

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

**Nov 20 2020**

**STATE CLEARINGHOUSE**

November 19, 2020

GTS# 03-SAC-2020-00773  
SCH# 2015102067

Christopher Jordan  
Director, Strategic Planning and Innovation  
City of Elk Grove  
8401 Laguna Palms Way  
Elk Grove, CA 95758

**Multi-Sport Complex and Southeast Industrial Annexation Area – Draft Supplemental Environmental Impact Report (SEIR)**

Dear Mr. Jordan,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The Multi-Sport Complex and Southeast Industrial Annexation Area (Project) proposes an expansion to the City of Elk Grove's Sphere of Influence of approximately 561 acres. The Draft SEIR would change several City of Elk Grove General Plan land use designations and pre-zoning designations for the project site relative to the EIR certified by the Sacramento Local Agency Formation Commission (LAFCo) in May of 2019. Revisions in the assumed land uses for the Project site focus on the approximately 100-acre City-owned parcel in the center of the Project. This parcel was formerly proposed for Public Open Space/Recreation and now would be designated for Light Industrial uses. Land use changes would result in:

- A reduction in the land area of Parks and Open Space
- An increase in both Light Industrial and Heavy Industrial uses

- A reduction in the amount of mixed General Commercial and Commercial Office uses
- A new use, Regional Commercial, proposed for 20 acres of land

The Project is located south of Grant Line Road (near its intersection with Waterman Road) and east of the Union Pacific Railroad (UPRR) tracks and State Route (SR) 99. The Project site extends eastward past the intersection of Grant Line Road and Mosher Road, and extends southward to the Sacramento County Urban Services Boundary. The following comments are based on the Draft SEIR received.

### **Hydraulics**

The Project will result in an increase in peak surface water runoff due to construction of buildings and parking, roads etc., and an increase in impermeable surface area. Detention ponds are proposed in the Project to control this increase of runoff. Care should be taken that peak runoff discharge for the 10 and 100-year storm events to the State Right of Way and to Caltrans highway drainage facilities must be reduced to at or below the pre-construction levels. This may be accomplished through the implementation of storm water management Best Management Practices (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.). Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

Runoff from the Project that will enter the State Right of Way and/or Caltrans drainage facilities, must meet all regional water quality control board water quality standards prior to entering the State Right of Way or Caltrans drainage facilities. Appropriate storm water quality Best Management Practices may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems in perpetuity.

All work proposed and performed within the State Right of Way must be in accordance with Caltrans standards and require a Caltrans Encroachment Permit prior to commencing construction.

For the encroachment permit application, provide drainage plans and calculations for the pre and post 10 and 100 peak run-off (quantities and velocities) and water quality treatment for all discharge to the State Right of Way and to Caltrans highway drainage facilities.

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Please provide our office with copies of any further actions regarding the Project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Douglas Adams, Intergovernmental Review Coordinator, at (530) 741-4543 or by email at: douglas.adams@dot.ca.gov.

Sincerely,



Alex Fong  
Acting Branch Chief, Transportation Planning – South  
Planning, Local Assistance, and Sustainability

Cc: State Clearinghouse