

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Oct 29 2020

STATE CLEARINGHOUSE

October 29, 2020

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SCH# 2020100069

Mr. Todd Smith
Principal Planner and Interim Environmental Coordinator
Planning and Environmental Review
Sacramento County
827 7th Street Sacramento, CA 95814

Upper Westside Project – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Mr. Smith,

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 Upper Westside Project (Project) proposes general plan amendments, rezoning, and development of 2,066 acres in unincorporated Sacramento County. The Project will rezone most of the current agricultural land to a variety of uses including residential, commercial mixed-use, open space/public park, and agricultural. The Project is bounded by Interstate 80 (I-80) to the south, the West Drainage Canal to the east, Fisherman's Lake Slough to the north, and Garden Highway to the west. The center of the Project is located approximately 3.5 miles from downtown Sacramento and is outside of the Urban Policy Area (UPA) and Urban Services Boundary (USB) in the Natomas New Growth Area. Based on the information received, Caltrans provides the following comments.

Traffic Operations / Forecasting

On June 10, 2020 and October 21, 2020, Caltrans provided advance feedback to the Sacramento County Department of Transportation on the Transportation Analysis Scope of Work for the Project. Caltrans has no additional comments at this time on the Transportation Analysis Scope of Work. We would like to thank Sacramento County for the advance coordination. We look forward to continuing that effort.

Hydraulics

The Project will increase impervious surface runoff due to the proposed construction. Increases in peak runoff discharge for the 10-year 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. Any cumulative impacts to Caltrans drainage facilities arising from effects of development on surface water runoff discharge from the 10-year and 100-year storm events should be minimized through project drainage mitigation measures.

All grading and/or drainage improvements must maintain or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State Right of Way or to Caltrans drainage facilities. The developer must maintain or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. 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-year peak run-off

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(quantities and velocities) and water quality treatment for all discharge to the State Right of Way and to Caltrans highway drainage facilities.

Encroachment Permit / Right of Way Engineering

As the Project moves forward, please note that an encroachment permit will be required from Caltrans for any work performed on the State Right of Way if not previously obtained. Specifically, an encroachment permit will be required if the Project will affect the areas of traffic operations, hydraulics, or environmental. All mitigations required by Caltrans must be addressed before issuance of an encroachment permit. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State Right of Way must be submitted to:

Hikmat Bsaiyess
California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901
(530) 755-6357

Please contact d3rwmaprequest@dot.ca.gov for any right of way map request/information needs.

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