

DEPARTMENT OF TRANSPORTATION**DISTRICT 3**

703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4286
FAX (530) 741-4245
TTY 711
www.dot.ca.gov/dist3



*Making Conservation
a California Way of Life.*

February 22, 2019

GTS# 03-PLA-2016-00370
03-PLA-065 PM Var
SCH# 2016112012

Shirlee Herrington
Placer County Community Development Resource Agency
3091 County Center Drive, Suite #190
Auburn, CA 95603

Sunset Area Plan/Placer Ranch Specific Plan Project

Dear Shirlee Herrington:

Thank you for including the California Department of Transportation (Caltrans) in the environmental/application review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The project proposes to update the 1997 Sunset Industrial Area (SIA) Plan. The proposed plan update, now called the Sunset Area Plan (SAP), identifies a higher density mix of labor- and employment-intensive uses with an emphasis on innovation and creativity. Nested within the SAP, the proposed Placer Ranch Specific Plan (PRSP) includes a mixed-use town center, commercial and office uses, a university site, and a diverse housing mix. The SAP, which includes the PRSP project site, encompasses 8,497 acres located in unincorporated south Placer County. The Plan area covers 13.9 square miles between the cities of Rocklin to the east, Roseville to the south, Lincoln to the north, and unincorporated Placer County to the west. The Plan area is located immediately west of State Route (SR) 65 which connects to Interstate 80 (I-80) in the south and SR 99 to the north. The proposed PRSP area includes 2,213 acres in the southern portion of the Sunset Area Plan. The southern boundary of the PRSP area is contiguous with the existing Roseville City limits, and the northern boundary is defined, in part, by the existing alignment of Sunset Boulevard West, west of Fiddyment Road. The following comments are based on the Draft Environmental Impact Report (DEIR) received.

Traffic Forecasting and Modeling

The SAP and PRSP are anticipated to develop over many years. The basis for identifying and mitigating foreseeable cumulative traffic effects in the 20-years horizon

are mainly focused on the PRSP project.

The trips generated by the proposed project will be in the thousands. A Project-Only trip generation table should be provided to identify the number of trips generated by the project. Providing trip generation for each land use will help properly identify where the trips are coming from. The peak hour trips that will be generated in this project will go beyond the 100-peak trip threshold. Contribution to mitigations should be made to provide improvements to SR-65, to new or current interchanges connected to SR-65, and ramp meters for SR-65.

According to Table 13, the percentage of external trips that will be made due to the PRSP development plus existing conditions is 75% (161,941 trips) while internal trips are 25% (54,458 trips). The 161,941 external trips are about 170% of the provided existing ADT of SR-65 (about 91,600 ADT). The "Change in Average Daily Traffic for Existing and Existing Plus Placer Ranch Conditions" figure shows that the ADT along some segments of SR-65 increased by a maximum of 6,000 vehicles while some segments decreased by 6,000 vehicles. This example does not properly convey the effects of the external trips to SR-65. Please provide an explanation for this inconsistency. Although a "Change in Average Daily Traffic" figure can be analogous to a Trip Distribution figure, a Trip Distribution figure should be provided to properly show trends from generated trips from the proposed project.

Traffic Operations

The proposed project currently has existing bicycle/pedestrian and bus facilities serving the nearby Sunset Boulevard vicinity which will be connected to future multi-modal facilities. It is recommended that this project also provide connection to the Whitney Ranch Parkway area to complete a future system which would connect to existing bicycle/pedestrian and bus facilities.

Currently, SR 65 is operating at Level of Service (LOS) F. It is anticipated that this project would generate thousands of additional peak hour trips and introduce significant amount of delays on SR 65. The need to identify traffic operational impacts and mitigations that this proposed development will bring is a critical component to the continued operation of the existing state facilities. It is recommended that the proposed development provide contribution on mitigation to the following:

- Improvement of Industrial Boulevard, which is a local roadway, that is parallel to SR 65 and serves as a one of the arterial connections to SR 65.
- Connect Whitney Ranch Parkway eastbound from Industrial Boulevard the SR 65 interchange.
- Upgrade the Whitney Ranch Parkway interchange (similar to Sunset Boulevard IC) to add southbound on/off ramps and a northbound entrance access/ramp from eastbound Whitney Ranch Parkway widen the existing ramps. Also add ramp metering to all HOV lane entrance ramps.

- Addition of ramp metering to the HOV lanes on the Sunset Boulevard interchange.
- Addition of auxiliary lanes in both direction of SR 65 between Whitney Ranch Parkway and Sunset Boulevard interchanges.
- Mainline HOV lane on both directions of SR 65.

Hydraulics

The development of Sunset Area Plan and Placer Ranch Specific Plan will increase impervious surface area through the construction of a mixed-use town center, commercial and office uses, a university site, and a diverse housing mix, etc. with a corresponding increase in surface water runoff. The foreseeable development projects would develop over 50,000 acres in the region, adding more than 100,000 residential units and millions of square feet of non-residential building floor area. This project will decrease surface water detention, retention and infiltration.

No net increase to 100-year storm event peak discharge may be realized within the State's highway (SR 65) right of way and/or Caltrans drainage facilities because of the project. Any cumulative impacts to Caltrans drainage facilities arising from effects of development on surface water runoff discharge from the 100-year storm event should be minimized through project drainage mitigation measures.

Increases in peak runoff discharge for the 100-year storm event to the State's highway (SR 65) right of way and to Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.

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's highway (SR 65) 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 proposed project that will enter the State's highway (SR 65) right of way and/or Caltrans drainage facilities must meet all regional water quality control board water quality standards prior to entering the State's highway (SR 65) 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

Ms. Shirlee Herrington, Placer County Community Development Resource Agency
February 22, 2019
Page 4

properly maintain these systems in perpetuity.

All work proposed and performed within the State's highway (SR 65) right of way must be in accordance with Caltrans' standards and require a Caltrans Encroachment Permit prior to commencing construction.

Based on Title 23, the Pleasant Grove Creek and Auburn Ravine which are located within the SAP site are listed as Regulated Streams of Central Valley Flood Protection Board (Board) of DWR. If this project is implemented within the boundary of Pleasant Grove Creek and Auburn Ravine, the encroachment permit shall be obtained from the Board.

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

If you have any question regarding these comments or require additional information, please contact David Smith, Intergovernmental Review Coordinator for Placer County, by phone (530) 634-7799 or via email to david.j.smith@dot.ca.gov.

Sincerely,



KEVIN YOUNT, Branch Chief
Office of Transportation Planning
Regional Planning Branch—East