

2019058014

**Notice of Exemption (NOE) for Grant Projects  
State Water Resource Control Board Concurrence**

**Agreement Number:** 1513202  
**Grantee:** Napa County Resource Conservation District  
**Lead Agency:** Napa County Resource Conservation District

**Date NOE Filed:** April 30, 2019  
**County:** Napa  
**State Clearinghouse #:** N/A

**Project Title:** Reducing Road-Related Sediment Delivery via LandSmart On-the-Ground (Sutro Preserve)

**Project Location (attach map, if applicable):** Napa River Watershed Assessor's Parcel Number(s): 032-020-049, 051, 053. 032-540-009, 101, 024. 032-020-051, 032-540-041, 032-550-005.

**Project Description:**

The goal of this project is to reduce road-related sediments and stormwater runoff from existing unpaved roads. The goal is consistent with implementing the Napa River sediment Total Maximum Daily Load to meet water quality objectives established by the San Francisco Bay Regional Water Quality Control Board. Reducing road-related sediment and stormwater delivery to local waterways will be achieved by improving existing road surfaces (e.g., improving ditch relief, removing berms, and shaping the road via rolling dips, outslowing, crowning or insloping) to improve surface runoff dispersion. Road treatments may also include adding road rock or rock armor as needed to fortify existing road surfaces. The scope of this project will address 3 miles of existing unpaved road, within the existing road footprint, and will not expand the existing use of the road or the property. In 2018 a Biological and Cultural Resources survey (BA) was conducted by Natural Resource Conservation Services (USDA, NRCS) staff. No special status wildlife or plant species, nor their habitats, were observed during field surveys of the project area. No cultural resources within the project area were found.

**Reasons why project is exempt:**

The project is categorically exempt from the provisions of CEQA pursuant to CEQA Guidelines Section 15301, Class 1, which consists of the operation, repair, maintenance, or minor alteration of existing public or private facilities or topographic features, involving negligible or no expansion of use beyond that existing at the time of the exemption determination. A key consideration for this class of exemption is whether the project involves little or no expansion of an existing use. This project includes maintenance of an existing unpaved road and it does not expand or extend the road beyond its current use. Maintenance of the road will reduce fine sediment transport to local waterways that are tributary to the Napa River, which is listed as impaired for excessive sedimentation.

In 2018 a Biological and Cultural Resources survey (BA) was conducted by Natural Resource Conservation Services (USDA, NRCS) staff. No special status wildlife or plant species, nor their habitats, were observed during field surveys of the project area. No cultural resources within the project area were found.

**CEQA Categorical/Statutory Exemptions: Check all exemptions the project meets:**

<input checked="" type="checkbox"/> <b>Section 15301: Class 1 Existing Facilities</b>	Operation, repair, maintenance and/or minor alteration of an existing structure
<input type="checkbox"/> <b>Section 15302: Class 2 Replacement or Reconstruction</b>	Replacement or reconstruction of an existing structure where the new or replacement structure is located on the same site
<input type="checkbox"/> <b>Section 15303: Class 3 New Construction or Conversion of Small Structures</b>	Construction or remodification of a limited number of new or existing small structures
<input type="checkbox"/> <b>Section 15304: Class 4 Minor Alteration to Land</b>	Minor alteration to the condition of land, water and or vegetation with no negative impact to existing scenic trees
<input type="checkbox"/> <b>Section 15306: Class 6 Information Collection</b>	Basic data collection and research with no disturbance to an environmental resource
<input type="checkbox"/> <b>Section 15262: Feasibility and Planning Studies</b>	A project involving only feasibility or planning studies
<input type="checkbox"/> <b>Section 15269: Emergency Projects</b>	A project that is deemed an emergency as described in Section 15269
<input type="checkbox"/> <b>Section 15333: Class 33 Small Habitat Restoration Projects</b>	Project is five acres or less and ensures a positive impact for fish, plants or wildlife
<input type="checkbox"/> <b>Other</b>	Provide Section number and description:

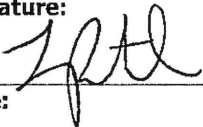
2019058014

**Exceptions to NOE:** Must mark box indicating whether statement applies. If you mark "yes" then the NOE does not apply – call your GM

Yes No

<input type="checkbox"/>	X	Location – Is the project located in a particularly sensitive environment where location exception applies? (for class 3,4,6)
<input type="checkbox"/>	X	Cumulative Impact – Will there or have there been successive projects of the same type in the same place, and over time is becoming environmentally significant?
<input type="checkbox"/>	X	Significant Effect – Is there a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances?
<input type="checkbox"/>	X	Scenic Highway – Could the project cause damage to the environment within a highway officially designated as a state scenic highway?
<input type="checkbox"/>	X	Hazardous Waste Site – Is the project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code?
<input type="checkbox"/>	X	Historical Resources – Could the project cause a substantial adverse change in the significance of a historical resource?

**I certify to the best of my knowledge the information in this form is correct and the project is exempt from CEQA and will not result in any significant effect on the environment:**

<b>Grantee:</b>	<b>Grant Manager Concurrence:</b>	<b>State Water Board Concurrence:</b>
<b>Print:</b> Lucas Patzek	<b>Print:</b>	<b>Print:</b>
<b>Signature:</b> 	<b>Signature:</b>	<b>Signature:</b>
<b>Date:</b> 4/30/19	<b>Date:</b>	<b>Date:</b>

Governor's Office of Planning & Research

MAY 02 2019

STATE CLEARINGHOUSE



State of California - Department of Fish and Wildlife  
**2019 ENVIRONMENTAL FILING FEE CASH RECEIPT**  
DFW 753.5a (REV. 12/01/18) Previously DFG 753.5a

2019058014

Print

StartOver

Finalize&Email

RECEIPT NUMBER:

28 — 05012019 — 038

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY

Napa County Resource Conservation District

LEAD AGENCY EMAIL

DATE

05012019

COUNTY/STATE AGENCY OF FILING

Napa

DOCUMENT NUMBER

2019-038

PROJECT TITLE

Reducing Road-Related Sediment Delivery via Landsmart On-the-Ground (Sutro Preserve)

PROJECT APPLICANT NAME

Napa County Resource Conservation District

PROJECT APPLICANT EMAIL

bill@naparcd.org

PHONE NUMBER

(707) 252-4189

PROJECT APPLICANT ADDRESS

1303 Jefferson St., Ste. 5008

CITY

Napa

STATE

CA

ZIP CODE

94559

PROJECT APPLICANT (Check appropriate box)



Local Public Agency



School District



Other Special District



State Agency



Private Entity

CHECK APPLICABLE FEES:



Environmental Impact Report (EIR)

\$3,271.00

\$

0.00



Mitigated/Negative Declaration (MND)(ND)

\$2,354.75

\$

0.00



Certified Regulatory Program (CRP) document - payment due directly to CDFW

\$1,112.00

\$

0.00



Exempt from fee



Notice of Exemption (attach)



CDFW No Effect Determination (attach)



Fee previously paid (attach previously issued cash receipt copy)



Water Right Application or Petition Fee (State Water Resources Control Board only)

\$850.00

\$

0.00



County documentary handling fee

\$

50.00



Other #2019043000095

\$

PAYMENT METHOD:



Cash



Credit



Check



Other

TOTAL RECEIVED

\$

50.00

SIGNATURE

X

Kena Rothbauer

AGENCY OF FILING PRINTED NAME AND TITLE

Napa Co Clerk, K. Rothbauer, Deputy County Clerk

Governor's Office of Planning & Research

MAY 02 2019

STATE CLEARINGHOUSE



State of California - Department of Fish and Wildlife  
**2019 ENVIRONMENTAL FILING FEE CASH RECEIPT**  
DFW 753.5a (REV. 12/01/18) Previously DFG 753.5a

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**NOTICE**

Each project applicant shall remit to the county clerk the environmental filing fee before or at the time of filing a Notice of Determination (Pub. Resources Code, § 21152; Fish & G. Code, § 711.4, subdivision (d); Cal. Code Regs., tit. 14, § 753.5). Without the appropriate fee, statutory or categorical exemption, or a valid No Effect Determination issued by the California Department of Fish and Wildlife (CDFW), the Notice of Determination is not operative, vested, or final, and shall not be accepted by the county clerk.

**COUNTY DOCUMENTARY HANDLING FEE**

The county clerk may charge a documentary handling fee of fifty dollars (\$50) per filing in addition to the environmental filing fee (Fish & G. Code, § 711.4, subd. (e); Cal. Code Regs., tit. 14, § 753.5, subd. (g)(1)). A county board of supervisors shall have the authority to increase or decrease the fee or charge, that is otherwise authorized to be levied by another provision of law, in the amount reasonably necessary to recover the cost of providing any product or service or the cost of enforcing any regulation for which the fee or charge is levied (Gov. Code, § 54985, subd. (a)).

**COLLECTION PROCEDURES FOR COUNTY GOVERNMENTS**

**Filing Notice of Determination (NOD):**

- ☐ Collect environmental filing fee or copy of previously issued cash receipt. *(Do not collect fee if project applicant presents a No Effect Determination signed by CDFW. An additional fee is required for each separate environmental document. An addendum is not considered a separate environmental document. Checks should be made payable to the county.)*
- ☐ Issue cash receipt to project applicant.
- ☐ Attach copy of cash receipt and, if applicable, previously issued cash receipt, to NOD.
- ☐ Mail filing fees for CRP document to CDFW prior to filing the NOD or equivalent final approval (Cal. Code Regs. Tit. 14, § 753.5 (b)(5)). The CRP should request receipt from CDFW to show proof of payment for filing the NOD or equivalent approval. Please mail payment to address below made attention to the Cash Receipts Unit of the Accounting Services Branch.

If the project applicant presents a **No Effect Determination** signed by CDFW, also:

- ☐ Attach No Effect Determination to NOD *(no environmental filing fee is due)*.

**Filing Notice of Exemption (NOE) (Statutorily or categorically exempt project (Cal. Code Regs., tit. 14, §§ 15260-15285, 15300-15333))**

- ☐ Issue cash receipt to project applicant.
- ☐ Attach copy of cash receipt to NOE *(no environmental filing fee is due)*.

**Within 30 days after the end of each month in which the environmental filing fees are collected**, each county shall summarize and record the amount collected on the monthly State of California Form No. CA25 (TC31) and remit the amount collected to the State Treasurer. Identify the remittance on Form No. CA25 as "Environmental Document Filing Fees" per Fish and Game Code section 711.4.

**The county clerk shall mail the following documents to CDFW on a monthly basis:**

- ✓ A photocopy of the monthly State of California Form No. CA25 (TC31)
- ✓ CDFW/ASB copies of all cash receipts (including all voided receipts)
- ✓ A copy of all CDFW No Effect Determinations filed in lieu of fee payment
- ✓ A copy of all NODs filed with the county during the preceding month
- ✓ A list of the name, address and telephone number of all project applicants for which an NOD has been filed. If this information is contained on the cash receipt filed with CDFW under California Code of Regulations, title 14, section 753.5, subdivision (e)(6), no additional information is required.

**DOCUMENT RETENTION**

The county shall retain two copies of the cash receipt (for lead agency and county clerk) and a copy of all documents described above for at least 12 months.

**RECEIPT NUMBER**

- # The first two digits automatically populate by making the appropriate selection in the County/State Agency of Filing drop down menu.
- # The next eight digits automatically populate when a date is entered.
- # The last three digits correspond with the sequential order of issuance for each calendar year. For example, the first receipt number issued on January 1 should end in 001. If a county issued 252 receipts for the year ending on December 31, the last receipt number should end in 252. CDFW recommends that counties and state agencies 1) save a local copy of this form, and 2) track receipt numbers on a spreadsheet tabbed by month to ensure accuracy.

**DO NOT COMBINE THE ENVIRONMENTAL FEES WITH THE STATE SHARE OF FISH AND WILDLIFE FEES.**

**Mail to:**

California Department of Fish and Wildlife  
Accounting Services Branch  
P.O. Box 944209  
Sacramento, California 94244-2090





## Sutro Preserve Road Storm-proofing Project

NAPA COUNTY  
**RCD**



**LandSmart**<sup>®</sup>  
Productive lands. Thriving streams.

2019058014  
Napa River Watershed



0 3 6 12 18 24  
Miles



2019058014



2019058014

Road Log of Treatments for Sutro Preserve, Napa River Watershed		
Site #	Treatment	Rock Needs
11	<p>Concentrated flow crosses road. Construct an armored fill crossing using 10 yd<sup>3</sup> of 1'-2' rock. See typical drawing# 7 for construction details.</p> <ol style="list-style-type: none"> <li>1. Lower road bed through crossing to a maximum depth of 2' in the center at outboard road.</li> <li>2. Dig a keyway with a 12' width at outboard and tapering down to a 4' width at base of fill.</li> <li>3. Armor keyway as with 1'-2' rock, keying the largest particles into the base of the fillslope. Continue armoring back into 1/3 of the road width making sure that the armored area has a "U" shape both in cross section and profile view to keep flow centered.</li> <li>4. Seed and straw mulch any bare soils on fill faces and adjacent to stream channel.</li> </ol>	10 yd <sup>3</sup> 1'-2' rock
12	<p>Dry swale above road. Construct an armored fill crossing using 10 yd<sup>3</sup> of 1'-2' rock. See typical drawing# 7 for construction details.</p> <ol style="list-style-type: none"> <li>1. Remove existing culvert.</li> <li>2. Lower road bed through crossing to a maximum depth of 2' in the center at outboard road.</li> <li>3. Dig a keyway with a 12' width at outboard and tapering down to a 4' width at base of fill.</li> <li>4. Armor keyway as with 1'-2' rock, keying the largest particles into the base of the fillslope. Continue armoring back into 1/3 of the road width making sure that the armored area has a "U" shape both in cross section and profile view to keep flow centered.</li> <li>5. Seed and straw mulch any bare soils on fill faces and adjacent to stream channel.</li> </ol>	10yd <sup>3</sup> 1'-2' rock
13	<p>Concentrated flow diverted down left inboard ditch. Construct an armored fill crossing using 5 yd<sup>3</sup> of 1'-2' rock. See typical drawing# 7 for construction details.</p> <ol style="list-style-type: none"> <li>1. Lower road bed through crossing to a maximum depth of 2' in the center at outboard road.</li> <li>2. Dig a keyway with a 12' width at outboard and tapering down to a 4' width at base of fill.</li> <li>3. Armor keyway as with 1'-2' rock, keying the largest particles into the base of the fillslope. Continue armoring back into 1/3 of the road width making sure that the armored area has a "U" shape both in cross section and profile view to keep flow centered.</li> <li>4. Seed and straw mulch any bare soils on fill faces and adjacent to stream channel.</li> </ol>	5 yd <sup>3</sup> 1'-2' rock
14	<p>Existing culverted draining concentrated flow above road.</p> <ol style="list-style-type: none"> <li>1. Layback headcut above inlet to 2:1 and armor with 2 cubic yards of 0.5-1.5' rock.</li> <li>2. Pull outboard fill from away from class II stream channel below crossing.</li> <li>3. Armor below outlet with 2 cubic yards of 0.5-1.5' rock.</li> </ol>	5 yd <sup>3</sup> 1'-2' rock
15	<p>Dry swale above road. Construct an armored fill crossing using 10 yd<sup>3</sup> of 1'-2' rock. See typical drawing# 7 for construction details.</p> <ol style="list-style-type: none"> <li>1. Lower road bed through crossing to a maximum depth of 2' in the center at outboard road.</li> <li>2. Dig a keyway with a 12' width at outboard and tapering down to a 4' width at base of fill.</li> <li>3. Armor keyway as with 1'-2' rock, keying the largest particles into the base of the fillslope. Continue armoring back into 1/3 of the road width making sure that the armored area has a "U" shape both in cross section and profile view to keep flow centered.</li> <li>4. Seed and straw mulch any bare soils on fill faces and adjacent to stream channel.</li> </ol>	10 yd <sup>3</sup> 1'-2' rock

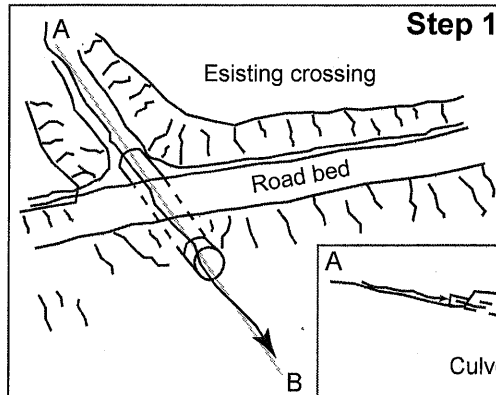
2019058014

Road Log of Treatments for Sutro Preserve, Napa River Watershed		
Site #	Treatment	Rock Needs
16	<p>Dry swale above road. Construct an armored fill crossing using 10 yd<sup>3</sup> of 1'-2' rock. See typical drawing# 7 for construction details.</p> <ol style="list-style-type: none"> <li>1. Lower road bed through crossing to a maximum depth of 2' in the center at outboard road.</li> <li>2. Dig a keyway with a 12' width at outboard and tapering down to a 4' width at base of fill.</li> <li>3. Armor keyway as with 1'-2' rock, keying the largest particles into the base of the fillslope. Continue armoring back into 1/3 of the road width making sure that the armored area has a "U" shape both in cross section and profile view to keep flow centered.</li> <li>4. Seed and straw mulch any bare soils on fill faces and adjacent to stream channel.</li> </ol>	10 yd <sup>3</sup> 1'-2' rock
17	<p>Existing culvert draining swale above road. Construct an armored fill crossing using 10 yd<sup>3</sup> of 1'-2' rock. See typical drawing# 7 for construction details.</p> <ol style="list-style-type: none"> <li>1. Remove existing culvert and haul material off property.</li> <li>2. Lower road bed through crossing to a maximum depth of 2' in the center at outboard road.</li> <li>3. Dig a keyway with a 12' width at outboard and tapering down to a 4' width at base of fill.</li> <li>4. Armor keyway as with 0.5'-2' rock, keying the largest rock into the base of the fillslope. Continue armoring back into 1/3 of the road width making sure that the armored area has a "U" shape both in cross section and profile view to keep flow centered.</li> </ol>	20yd <sup>3</sup> of 0.5-2ft rock armor

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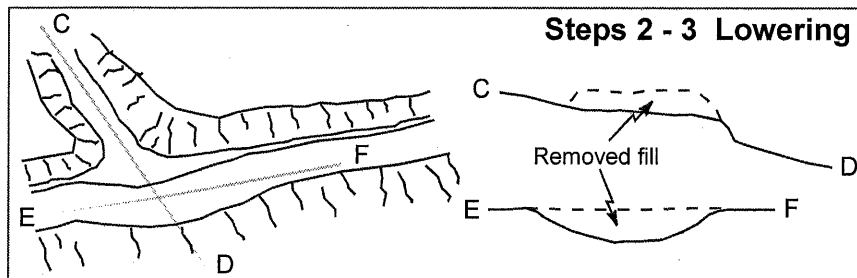
# Ten Steps for Constructing a Typical Armored Fill Stream Crossing



## Step 1

1. The two most important points are:

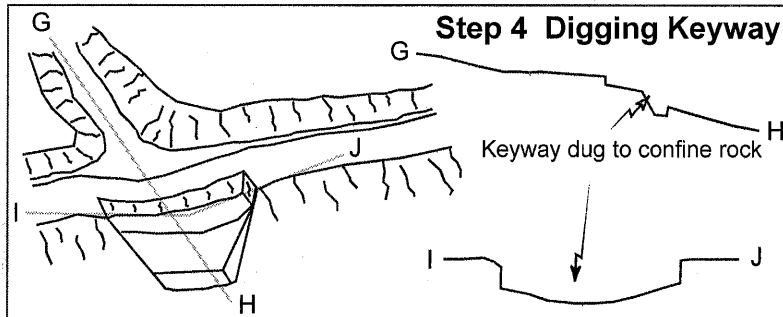
- A) **The rock must be placed in a "U" shape across the channel to confine flow within the armored area.** (Flow around the rock armor will gully the remaining fill. Proper shape of surrounding road fill and good rock placement will reduce the likelihood of crossing failure).
- B) **The largest rocks must be used to buttress the rest of the armor in two locations:** (i) The base of the armored fill where the fill meets natural channel. (This will buttress the armor placed on the outboard fill face and reduce the likelihood of it washing downslope). (ii) The break in slope from the road tread to the outer fill face. (This will buttress the fill placed on the outer road tread and will determine the "base level" of the creek as it crosses the road surface).



## Steps 2 - 3 Lowering

2. **Remove any existing drainage structures** including culverts and Humboldt logs.

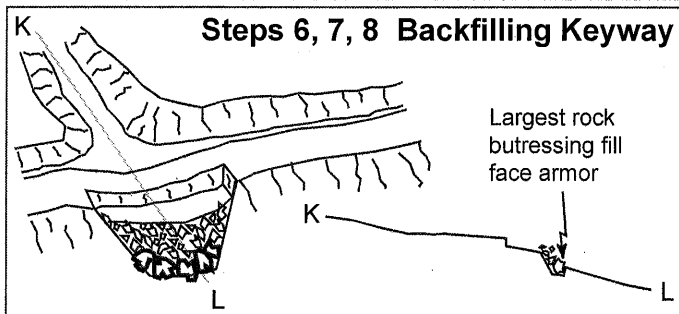
3. **Construct a dip** centered at the crossing that is large enough to accommodate the 100-year peak storm flow and prevent diversion (C-D, E-F).



## Step 4 Digging Keyway

4. **Dig a keyway** (to place rock in) that extends from the outer 1/3 of the road tread down the outboard road fill to the point where outboard fill meets natural channel (up to 3 feet into the channel bed depending on site specifics) (G-H, I-J).

5. **Install geofabric (optional)** within keyway to support rock in wet areas and to prevent winnowing of the crossing at low flows.

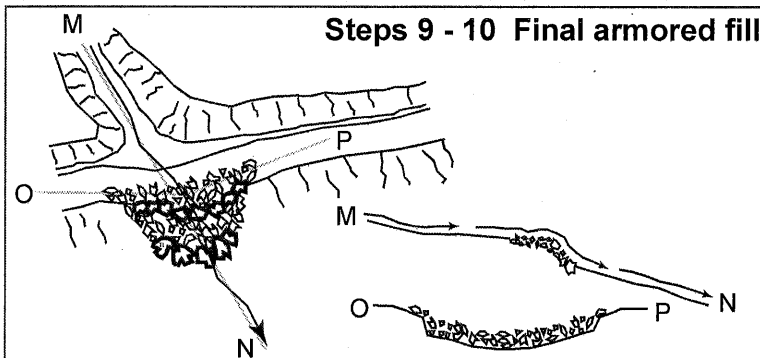


## Steps 6, 7, 8 Backfilling Keyway

6. **Put aside the largest rock armoring** to create 2 buttresses in the next step.

7. **Create a buttress using the largest rock** (as described in the site treatments specifications) at the base of fill. (This should have a "U" shape to it and will define the outlet of the armored fill.)

8. **Backfill the fill face** with remaining rock armor making sure the final armored area has "U" shape that will accommodate the largest expected flow (K-L).



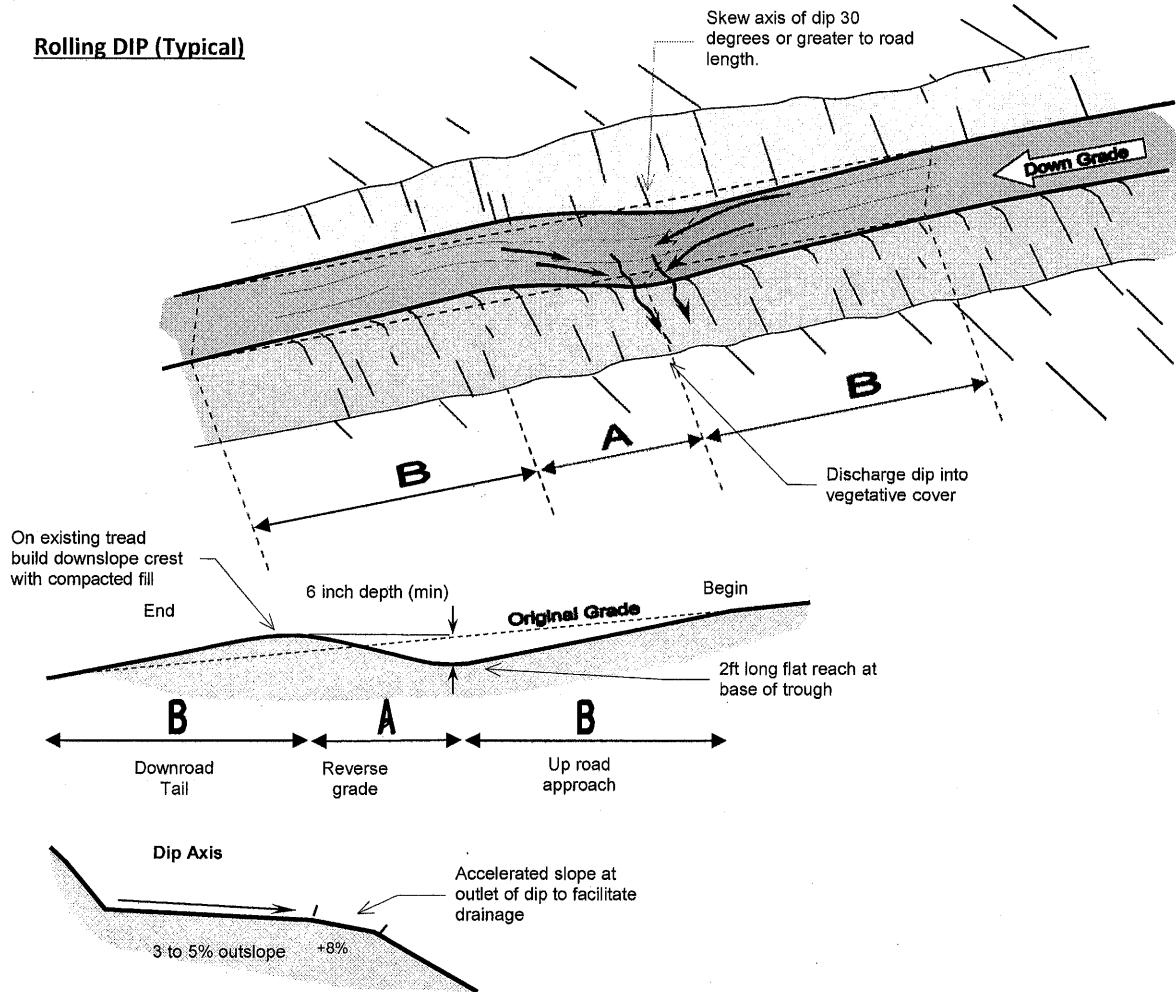
## Steps 9 - 10 Final armored fill

9. **Install a second buttress** at the break in slope between the outboard road and the outboard fill face. (This should define the base level of the stream and determine how deep the stream will backfill after construction). (M-N)

10. **Back fill the rest of the keyway** with the unsorted rock armor making sure the final armored area has a "U" shape that will accommodate the largest expected flow (O-P).

## Typical Drawing #7

## Rolling DIP (Typical)



ROAD GRADE (%)	TROUGH	A: REVERSE GRADE	B: UP ROAD APPROACH DOWN ROAD TAIL	
	Minimum depth below downslope crest	Minimum distance and grade from trough axis to downroad crest (ft)	Distance from up-road start of rolling dip to trough axis (ft)	Grade (%)
<5%	6 inches	15 feet at 5%	50	10%
10%			50	15%
15%		7 feet at 10%	30	20%
>15%			30	25%

### Rolling dip instructions:

- A rolling dip is a long, permanent dip constructed into native soils. The dip can be constructed to drain the inboard ditch or just the road surface.
- On existing roads the cut of the dip should start 30-50 feet upslope of the trough, with an outslope of 2-4%.
- Dip axis should be skewed down road at 30 degree off of centerline of road length – this will facilitate in efficiently draining the road without buildup of sediments in trough and makes the dip more drivable (i.e. the "roll" of the dip)
- The trough of the dip should be outsloped 3-5% with a flat reach of 2 feet.
- The reverse grade of the dip shall generally be sloped 5% for a minimum of 15 feet to form a minimum 6 inch deep dip. Road surface, where fill material will be placed, should be ripped first to ensure fill material interlocks with existing tread.
- The crest of the reverse grade should be a 2 foot long flat reach and the fill material should continue for a minimum of 30-50 feet before tapering to original grade.
- On roads steeper than 15% a steeper/shorter reverse-grade dip may be required.
- Dips shall be placed as specified in the plans. If not specified, then dips shall be placed at maximum 150-200 foot spacings.

2019058014

**Sheila Brown**

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**From:** Bill Birmingham <Bill@naparcd.org>  
**Sent:** Thursday, May 2, 2019 9:08 AM  
**To:** OPR State Clearinghouse  
**Subject:** Napa RCD NOE\_Sutro Preserve  
**Attachments:** Sutro\_CEQApacket.pdf

Hello. Please see attached for NOE and other related documents. Please email back a stamped copy. This project is being funded under the Water Board's 319(h) program.

Thank you,

Bill Birmingham  
Conservation Project Manager  
Napa County Resource Conservation District  
1303 Jefferson St Suite 500B  
Napa, Ca 94559  
p (707) 690-3116

*Email*  
Governor's Office of Planning & Research  
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