relocate one planter box.

At the El Bonita Motel, the Project would reconstruct the existing driveway, retaining curbs, and planter box and construct one new curb ramp at the adjacent El Bonita Avenue intersection. Moreover, private property easements would be needed to pave and reconstruct some private driveways along the route.

A portion of the trail would pass through St. Helena Unified School District and Preschool parking lot that is southeast of Grayson Avenue. The Project would include restriping of the parking stalls within the

parking lot, removing several parking spaces near the Grayson Avenue intersection, and reconstructing pavement to connect to the existing curb ramp.

At Gott's Roadside Restaurant that is southeast of Sulphur Springs Creek, four driveways would also be reconstructed, which would result in relocation of parking stalls.

As SR 29 veers slightly west toward Mitchell Drive, the Project would have an eight-foot-wide trail to accommodate the existing sidewalk.

Option B1

This optional alignment is proposed at Charter Oak Avenue to Mitchell Drive at Oak Avenue. This optional alignment would route the trail to turn on to Charter Oak Avenue, extending to the existing St. Helena Car Wash. The trail would then turn north, constructing a trail on paved and semi-paved surfaces and a bridge over Sulphur Springs Creek until connecting back to Mitchell Drive at Oak Avenue.

Trail Segment C: Mitchell Drive to Railroad Avenue

Segment C of the trail would be located within the City of St. Helena and would mostly be a Class III bicycle boulevard. Beginning at the intersection of SR 29 and Mitchell Drive, the Project would reconstruct an existing curb ramp, restripe the existing striping across Mitchell Drive, and adjust an existing utility box out of the trail. The 10-foot-wide trail would continue down southeast side of Mitchell Drive where it would require relocation of an existing drainage inlet. The trail would cross the driveway for the existing parking lot for Umpqua Bank. At this parking lot, the Project would reconstruct the existing driveway approach and construct up to 260 linear feet of new curb and gutter.

The trail would cross the intersection of Oak Avenue and Mitchell Drive and continue in the form of a bike boulevard, or Class III bicycle lane, where the Project would construct new curb ramps and 180 linear feet of new curb and gutter, along with striping crosswalks and related signage to Adams Street. Isolated areas of sidewalk replacement may take place to replace segments of non-ADA compliant sidewalk.

The trail would continue northwest along Oak Avenue until the Adams Street intersection. Moving northeast along Adams Street, the Project would relocate existing utilities to construct up to four curb ramps at the SR 29 intersection and may replace isolated areas of non-ADA compliant sidewalk. The trail would continue through Adams Street until the Railroad Avenue intersection where it would begin to route northwest along Railroad Avenue up until the Fulton Lane intersection. The trail would then continue along Fulton Lane as a bicycle boulevard until the intersection of Fulton Lane and the railroad, where it would return to a Class I multiuse trail. This segment would include striping, in the form of sharrows, along the entirety of the Class III portion on roadways. Along this entire stretch of the trail, the Project would remove trees relocate an existing utility pole, and require private property easements for the parcels where the trail would be outside the approximate ROW. Along Railroad Avenue and Fulton Lane, isolated segments of non-ADA compliant sidewalk may be replaced.

At the intersection of Fulton Lane and the railroad, the Project would construct two new curb ramps, add striping for a trail crossing, and adjust an existing manhole. Moreover, minor surface utility adjustments and relocations may be necessary throughout on-street portions of this section in addition to those already described.

Trail Segment D: Fulton Lane to SR 29 (Pratt Avenue to SR 29 PM 29.2)

From the existing railroad crossing at Fulton Lane, the trail would be on the northeast side of the railroad and cross Pratt Avenue in the City of St. Helena, continuing on the north side of Pratt Avenue until the trail connects with the previously constructed portion of the Vine Trail Project at the intersection of SR 29 and Pratt Avenue.

The Project would include an east to west railroad crossing on the south side of Pratt Avenue then a south to north crossing of Pratt Avenue on the west side of the railroad. In order to cross Pratt Avenue, new curb ramps would be constructed on the south and north sides of Pratt Avenue. Further along Pratt

Avenue, the Project would cross a private driveway perpendicular to Pratt Avenue, which would include the construction of two new curb ramps on either side of the driveway and new curb and gutter to the right and left of the crossing. This segment would adjust and remove existing utilities, roadside parking, and trees to allow for the trail to route through the ROW.

Along the north side of Pratt Avenue, the trail would pass across the front of a private driveway, which may require a private property easement to reconstruct the driveway conform back to the existing driveway. The Project would construct a new driveway and adjust an existing utility box. Moving along the trail, another private property easement may be required for the adjacent vineyard land to the south as the multiuse trail would be outside the approximate ROW and conflict with the vineyard limits.

From here, the segment would end at the intersection of Pratt Avenue and SR 29, connecting the trail to the previously approved portion of the Vine Trail.

POTENTIAL APPROVALS AND PERMITS REQUIRED

Federal

- U.S. Army Corps of Engineers 404 Permit
- U.S. Fish and Wildlife Service for Section 7 concurrence
- National Marine Fisheries for Section 7 concurrence
- State Historic Preservation Officer for Section 106

State

- California Department of Transportation (Caltrans) Encroachment Permit and NEPA approval
- California Department of Fish and Wildlife 1602 Lake and Streambed Agreement
- San Francisco Regional Water Quality Control Board 401 Permit

Local

- Napa County for EIR, easement agreements, and maintenance agreement.
- City of St. Helena for maintenance agreement and encroachment permit
- Town of Yountville encroachment permit
- Private property easements
- Utility agreements

POTENTIAL ENVIRONMENTAL EFFECTS

Pursuant to CEQA and State CEQA Guidelines Section 15064, the discussion of potential effects on the environment in the EIR shall be focused on those impacts that the County has determined may be potentially significant. The EIR will also evaluate the cumulative impacts of the Project when considered in conjunction with other related past, current, and reasonably foreseeable future projects. The EIR will evaluate the following environmental topics:

- | | |
|--------------------------------------|---------------------------------|
| • Aesthetics | • Land Use and Planning |
| • Agriculture and Forestry Resources | • Mineral Resources |
| • Air Quality | • Noise |
| • Biological Resources | • Population and Housing |
| • Cultural and Historical Resources | • Public Services |
| • Geology and Soils | • Recreation |
| • Greenhouse Gas Emissions | • Transportation |
| • Energy | • Tribal Cultural Resources |
| • Hazards and Hazardous Materials | • Utilities and Service Systems |
| • Hydrology and Water Quality | • Wildfire |

The probable effects may include, but are not limited to: Aesthetics, Agriculture and Forestry Resources, Biological Resources, and Cultural and Historical Resources as a result of the construction of the trail requiring limited additional ROW, minor excavation, tree removal, and waterway crossings. Feasible mitigation measures will be identified in the EIR, as appropriate, to reduce any potentially significant impacts.

Alternatives to be Evaluated in the EIR

In accordance with the State CEQA Guidelines (14 California Code of Regulations Section 15126.6), the EIR will describe a range of reasonable alternatives to the Project that are capable of meeting most of the Project's objectives, and that would avoid or substantially lessen any of the significant effects of the Project. The EIR will also identify any alternatives that were considered but rejected by the lead agency as infeasible and briefly explain the reasons why. The EIR will identify the environmentally superior alternative. The EIR will provide an analysis of the following alternatives:

Alternative 1: No Project

The CEQA Guidelines [§15126(d)4] require that an EIR specifically discuss a "No Project" alternative, which shall address both "the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the Project is not approved, based on current plans and consistent with available infrastructure and community services." Alternative 1 would retain the existing utilities and pedestrian infrastructure. No development of the Project would occur.

Alternative 2: Western Alignment on SR 29 at Crescent Staging Area to Dwyer Road

Alternative 2 would start at the Project alignment at the beginning of the Crescent staging area, near SR 29 PM 20.6, and would follow along the entirety of the curve of the crescent, continuing on the southwest side of SR 29 and southwest of the existing ditch to Dwyer Road, near SR 29 PM 21.7. The alignment for Alternative 2 would require the construction of barriers to separate the trail from SR 29 at portions where the trail would be located within the CRZ. Alternative 2 would result in the removal of adjacent trees and acquisition of agricultural land adjacent to SR 29. The trail under Alternative 2 would be located partially within private ROW and would require several property easements. At Dwyer Road, Alternative 2 would continue along the southeastern side of the roadway within private ROW. The alignment would cross Dwyer Road at the intersection of Dwyer Road and the railroad to connect Alternative 2 to the portion of the Project on the northeast side of the railroad. Alternative 2 would require relocation of fences, signs, mailboxes, joint poles, and culverts, along with construction of additional ditch culverts.

Alternative 3: Western Alignment with SR 29 Shifting at Crescent Staging Area to Dwyer Road

Alternative 3 would be similar to Alternative 2, but would require SR 29 to be relocated (i.e., shifted) further east. Alternative 3 would start at the Project alignment at the beginning of Crescent staging area, near SR 29 PM 20.6, and would follow along the entirety of the curve of the crescent, continuing on the southwest side of SR 29 and the northeast side of the adjacent existing ditch to Dwyer Road, near SR 29 PM 21.7. Alternative 3 would include shifting the adjacent length of SR 29 approximately 20 feet to the northeast away from the trail, allowing for the trail to route substantially outside of the CRZ and private ROW. Private ROW would only be required along Dwyer Road. This would require reconstruction of approximately 80,000 square feet of highway, new roadway striping, construction of a 9- to 14-foot-tall retaining wall over 500 feet to the northeast of SR 29 for a portion of the shifted SR 29 segment, and reconstruction of approximately 400 feet of the existing ditch to the southwest side of SR 29 near Dwyer Road. Approximately 700 feet the trail that would be constructed within the CRZ would require construction of barriers to separate the trail near Dwyer Road from SR 29.

Alternative 3 would result in the removal of adjacent trees and acquisition of agricultural land on the northeast side of SR 29 and southeast side of Dwyer Road. At Dwyer Road, Alternative 3 would continue along the southeastern side of the roadway within private ROW. The alignment would cross Dwyer Road at the intersection of Dwyer Road and the railroad to connect Alternative 3 to the portion of the Project on the northeastern side of the railroad. Alternative 3 would require relocation of signs, mailboxes, and joint poles, along with construction of additional ditch culverts.

Alternative 4: Eastern Alignment on SR 29 from Madison Street to Oakville Cross Road

Alternative 4 would connect to the existing Vine Trail on the southeast side of Madison Street, near SR 29 PM 19.8, following along the entirety of the curve of the crescent and continuing on the northeast of SR 29 to just south of the Cardinale Winery driveway, near SR 29 PM 21.9. The alignment for Alternative 4 would require implementation of new crosswalk striping across SR 29 and the construction of associated PHB crossings near SR 29 PM 21.9. The SR 29 crossing would be located at or between Dwyer Road and the vineyard road just south of the Cardinale Winery driveway. On the southwest side of SR 29, the trail would cross the railroad to connect Alternative 4 to the Project on the southwest side of the railroad.

PROVIDING COMMENTS

Agencies and interested parties may provide the County with written comments on topics to be addressed in the EIR for the Project. Because of time limits mandated by State law, comments should be provided no later than 5:00 p.m. on August 29, 2024. Please send all comments to:

Napa County Department of Planning, Building & Environmental Services
Attention: Dana Morrison, Supervising Planner
1195 Third Street, Suite 210 Napa, CA 94559
Email: Dana.Morrison@countyofnapa.org

Agencies that will need to use the EIR when considering permits or other approvals for the Project should provide the name, phone number, and email address of the appropriate contact person at the agency. Comments provided by email should include "Napa Valley Vine Trail - Yountville through St. Helena NOP Scoping Comment" in the subject line, as well as the name and physical address of the commenter in the body of the email.

All comments on environmental issues received during the public comment period will be considered and addressed in the Draft EIR, which is anticipated to be available for public review in mid-2025.

SCOPING MEETING

The Napa County will hold a public scoping meeting to inform interested parties about the Project and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. The meeting time and location are as follows:

August 1st at 5:00 pm

St Helena High School Vintage Room

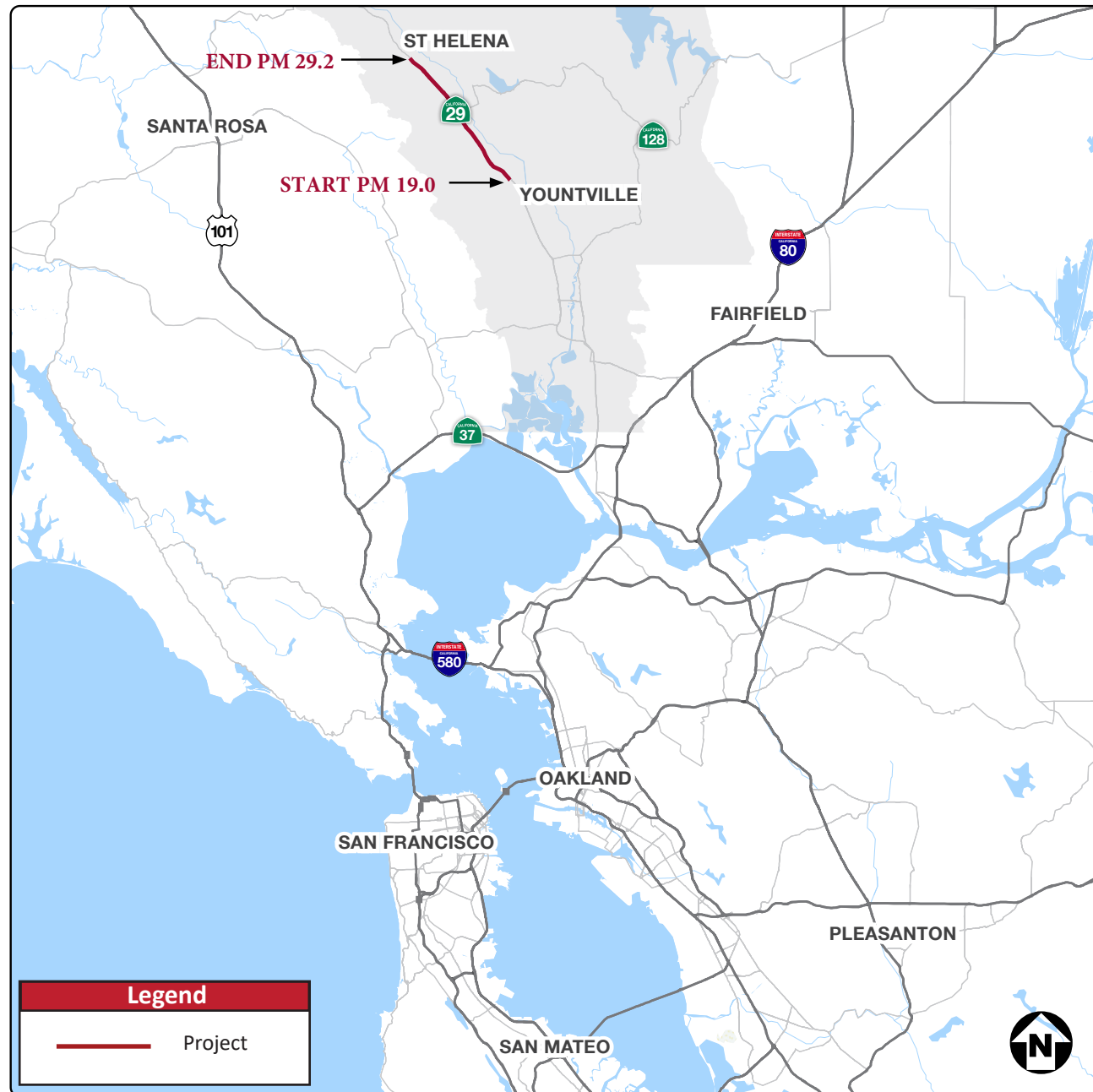
465 Main St, St Helena, CA 94574

(707) 967-2708

Dana.Morrison@countyofnapa.org

Link to attend virtually: <https://bit.ly/42213Eo>

The meeting space is accessible to persons with disabilities. Individuals needing special assistive devices will be accommodated to the County's best ability. Assistive listening devices are available for the hearing impaired from the Clerk of the Board; please call (707) 253-4580 for assistance. If an ASL interpreter or any other special arrangement is required, please provide the Clerk of the Board with 48-hour notice by calling (707) 253-4417.



Source: Kimley-Horn & Associates, Inc., ESRI

Figure 1: Vicinity Map

Napa Valley Vine Trail — Yountville through St. Helena Section

Not to scale



Legend	
	Class I Trail
	Class III Trail

Source: Kimley-Horn, 2024

Figure 2: Site Location Map

Napa Valley Vine Trail — Yountville through St. Helena Section



Not to scale

Kimley»Horn