NOTICE OF EXEMPTION
NAPA COUNTY PLANNING, BUILDING, & ENVIRONMENTAL SERVICES DEPARTMENT
1195 THIRD STREET, SUITE 210, NAPA, CA 94559

To: ☒ Office of Land Use and Climate Innovation
PO Box 0334
1400 Tenth Street, Room 121
Sacramento, CA 95814

☒ Napa County Clerk
900 Coombs St
Napa, CA 94559

PROJECT TITLE: Redwood Road MPM 5.41 Slide Repair Project

PROJECT NUMBER: RDS26-22

PROJECT LOCATION - SPECIFIC: The slide is located along Redwood Road approximately 2.2 miles northwest of the intersection of Redwood Road and Mount Veeder Road. Redwood Road spans Redwood Creek, which is a tributary to the Napa River, located in the Upper Napa River watershed but no work is proposed to occur within the stream or stream setbacks. The project is specifically located in the Public Right of Way between the Assessor Parcel Numbers (APNs): 034-110-019-000/ 034-120-003-000/ 034-120-017-000 and 034-120-015-000. The slide area originates on Redwood Road and extends down slope. The area is wooded with grasses, and shrubs in and around the slide area. Adjacent parcels are vineyards with some open space at the lot line boundaries up slope of the slide area, and is open space down slope of slide area. The study area is in Township 6 North, Range 5 West, Section 22, which occurs on the 7.5-minute U.S. Geological Survey (USGS) Sonoma quadrangle. The corresponding latitude and longitude at the approximate center of the study area is 38.344466 North, -122.402618 West.

PROJECT LOCATION – CITY (NEAREST): Napa **PROJECT LOCATION - COUNTY:** Napa

PROJECT DESCRIPTION: Winter storms in 2024-2025 caused a small landslide that undermined about 33 feet of the roadway edge, leaving part of the asphalt unsupported and creating a steep drop down to a private driveway. The slide repair will include installing a Rock Slope Protection (RSP) buttress and restoring the damaged section of the Redwood Road. The RSP is proposed to be constructed at a 1:1 slope, about ten feet high, averaging five feet in thickness. Following installation of the downslope RSP, the damaged road surface will be filled and repaved. Roadway reconstruction will extend about 100 feet, and the existing roadway ditch will be lined with asphalt to reduce erosion.

Although repair work will be conducted within the boundaries of Redwood Road, the Project does not propose to change the alignment or create visual or audible changes to the landscape, maintaining the integrity of the road and its ability to convey its potential historic significance. While some vegetation will be impacted by the Project, no trees will be removed. After completion of the RSP buttress, the disturbed area at the slide area below the roadway will be hydro seeded with native mix of grasses. Best Management Practices and erosion control will be implemented, as well as environmental commitments to protect

environmental resources, including any potential special-status species or cultural resources that may occur in the project area.

Name of Public Agency Approving Project: County of Napa, 1195 Third Street Napa, Ca 94559

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT: Napa County Public Works Department- C/O Dewey Phan
ADDRESS: 1195 Third Street, Room 101, Napa, Ca 94559
PHONE: 707-259-8279

EXEMPT STATUS (CHECK ONE):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15268(b)(c));
- ☒ Categorical Exemption. State type and California Environmental Quality Act Guidelines (CEQAG) section number: ***Section 15301 Class 1-Existing Facilities and Section 15302 Class 2 – Replacement or Reconstruction***
- ☐ Statutory Exemptions. State code number:

REASONS WHY PROJECT IS EXEMPT: Pursuant to CEQA Section 15300, the proposed project would be considered Categorically Exempt based on at least one Exemption Class. The project site is not recognized as an important wildlife corridor by any regional or state agency or jurisdiction and is not considered critical to the ecological functioning of adjoining open space areas. However, the project site likely supports local movement patterns of terrestrial wildlife species and provides food and cover resources for common avian and amphibian species. Temporary effects due to noise and increased human activity during project activities would not interfere with these local movement patterns over time or affect the ability of these species to forage or reproduce, various BMPs including biological monitoring, awareness training and protocol level surveys have been included as part of the project. The project site is not listed on any hazardous waste sites enumerated under Government Code Section 65962.5. As a result, there is no reasonable possibility that the project will have a significant effect on the environment.

The proposed improvements would be considered Categorically Exempt from CEQA pursuant to Section 15301 Class 1-Existing Facilities, which includes the operation and repair of existing public or private structures or facilities involving negligible or no expansion of existing of former use. The proposed improvements would also be considered Categorically Exempt pursuant to Section 15302, Class 2-Replacement or Reconstruction, which consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. A key consideration in the appropriateness of using these Categorical Exemptions is whether the project would be located on the same site have substantially the same purpose and involves negligible or no expansion of an existing use. In terms of negligible expansion, the proposed project will generally take place within the existing facility's footprint and does not include significant expansions beyond existing conditions. The proposed project would restore the travel lane width and legal load capacity of the existing facility to improve public safety and would bring the facility into compliance with current Road and Street Standards. Therefore, it has been determined that the proposed project qualifies for a Class 1 and Class 2 Categorical Exemption and has no reasonable possibility of having a significant effect on the environment.

LEAD AGENCY CONTACT PERSON: Dana Morrison, Supervising Planner, County of Napa 1995 Third Street Napa, Ca
PHONE: (707) 253-4437

IF FILED BY APPLICANT:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Title: Supervising Planner Date: 7/23/2026

☒ Signed by Lead Agency Date received for filing at LCI: 7/24/2026

☐ Signed by Applicant

Planning, Building & Environmental Services

1195 Third Street, Suite 210
Napa, CA 94559
www.countyofnapa.org

Brian Bordona
Director

To:	Dewey Phan, Associate Engineer Department of Public Works	From:	Dana Morrison, Supervisor Conservation Division
Date:	May 15, 2026	Re:	Redwood Road, MPM 5.41, RDS26-22

This memo is in response to your request for a determination of compliance with the California Environmental Quality Act (CEQA) Guidelines for the proposed reconstruction of a portion of Redwood Road at mile post marker (MPM) 5.41 that sustained damage from storms occurring in Napa County in 2024 and 2025. The proposed Redwood Road MPM 5.41 Slide Repair Project (Project) involves the repair and stabilization of Redwood Road at MPM 5.41 in Napa County, California.

Project Location:

The slide is located along Redwood Road approximately 2.2 miles northwest of the intersection of Redwood Road and Mount Veeder Road. Redwood Road spans Redwood Creek, which is a tributary to the Napa River, located in the Upper Napa River watershed but no work is proposed to occur within the stream or stream setbacks. The project is specifically located in the Public Right of Way between the Assessor Parcel Numbers (APNs): 034-110-019-000/ 034-120-003-000/ 034-120-017-000 and 034-120-015-000. The slide area originates on Redwood Road and extends down slope. The area is wooded with grasses, and shrubs in and around the slide area. Adjacent parcels are vineyards with some open space at the lot line boundaries up slope of the slide area, and is open space down slope of slide area. The study area is in Township 6 North, Range 5 West, Section 22, which occurs on the 7.5-minute U.S. Geological Survey (USGS) Sonoma quadrangle. The corresponding latitude and longitude at the approximate center of the study area is 38.344466 North, -122.402618 West.

Project Description:
Winter storms in 2024-2025 caused a small landslide that undermined about 33 feet of the roadway edge, leaving part of the asphalt unsupported and creating a steep drop down to a private driveway. The slide repair will include installing a Rock Slope Protection (RSP) buttress and restoring the damaged section of the Redwood Road. The RSP is proposed to be constructed at a 1:1 slope, about ten feet high, averaging five feet in thickness. Following installation of the downslope RSP, the damaged road surface will be filled and repaved. Roadway reconstruction will extend about 100 feet, and the existing roadway ditch will be lined with asphalt to reduce erosion.

Although repair work will be conducted within the boundaries of Redwood Road, the Project does not

propose to change the alignment or create visual or audible changes to the landscape, maintaining the integrity of the road and its ability to convey its potential historic significance. While some vegetation will be impacted by the Project, no trees will be removed. After completion of the RSP buttress, the disturbed area at the slide area below the roadway will be hydro seeded with native mix of grasses. Best Management Practices and erosion control will be implemented, as well as environmental commitments to protect environmental resources, including any potential special-status species or cultural resources that may occur in the project area.

Biological Resources:

A Biological Resource Assessment Report was prepared for the project by Kleinfelder (March 2025). A total of 13 plant species were initially evaluated for their potential to occur in the Study Area. Of those 13 plant species, four were determined to be unlikely to occur in the Study Area due to unsuitable habitat, eight were determined to have a low potential to occur, and one was determined to have moderate potential to occur within the Study Area. A rare plant survey is recommended for special-status plant species with moderate potential to occur. The nine special status plant species were determined to have a low-moderate potential to occur in the Study Area, including: Franciscan onion (*Allium peninsulare* var. *franciscanum*), Napa false indigo (*Amorpha californica* var. *napensis*), Big-scale balsamroot (*Balsamorhiza macrolepis*), Narrow-flowered California brodiaea (*Brodiaea leptandra*), Rincon Ridge ceanothus (*Ceanothus confusus*), Sonoma ceanothus (*Ceanothus sonomensis*), Streamside daisy (*Erigeron biolettii*), Thin-lobed horkelia (*Horkelia tenuiloba*) and Cobb Mountain lupine (*Lupinus sericatus*). The eight species determined to have only a low potential to occur are not state- or federally listed, thus a rare plant survey is not recommended and no further analysis for these taxa is necessary. Napa false indigo is not a state- or federally listed species, but is considered a California rare plant; due to the determination of this species having a moderate potential to occur, a targeted rare plant survey is included as a BMP for this project during the blooming period.

A total of 29 special-status wildlife species were initially evaluated for their potential to occur in the Study Area. Based on the site assessment and desktop review, 18 of these species are not expected to occur within the Study Area based on a lack of suitable habitat, two were determined to have a low potential to occur, five were determined to have a moderate potential to occur, and four were determined to have a high potential to occur. Species of special concern include the following: Pallid bat (*Antrozous pallidus*), Golden eagle (*Aquila chrysaetos*), Oak titmouse (*Baeolophus inornatus*), Wrentit (*Chamaea fasiciata*), Nuttall's woodpecker (*Dryobates nuttallii*), Western screech-owl (*Megascops kennicottii cardonensis*), Allen's hummingbird (*Selasphorus sasin*), Northern spotted owl (*Strix occidentalis caurina*), Western pond turtle (*Actinemys marmorata*), California giant salamander (*Dicamptodon ensatus*), California red-legged frog (*Rana draytonii*). Due to the presence of suitable habitat and the number of occurrence records for NSO, protocol-level surveys for this species are included as part of the project. Additionally, focused surveys for special-status species, roosting bats, and nesting birds are also included as BMPs and will occur prior to the start of Project activities. To reduce the possibility that any of the special-status species with potential to occur in the Study Area are impacted, focused preconstruction surveys, daily clearance surveys, and monitoring of construction are being prescribed. An environmental awareness training will also be provided to all workers on the Project. This training should include information on the habits and identification of the special-status wildlife species identified in this report as having the potential to occur in the area, as

well as other appropriate measures to ensure the Project minimizes any potential environmental impacts.

The general vicinity of the proposed project likely supports local movement patterns of terrestrial and aquatic wildlife species and provides food and cover resources for common and some special-status wildlife species. However, temporary effects due to noise and increased human activity during project implementation would not interfere with these local movement patterns over time or affect the ability of these species to forage or reproduce, due to the fact that the proposed project is not a development; the proposed project would not remove terrestrial habitat, rather, it is a public safety project intended to ensure stability of the damaged road (repair an existing feature).

As noted earlier is this memo, additional project recommendations noted in the Biological Resources Assessment will be implemented to address potential biological resource constraints, this will specifically consist of the following:

1. Vehicle Use. Vehicles and equipment must use pavement, existing roads and trails, and previously disturbed areas to the extent practicable. Off-road vehicular access will be restricted to as needed and within the temporary construction access area to conduct Project work. Visual checks for wildlife under vehicles and equipment which have been stationary will be performed prior to moving them.
2. Minimize Disturbance. Project duration and disturbance should not exceed the minimum necessary to complete operations.
3. Best Management Practices. Project construction will include best management practices to protect native habitat. This includes, but is not limited to, storm water management, trash control, firearm and pet prohibitions, and dust control.
4. Worker Environmental Awareness Training. All Project personnel will attend a mandatory environmental awareness training delivered by a biologist prior to work. The training will include a description of northern spotted owl, golden eagle, California red-legged frog, California giant salamander, pallid bat, and nesting birds. The training will include a discussion of the potential for occurrence of these species within the Study Area; an explanation of the status of these species and their protection under the FESA, CESA, and other applicable laws; the measures to be implemented to conserve listed species and their habitats as they relate to the work; a review of all AMMs; and the Project activity boundaries.
5. Construction Monitoring. A biological monitor will be on-site during all construction activities.
6. Special-status Species Surveys. No more than 48 hours prior to the onset of Project activities, a pre-construction survey for special-status species will be conducted by a qualified biologist in and adjacent to the Project area.
7. Special-status Species Observations If any suspected special-status animal species is seen during work, all work that could result in injury, disturbance, or harassment will stop in the area and a designated biologist will be notified immediately. The animal will be allowed to move out of the area on its own volition. If listed species are identified, the County may initiate consultation with United States Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW) and further protective measures may be established.

8. Special-status Plant Survey. A targeted special-status plant survey for Napa false indigo (*Amphora californica*) will be conducted by a qualified biologist in and adjacent to the Project Area during the blooming season (April – July) prior to the start of Project activities. If special-status plant species are detected within the Project Area, avoidance flagging will be installed to prevent inadvertent disturbance during Project activities.
9. Roosting Bat Surveys. Surveys for bats in trees will be conducted prior to construction or other work. To avoid impacts to pallid bats, or any other protected bat species, construction activities should be limited to daylight hours (one hour after sunrise to one hour before sunset). Tree removal is not included in the proposed scope of work. Should tree removal be added, additional AMMs may be required.
10. Northwestern Spotted Owl Protocol Surveys. Northen spotted owl protocol-level surveys should be performed by qualified biologists (biologists that have been specifically trained to perform protocol-level surveys for this species) within an approximate 0.25-mile buffer around the Project Area where suitable habitat occurs. The survey procedure should follow guidance from the USFWS *Protocol for Surveying Proposed Management Activities That May Impact Northern Spotted Owls* (USFWS 2012) and will consist of performing six nighttime spot-calling surveys at established calling stations. Surveys will be conducted at least seven days apart, and at least three of the complete visits will be conducted before June 30; this includes at least one visit in April, one in May, and one in June. A digital wildlife caller will be used, and NSO recordings will be played for the duration of approximately 3–4 complete calls, then 1–2 minutes will be spent listening at each station before playing another set of calls. This cycle will be repeated for approximately 10–15 minutes at each station, or until a NSO responds. Surveys will not be performed during periods of inclement weather (e.g., rain, heavy fog, or high winds), or in areas near streams where there is potential for noise interference with NSO calls. Should a single resident, pair, or nesting pair of NSO be detected, consultation with USFWS and CDFW will be initiated prior to the start of construction.
11. General Nesting Bird Surveys. Any work during the bird nesting season (between February 1 and August 31) requires a nesting bird survey. The survey must be conducted by a qualified biologist no more than 72 hours prior to work occurring. If work ceases for longer than three days during the nesting season, a new survey will be performed.
12. Active Bird Nest. If work is to occur within 300 feet of active raptor nests or 50 feet of active passerine nests, a non-disturbance buffer will be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, species' sensitivity to disturbance, and intensity/type of potential disturbance. If an active bird nest is observed within or near work sites, work should cease, care should be taken not to disturb the nest, and the work supervisor shall contact the designated biologist for guidance on how to proceed.
13. Pollution Prevention. Petroleum spill containment and clean-up materials must be available at the job site. Spills must be immediately cleaned up and contaminated materials disposed of properly. Spills greater than eight ounces on soil or spills that enter a waterway, shall be reported immediately to the designated biologist for appropriate management.
14. Stockpiles. All stockpiled materials will be stored within previously disturbed areas, absent of sensitive habitat and at least 50 feet from any water source.

15. Revegetation. No trees will be impacted; however, impacted vegetated areas will be restored and reseeded or planted with native plant species to match or improve preexisting conditions.
16. Prevention of Wildlife Entrapment. If excavations are left open overnight or left open during the day in case of night work, the following measures will be implemented to prevent inadvertent entrapment of wildlife during construction. All excavated holes or trenches more than one foot deep with walls steeper than 30 degrees will be covered at the close of each working day/night by plywood or similar materials. If it is not feasible to cover an excavation or provide a four-foot-high vertical barrier, independent of exclusionary fences, one or more escape ramps, not more than 30 degrees, constructed of earth fill or wooden planks will be installed. Before such holes or trenches are filled, they will be thoroughly inspected for trapped animals by the work supervisor or Project biologist.
17. Monofilament Erosion Control. Plastic mono-filament netting (erosion control matting) or similar material will not be used for the Project because wildlife may become entangled or trapped in it. This includes products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable substitutes include natural fibers, such as jute or twine, or tackified hydroseeding compounds.

Cultural Resources:
A Cultural Resources Survey Report was prepared by Kleinfelder in April 2026 for the proposed project. One historic resource, Redwood Road, is located within the proposed project area and is assumed eligible for inclusion in the National Register of Historic Places (NRHP) and California Register of Historical Resources. Although work will be conducted on and within the vicinity of the road, the Project will not result in a significant loss of historic material that would compromise the historic integrity of the potential resource or result in a change in the road's alignment. The roadway will appear essentially the same as prior to the undertaking and storm damage. Kleinfelder's report recommended a finding of no adverse effects to historic properties for this undertaking. Additionally, the project would adhere to standard county measures to protect any previously unidentified archaeological deposits or human remains that may be discovered during construction.

CEQA Determination:
Pursuant to CEQA Section 15300, the proposed project would be considered Categorically Exempt based on at least one Exemption Class. The project site is not recognized as an important wildlife corridor by any regional or state agency or jurisdiction and is not considered critical to the ecological functioning of adjoining open space areas. However, the project site likely supports local movement patterns of terrestrial wildlife species and provides food and cover resources for common avian and amphibian species. Temporary effects due to noise and increased human activity during project activities would not interfere with these local movement patterns over time or affect the ability of these species to forage or reproduce, various BMPs including biological monitoring, awareness training and protocol level surveys have been included as part of the project. The project site is not listed on any hazardous waste sites enumerated under Government Code Section 65962.5. As a result, there is no reasonable possibility that the project will have a significant effect on the environment.

The proposed improvements would be considered Categorically Exempt from CEQA pursuant to Section 15301 Class 1-Existing Facilities, which includes the operation and repair of existing public or private structures or facilities involving negligible or no expansion of existing of former use. The proposed improvements would also be considered Categorically Exempt pursuant to Section 15302, Class 2-

Replacement or Reconstruction, which consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. A key consideration in the appropriateness of using these Categorical Exemptions is whether the project would be located on the same site have substantially the same purpose and involves negligible or no expansion of an existing use. In terms of negligible expansion, the proposed project will generally take place within the existing facility's footprint and does not include significant expansions beyond existing conditions. The proposed project would restore the travel lane width and legal load capacity of the existing facility to improve public safety and would bring the facility into compliance with current Road and Street Standards. Therefore, it has been determined that the proposed project qualifies for a Class 1 and Class 2 Categorical Exemption and has no reasonable possibility of having a significant effect on the environment.

This determination is solely based on information provided by Dewey Phan Napa County Department of Public Works. Should the proposed project be modified, or new evidence be presented that environmental impacts have not been fully disclosed, this determination would not be valid.

If you have any questions or need additional information, please contact Dana Morrison at (707) 253-4437 or by e-mail at dana.morrison@countyofnapa.org.