

### Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

**SCH # 2005092088**

**Project Title:** Napa Plant Site Pond 9/10 Trail

Lead Agency: California Department of Fish and Wildlife Contact Person: Karen Taylor  
Mailing Address: 7329 Silverado Trail Phone: (707) 944-5567  
City: Napa Zip: 94558 County: Napa

**Project Location:** County: Napa City/Nearest Community: American Canyon  
Cross Streets: Green Island Road Zip Code: 94503  
Longitude/Latitude (degrees, minutes and seconds): -122 ° 17 ' 34 " N / 38 ° 12 ' 30 " W Total Acres: 206  
Assessor's Parcel No.: 058010005000 Section: \_\_\_\_\_ Twp.: \_\_\_\_\_ Range: \_\_\_\_\_ Base: \_\_\_\_\_  
Within 2 Miles: State Hwy #: 29 Waterways: Napa River  
Airports: Napa County Airport Railways: SMART and SPRR Schools: \_\_\_\_\_

**Document Type:**

CEQA:  NOP  Draft EIR NEPA:  NOI Other:  Joint Document  
 Early Cons  Supplement/Subsequent EIR  EA  Final Document  
 Neg Dec (Prior SCH No.) 2005092088  Draft EIS  Other: \_\_\_\_\_  
 Mit Neg Dec Other: \_\_\_\_\_  FONSI

**Local Action Type:**

General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, etc.)  Other: \_\_\_\_\_

**Development Type:**

Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_  
 Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Transportation: Type \_\_\_\_\_  
 Commercial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Mining: Mineral \_\_\_\_\_  
 Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Power: Type \_\_\_\_\_ MW \_\_\_\_\_  
 Educational: \_\_\_\_\_  Waste Treatment: Type \_\_\_\_\_ MGD \_\_\_\_\_  
 Recreational: Trail Segment  Hazardous Waste: Type \_\_\_\_\_  
 Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_  Other: \_\_\_\_\_

**Project Issues Discussed in Document:**

Aesthetic/Visual  Fiscal  Recreation/Parks  Vegetation  
 Agricultural Land  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Air Quality  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Archeological/Historical  Geologic/Seismic  Sewer Capacity  Wetland/Riparian  
 Biological Resources  Minerals  Soil Erosion/Compaction/Grading  Growth Inducement  
 Coastal Zone  Noise  Solid Waste  Land Use  
 Drainage/Absorption  Population/Housing Balance  Toxic/Hazardous  Cumulative Effects  
 Economic/Jobs  Public Services/Facilities  Traffic/Circulation  Other: \_\_\_\_\_

**Present Land Use/Zoning/General Plan Designation:**

**Project Description:** *(please use a separate page if necessary)*

See attachments

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

**Reviewing Agencies Checklist**

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X". If you have already sent your document to the agency please denote that with an "S".

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Air Resources Board                 | <input type="checkbox"/> Office of Historic Preservation                      |
| <input type="checkbox"/> Boating & Waterways, Department of             | <input type="checkbox"/> Office of Public School Construction                 |
| <input type="checkbox"/> California Emergency Management Agency         | <input type="checkbox"/> Parks & Recreation, Department of                    |
| <input type="checkbox"/> California Highway Patrol                      | <input type="checkbox"/> Pesticide Regulation, Department of                  |
| <input checked="" type="checkbox"/> Caltrans District # _____           | <input type="checkbox"/> Public Utilities Commission                          |
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| <input type="checkbox"/> Central Valley Flood Protection Board          | <input type="checkbox"/> Resources Recycling and Recovery, Department of      |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy             | <input checked="" type="checkbox"/> S.F. Bay Conservation & Development Comm. |
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| <input type="checkbox"/> Energy Commission                              | <input type="checkbox"/> SWRCB: Water Rights                                  |
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| <input checked="" type="checkbox"/> Native American Heritage Commission |   |

**Local Public Review Period (to be filled in by lead agency)**

Starting Date August 20, 2013 Ending Date September 19, 2013

**Lead Agency (Complete if applicable):**

Consulting Firm: <u>Vinnedge Environmental Consulting</u>	Applicant: _____
Address: <u>1800 Grant St.</u>	Address: _____
City/State/Zip: <u>Berkeley, CA 94703</u>	City/State/Zip: _____
Contact: <u>Brook Vinnedge</u>	Phone: _____
Phone: <u>510-665-7885</u>	

Signature of Lead Agency Representative: *Scott Wilson* Date: 8/16/2013

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

## Notice of Preparation

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**To:** Responsible and Trustee Agencies, Other Interested Parties

**From:** California Department of Fish and Wildlife

Bay Delta Region (Region 3)

7329 Silverado Trail

Napa, CA 94558

**Subject:** Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Napa Plant Site Pond 9/10 Trail Project

The California Department of Fish and Wildlife (CDFW) is the State lead agency under the California Environmental Quality Act (CEQA) preparing a Supplemental Environmental Impact Report (SEIR) for the Napa Plant Site Pond 9/10 Trail Project. CDFW would like input from interested individuals, public agencies, and/or other parties regarding the scope and content of the SEIR. Agencies may need to use the SEIR prepared by CDFW when considering any permit or other authorizations related to the proposed project.

The project location, a project description and potential environmental effects are contained in the attached materials. A copy of the initial study  *is*  *is not* attached.

Because of the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to:

California Department of Fish and Wildlife  
Bay Delta Region (Region 3)  
Karen Taylor  
7329 Silverado Trail  
Napa, CA 94558  
(707) 944-5567  
[Karen.Taylor@wildlife.ca.gov](mailto:Karen.Taylor@wildlife.ca.gov)

Please include your name or the name of a contact person in your agency.

**Project Title:** Napa Plant Site Pond 9/10 Trail Project

**Project Applicant, if any:** California Department of Fish and Wildlife

Date: 8/16/2013

Signature: 

Scott Wilson  
Acting Regional Manager  
Bay Delta Region  
(707) 944-5517

# 1. Introduction

In 2006, the California Department of Fish and Wildlife (CDFW) certified the Final Environmental Impact Report (FEIR) for the Napa Plant Site Restoration Project (NPSRP), which allowed for restoration of approximately 1,288 acres of former salt ponds about 1 mile northwest of the City of American Canyon in Napa County, California. After certification of the FEIR – and during the permitting phase of the project – the San Francisco Bay Conservation and Development Commission (BCDC) required that a public access trail be constructed around the perimeter of Napa Plant Site Pond 10, which is located immediately west of a Napa County Airport Runway Safety Area (RSA). For safety reasons, the Federal Aviation Administration and Napa County Airport required that this trail be re-routed to avoid the Pond 10 RSA. Construction of a trail at this location was not evaluated in the NPSRP FEIR. As a result, CDFW intends to prepare a Supplemental EIR (SEIR) to determine if a trail alignment at this location would result in new significant environmental impacts, or an increase in the severity of previously identified environmental effects beyond those identified in the 2006 FEIR.

The proposed project is referred to as the Napa Plant Site Pond 9/10 Trail Project. Project components considered in the SEIR will include the construction of a trail along the south side of Pond 9/10, including a new trail segment around the RSA; evaluation of a new borrow site that would be used to construct the new trail segment; and evaluation of a new public pedestrian crossing of the Sonoma-Marín Area Rail Transit (SMART) railroad tracks.

More information regarding the NPSRP, including the 2006 DEIR and FEIR, can be found on the program's website at: <http://www.southbayrestoration.org/NapaPlant/>

## 1.1 Background – Previous Environmental Review

In February 2006, CDFW released the Napa Plant Site Restoration Project Draft EIR (URS Corporation 2006a; DEIR). The DEIR considered the potential impacts of restoration of approximately 1,460 acres of former salt ponds in three “units” (the North, Central and South units)<sup>1</sup> located about 1 mile northwest of the City of American Canyon in Napa County, California. The DEIR evaluated four alternatives in detail.

Public comments on the DEIR were solicited between February 6, 2006 and March 23, 2006. Responses to public comments were provided in the Napa Plant Site Restoration Project Final EIR (SCH# 2005092088; FEIR) (URS Corporation 2006b). Several comments specific to the public access and trail system components of the Napa Plant Site Restoration Project were considered in the FEIR. Comments were received to consider an extension of the proposed trail system along the CDFW levee maintenance road south of Pond 9/10 to Fagan Marsh and comments were received regarding public safety concerns

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<sup>1</sup> The Napa Plant Site Restoration Project encompassed three units: the North, Central and South Units. Restoration activities within these units were completed and tidal action was restored in October 2008 (North Unit), September 2009 (Central Unit), and August 2010 (South Unit).

associated with a railroad crossing and Napa County Airport. Due to security and public safety concerns associated with the proximity of this trail to both the Napa County Airport RSA and the unimproved railroad crossing south of the maintenance levee, and potential biological impacts from the construction and use of the trail, CDFW found a trail in this location undesirable.

The FEIR was certified by CDFW in November 2006 and Alternative 1, Full Tidal Restoration, was selected for implementation (URS Corporation 2006b). Public access improvements associated with the approved project were focused in the Central and South Units of the restoration area and included a picnic area, wildlife viewing area, hand-launch area for non-motorized watercraft, and trails generally along the east and north perimeters of the Central and South units as well as Green Island Road.

In 2007, after approval and certification of the FEIR, CDFW initiated the federal and state permit compliance process to authorize construction of the approved project. The changes considered in this Supplemental EIR are a result of project-specific feedback provided by BCDC during their review of CDFW's application for a Bay Fill Permit for the Napa Plant Site Restoration Project. Specifically, Special Conditions II-C-4 and II-C-5 of the BCDC Permit require CDFW to: (1) construct a public access trail "along the southern edge of Pond 9"; and (2) to fully coordinate with the City of American Canyon, Napa County, and the Association of Bay Area Governments (ABAG) to establish a public access crossing of the Sonoma-Marin Area Railroad Transit (SMART) railroad tracks that separate the northern edge of the Central Unit and levee to the south of Ponds 9 and 10. Because a trail alignment at that location, and improvements to the SMART tracks, were not specifically considered in the DEIR or FEIR, the Supplemental EIR will evaluate the potential effects of construction, maintenance, and use of a trail and railroad crossing along this route, as required in the BCDC permit.

## 2. Proposed Project

### 2.1 Project Location

The proposed project would be located in Napa County, California, within the Napa-Sonoma Marshes Wildlife Area (NSMWA) and adjacent to the Fagan Marsh Ecological Reserve (Figure 1). The proposed trail alignment would generally be bound on the east by the Napa County Airport; on the south by private property and the SMART railroad tracks; and on the west and north by Ponds 9 and 10. With the exception of the easement over the SMART railroad tracks, the proposed trail alignment would be located entirely within property owned by CDFW which is regulated under the California Fish and Game Code (FGC) and Title 14 of the California Code of Regulations (CCR). The proposed project would also be located in the North Unit described in the Napa Plant Site Restoration Project FEIR.

The soils necessary to construct the new levee segment around the RSA would be taken from a 10-acre area within a site owned by the Napa County Airport and located off of Green Island Road (approximately 1.3 miles southwest of the project site) (Figure 1). The use of this site as a borrow area would be coordinated with the airport.

## **2.2 Project Purpose**

The purpose of the proposed project is to provide additional public access opportunities within the North Unit of the Napa Plant Site Restoration Project, while protecting sensitive habitat areas for special-status fish and wildlife species. This purpose is consistent with the stated objectives of the approved Napa Plant Site Restoration Project, which included providing habitat for a broad range of marsh-dependant species as well as wildlife-oriented public access opportunities (URS Corporation 2006a).

## **2.3 Summary of Approved Project**

As noted above, Alternative 1, Full Tidal Restoration, was selected by CDFW for implementation in the Napa Plant Site Restoration Project FEIR. This alternative, which was implemented between 2008 and 2010, restored tidal action to approximately 1,288 acres of salt ponds, and created a habitat continuum of tidal marsh, subtidal channels, intertidal marsh, ecotone, and grasslands. With respect to public access, the approved project included construction of public access trails along the perimeter levees of the Central and South units, as well as Green Island Road; a public access staging area with a public parking lot; a public restroom; picnic areas; a new vehicle access road; kayak launch ramp; and site amenities such as benches, trash cans, and interpretive signage.

## **2.4 Proposed Modifications to Approved Project**

The proposed project would include construction of a 10-foot wide trail on top of the existing CDFW levee maintenance road adjacent to Pond 9/10, extending from the SMART railroad crossing, around the RSA, and terminating at the end of the existing levee (Figure 1). With the exception of the section around the RSA, the entire trail alignment would be constructed on the existing 15-foot wide levee. In total, the proposed trail alignment would be just under 1 mile long (approximately 4,990 feet).

To ensure consistency with existing airport safety standards for the Napa County Airport, a new raised trail segment would be constructed around the northwestern side of the RSA adjacent to the edge of Pond 10 (Figure 2). The new trail alignment, which would be constructed from soil imported from the Napa County Airport borrow site (see Construction Methodology below), would be about 1,175 feet long, 15 feet wide at the base, and 10 feet wide at the top. In total, up to 16,875 cubic yards (CY) of material would be placed on site to construct the new levee. Locked gates would be installed on the east and west ends of the existing levee (i.e., the levee within the RSA) prior to opening the trail to public use.

To facilitate drainage and tidal action within the marsh area confined between the new trail and the existing CDFW levee maintenance road to the south and east, two 36-inch culverts, aligned with an existing tidal channel, would be installed on the northeastern edge of the trail alignment (Figure 2). These culverts would reduce the potential for water to pond, which would abate mosquito populations and reduce the potential for large water birds to forage in area.

Implementation of the proposed project would also require improvements to the existing crossing of the SMART railroad tracks south of the levee, which would be coordinated with and completed by the Napa County Regional Park and Open Space District (Park District). Specifically, the existing private crossing would be converted into a public crossing. Improvements would be as required by the California Public Utilities Commission (CPUC) and SMART and could include grading and widening the trail alignment before/after the crossing, installing crossing arms and signals, and installing improved drainage features.

### **2.4.1 Construction Methodology**

Trail construction would include removing vegetation from the existing levee surface; excavating and transporting fill from the Napa County Airport borrow site; placing fill material to construct the new levee around the RSA; improving the crossing at the SMART railroad tracks; and resurfacing the new trail alignment.

The proposed project would be constructed over a two-year construction window. Construction would begin in 2014 and end in 2015. Within each year, the construction window would extend from June 1 to October 15. The total duration of construction is expected to be less than 2 months (approximately 6 weeks in 2014 and 2 weeks in 2015).

#### *Vegetation Removal*

Where necessary, vegetation would be scraped from the top of the existing CDFW levee maintenance road and the realignment footprint around the edge of the RSA using an excavator on mats, low ground-pressure (LGP) bulldozer, or other similar equipment and disposed of on the south side of the levee. Alternatively, the cleared vegetation could be disposed of at an off-site upland location.

Vegetation removal would occur in Year 1 to facilitate construction equipment access, and may occur in Year 2 prior to final grading and trail surfacing, as needed.

#### *Runway Safety Area Levee Construction*

To construct the new trail around the RSA, an LGP excavator, dozer or similar equipment would place material onto the new alignment around the RSA and compact those soils until the newly created trail alignment can support LGP equipment. Trail construction would progress around the RSA, in a loop, until the new trail is at the proposed design elevation and width, and has connected back to the existing CDFW levee maintenance road on the east side of the project site. This work would be coordinated to occur during low tides and managed to minimize turbidity.

Construction of the RSA trail would occur in Year 1. Additional soils may be added to the RSA trail in Year 2 as necessary to accommodate settling.

Materials to support construction of the RSA trail would be imported from an off-site borrow area owned by the Napa County Airport and transported onto the CDFW levee via dump trucks. As noted above, up to 16,875 CY of material would be imported from the borrow area to allow construction of the new trail segment. About 15,600 CY of material would be utilized during Year 1; the additional 1,275

CY of material would be spread in a low lift on the CDFW levee maintenance road to accommodate settling, as needed, during Year 2. Material not used during Year 2 would be transported off-site to an upland disposal area.

### *SMART Railroad Crossing*

Improvements to the existing crossing of the SMART railroad tracks south of the levee would be coordinated with and completed by the Park District, with oversight by the CPUC and SMART. Improvements may include grading and widening the trail alignment before/after the crossing, installing stop arms and signals, and installing improved drainage features (Figure 2). All improvements would occur prior to opening the trail to public.

### *Trail Surfacing*

The trail alignment would be resurfaced with a 4-inch layer of Caltrans Class II aggregate base rock placed over geo-textile fabric (up to 560 CY of rock). Trail surfacing would occur in Year 2, after all other improvements are complete.

## **2.4.2 Construction Equipment and Crew**

The following equipment would be used to construct the proposed project:

- 10-wheel dump trucks, transfer trucks, or LGP trucks;
- LGP excavator;
- LGP tracked bulldozer;
- Sheepsfoot compacter; and
- Hand tools to remove vegetation.

The construction crew would likely consist of 10 to 12 workers at any given time.

## **2.4.3 Site Access and Equipment Staging**

Access to and within the proposed project site would be provided from Green Island Road. All equipment and materials would be staged in the paved section of Green Island Road, behind the CDFW gate, and adjacent to the proposed/improved SMART railroad track crossing. As described above, it is anticipated that soils placed on-site will settle between construction years 1 and 2, and that some additional soil may need to be placed in Year 2, prior to placement of trail surfacing materials. To avoid having to transport soils during both construction years, up to 1,275 CY of material would be spread in a low profile over the existing CDFW levee maintenance road, in a location and configuration to minimize the potential for dispersal into adjacent waters and wetlands and to minimize impacts on runway visibility from incoming aircraft. All stockpiled materials not utilized in Year 2 would be transported to an off-site, upland disposal location prior to project completion.

## 2.5 Potential Environmental Effects

The proposed project has been designed to minimize impacts to the site and to fish and wildlife potentially utilizing the project area. Project specific Best Management Practices (BMPs) and minimization measures would be implemented to reduce construction-related effects on vegetation and landscape, water quality, fish and wildlife, and public access. The BMPs would be consistent with and derived, in part, from permit conditions and the Mitigation, Monitoring and Reporting Program (MMRP) for the approved NPSRP. In accordance with CEQA Guidelines § 15163 and as described above, it is anticipated that the following EIR sections will be revised in the SEIR to evaluate potential effects:

- Air Quality
- Biological Resources
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Land Use and Planning
- Recreation
- Transportation / Traffic
- Water Quality

The analysis in the SEIR will determine whether these potential impacts are reasonably foreseeable, whether they are significant based on identified thresholds of significance, and whether they can be avoided or substantially lessened by potentially feasible mitigation measures and alternatives.

## 3. California Environmental Quality Act Process

This Notice of Preparation (NOP) is being circulated to local, state, and federal agencies, and to interested organizations and individuals who may wish to review and comment on the proposed project and related CEQA evaluation at this stage in the process. This NOP is available for review at the following website: [www.dfg.ca.gov](http://www.dfg.ca.gov). The scoping period to receive comments on this NOP was initiated on August 20, 2013 and will continue for 30 days until September 19, 2013. Written comments concerning the scope and content of this SEIR are welcome. Your response to and input regarding the project should be sent at the earliest possible date, but not later than 5pm on September 19, 2013. Please include your name, address, and contact number for all future correspondence related to the proposed project.

Written comments may be sent via email or letter to:

California Department of Fish and Wildlife  
Bay Delta Region (Region 3)  
Karen Taylor  
7329 Silverado Trail  
Napa, CA 94558  
(707) 944-5567  
[Karen.Taylor@wildlife.ca.gov](mailto:Karen.Taylor@wildlife.ca.gov)

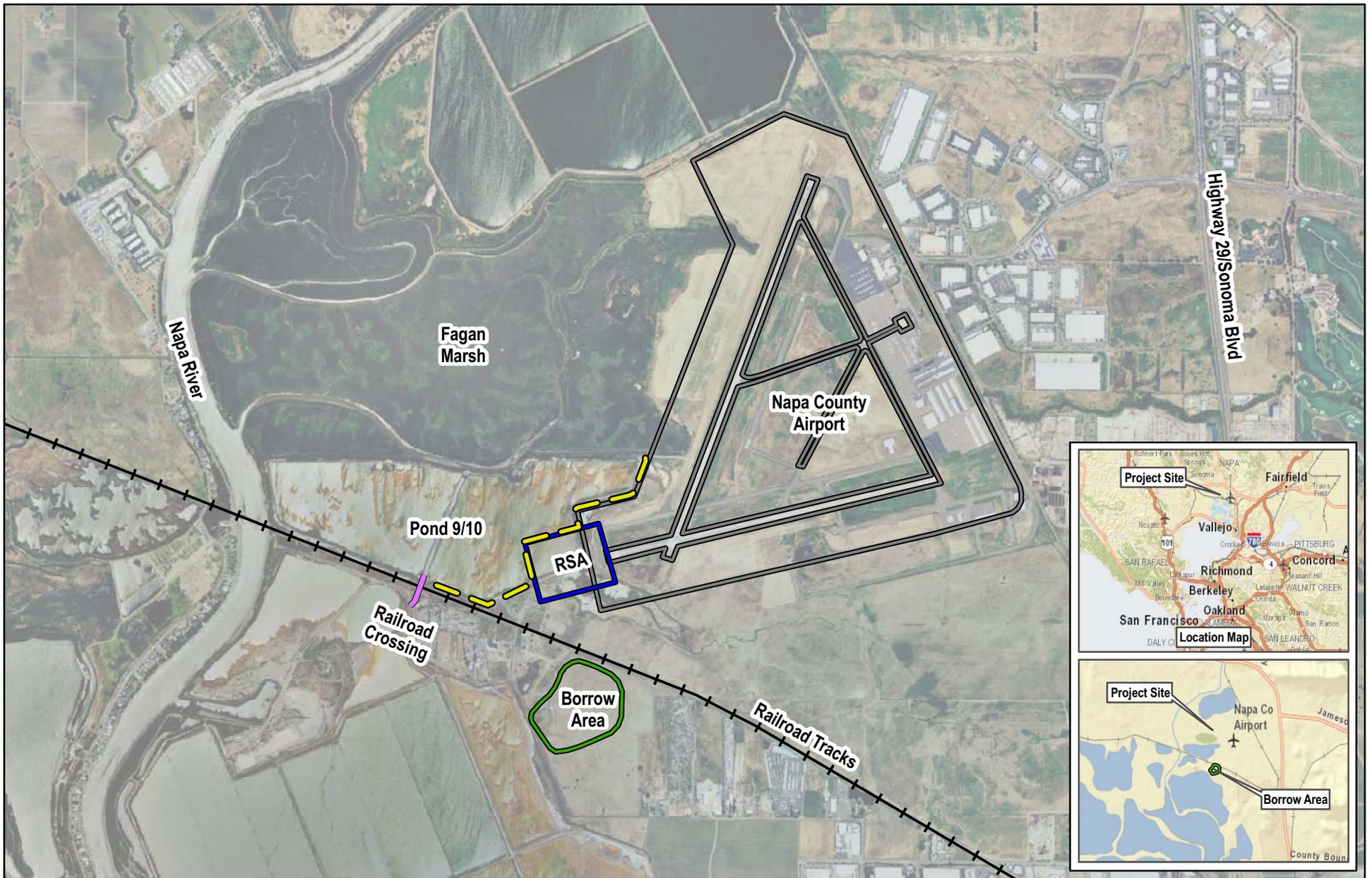
Alternate formats of this document are available upon request. The California Relay Service for the deaf or hearing-impaired can be utilized from TDD phones at (800) 735-2929.

## 4. References

- URS Corporation. 2006a. *Draft Environmental Impact Report: Napa Plant Site Restoration Project*. Prepared for the Resources Legacy Fund and California Department of Fish and Game. February. Available at: <http://www.southbayrestoration.org/NapaPlant/>.
- \_\_\_\_\_. 2006b. *Final Environmental Impact Report: Napa Plant Site Restoration Project*. SCH# 2005092088. Prepared for the Resources Legacy Fund and California Department of Fish and Game. November. Available at: <http://www.southbayrestoration.org/NapaPlant/>.

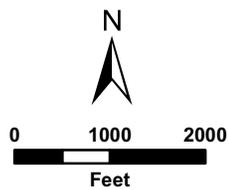
# Project Figures

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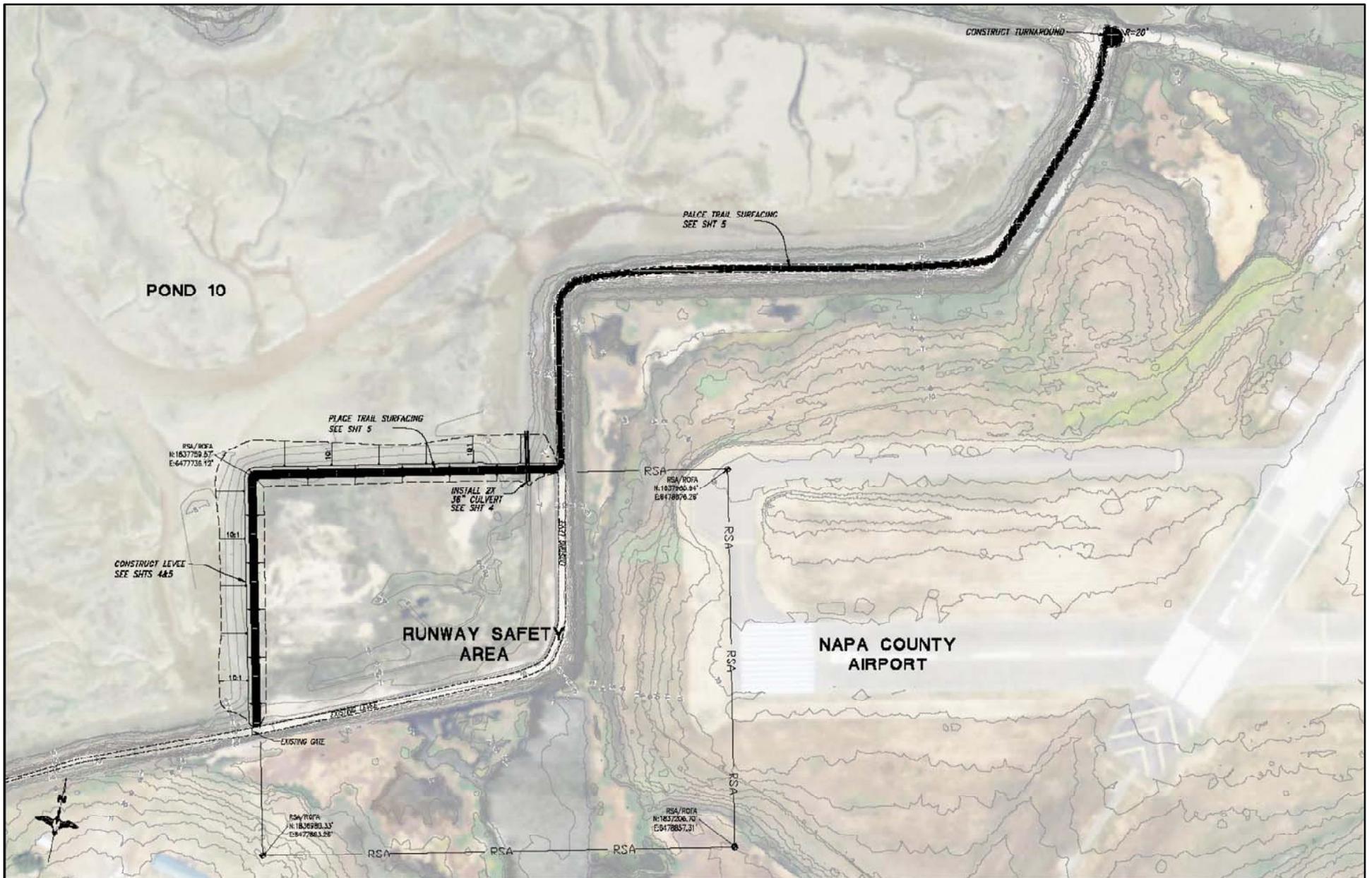
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Figure 1. Proposed Project and Vicinity  
Napa Plant Site Pond 9/10 Trail Project



**Legend**

- Runway Safety Area
- Borrow Area
- NAPA County Airport
- RR Crossing
- Railroad Tracks
- Proposed Trail Alignment



SOURCE: Ducks Unlimited 2013

Figure 2. Runway Safety Area Trail Improvements  
Napa Plant Site Pond 9/10 Trail Project