California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS–10D | OAKLAND, CA 94623-0660
www.dot.ca.gov

August 4, 2025

SCH #: 2025060897
GTS #: 04-NAP-2025-00529
GTS ID: 36789
Co/Rt/Pm: Napa/29/4.953

Wendy Atkins, Planner II
County of Napa
1195 Third Street, Suite 210
Napa, CA 94559

Re: Gateway 24 Napa Winery Project – Draft Initial Study/Mitigated Negative Declaration (IS/MND)

Dear Wendy Atkins:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Gateway 24 Napa Winery 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 June 2025 Draft IS/MND.

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 construct a new 54,790 square feet winery with 55 parking spaces on a 4.33-acre site within the Napa Valley Business Park Specific Plan Area. The project site is bordered by Sheehy Creek to the north and State Route (SR) 24 to the east.

Travel Demand Analysis
The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Land Use and Climate Innovation's (LCI) Technical Advisory and the County of Napa's General Plan Policy Statement CIR-7. Per the IS/MND, this project is found to have a less than significant VMT impact and will additionally include a Transportation Demand Management (TDM) Plan.

Biological Resources

Please review and consider the following edits to the IS/MND and the Biological Assessment appendix:

Mitigation Measure Bio-1 (IS/MND page 11): We suggest updating the nesting season for Swainson's hawk to the period from March 15 to September 15 as this is the window used in California Department of Fish and Wildlife (CDFW) Lake and Streambed Alteration (LSA) and Incidental Take Permits (ITP). Additionally, the construction avoidance buffer is 0.25 per the language in CDFW LSA and ITP permits issued for projects in the area and should remain implemented until the nest is no longer active as determined by a qualified biologist or until the young fledge.

Mitigation Measure Bio-2 (IS/MND page 11): We suggest replacing "the 'clear and Grub' of the project site" with "vegetation removal" per language used in Caltrans specifications packages (SSP).

Biological Resources Discussion (IS/MND page 10): There does not appear to be any language discussing impacts to the bat habitat. It should be stated early that there would be no impact to potential bat roosting habitat.

Conclusions and Recommendations (Biological Assessment page 31): Consistent with our comment for Mitigation Measure Bio-1, we suggest updating the nesting season for Swainson's hawk to the period from March 15 to September 15 per the CDFW LSA and ITP.

Hydrology and Water Quality

The proposed project site is bordered by Sheehy Creek to the north, which flows under SR 29. The Office of Water Quality identified several potential pollutants of concern from the proposed project that may impact Sheehy Creek and SR 29. These include sediment, nutrients from landscaping fertilizers, trash and debris, and oil, grease, and heavy metals from vehicles and paving.

Potential impacts of the proposed project to Sheehy Creek include increased turbidity from sediment, nutrient loading (potential algal blooms), harm to aquatic life from reduced oxygen levels, and habitat disruption especially if runoff enters the waterway untreated.

Potential impacts of the project to SR 29 include pollutant accumulation on road shoulders or into roadside ditches and infrastructure damage. Potential erosion along road edges from poorly managed stormwater and water used during construction is a concern as site grading and excavation can release large amounts of sediment if not managed. Additionally, site development could alter stormwater flow and redirect

more water toward SR 29, which could overwhelm existing road drainage facilities and may result in roadway flooding or erosion.

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.

Please also consider the following measures to mitigate the potential impacts discussed above:

- Employ construction-phase controls, such as:
    - Silt fences, sediment basins, fiber rolls
    - Stabilized construction entrances
    - Minimizing the exposed soil area and duration
- Incorporate post-construction measures, such as:
    - Bioswales, rain gardens, vegetated filter strips
    - Permeable pavements to reduce run-off
    - Detention/retention basins to manage flow volume and rate
    - Oil-water separators and pollutant traps in storm drains
- Incorporate a buffer zone by maintaining a vegetated buffer along Caltrans Right-of-Way (ROW) and Sheehy Creek to filter runoff before it enters Caltrans ROW and the Creek.

Cultural Resources
Should construction activities within Caltrans' ROW 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 Caltrans Office of Cultural Resource Studies 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).

Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet Americans with Disabilities Act (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.

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.

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*).

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

Attached:
CDFW Permits