

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

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STATE CLEARINGHOUSE

May 6, 2019

Thomas Last  
City of Grass Valley  
125 East Main Street  
Grass Valley, CA 95945

Dorsey Marketplace

Dear Thomas Last:

Thank you for including the California Department of Transportation (Caltrans) in the Certification of the Draft Environmental Impact Report review process. 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.

This project site is currently designated under the General Plan as Business Park and zoned Corporate Business Park. This EIR evaluates two Project Alternatives with an equal weight environmental analysis. Both Alternative A and Alternative B require a General Plan Amendment and rezone to change land currently designated for Business Park to Commercial and Residential Urban High Density and a rezone from Corporate Business Park to Commercial (C-2) and Multiple Dwelling Residential (R-3). Alternative A proposes to develop approximately 178,960 sq. foot of commercial building space and 90 multiple-family dwelling units. Alternative B proposes to develop approximately 104,350 sq. foot of commercial building space, 8,500 sq. foot of office space and 171 multiple-family dwelling units. The development review application covers the site plan and project design, while the use permit application is for the drive-through uses. The proposed project site is located on a vacant 27-acre parcel southeast of the intersection of State Route 49/20 northbound ramps and Dorsey Drive in Grass Valley, California. The following comments are based on the documents received.

***Forecasting and Modeling***

The impact to the state highway system seems to be misrepresented in the Draft EIR. The trip generation for Alternative A reported in the Draft EIR, is 478 AM peak hour trips and 865 PM peak hour trips. The trip distribution map provided in the Traffic Impact Analysis Report shows about 20 percent of the trips will travel SB State Route 49 (SR 49) and about 15% of the trips will travel NB SR 49. Table 8-6 in the DEIR does not represent the correct significant trip

numbers being added to the freeway; thus, Alternative A under existing, plus project conditions, will significantly impact SR 20/SR 49. The trip numbers for Table 8-7 should also be verified for Alternative B. Please apply corrections or provide reasoning for the trip numbers in both Table 8-6 & 8-7. Horizon years should be taken 20 years after the project completion year. Please provide the project completion year and analyze the following: cumulative conditions, cumulative conditions plus proposed project, and the 20-year cumulative conditions, after construction.

### **Traffic Operations**

*Figure 8 – Year 2035 Plus Project Peak Hour Traffic Volumes (Alternative A)* of the February 2019 Traffic Impact Analysis Report, estimates 226 vehicles per hour in the PM peak hour. This is below the threshold of 300 VPH, for which dual left-turn lanes, are needed. However, any future development or redevelopment along Dorsey Drive or the extension of Dorsey Drive beyond Sutton Way, would likely exceed that threshold. Future widening of the southbound off-ramp to provide dual left turn lanes, and widening of the overcrossing structure to accommodate a second eastbound through lane, will be costly. Caltrans doesn't request any payment of mitigation funds towards this possible future project. However, we do request the City of Grass Valley require widening of Dorsey Drive, to provide two eastbound lanes immediately east of Intersection 8, to the project driveway. This will allow future improvements to the interchange, with little or no impact, outside of Caltrans right of way.

The other mitigation measures listed in the Traffic Impact Analysis Report and the Draft EIR are appropriate and acceptable to Caltrans.

### **Hydraulics-Stormwater**

No detailed drainage plans, calculations or drawings, and hydraulic/hydrology study or report showing the "pre" and "post" construction plans have been received by Caltrans Marysville Hydraulics Branch.

In order, to adequately evaluate the project's hydrologic or hydraulics impacts upon the State's right of way (ROW) and Caltrans drainage facilities in the project's area, Caltrans would recommend that these documents are submitted to Caltrans when they become available. The document should determine whether the project will:

- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial siltation on or off-site which will affect the State's or Caltrans' drainage facilities?
- Alter the existing drainage pattern of the area in a manner which will overwhelm the capacities of the existing drainage facilities?
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial and additional sources of pollution?
- Place houses within a 100-year flood zone as mapped out on the Federal Insurance Rate Map (FIRM)?

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No net increase to the 100-year storm event peak discharge may be realized within the State's highway right of way (ROW). The owner must maintain or improve existing drainage patterns and or facilities affected by the proposed project to Caltrans standard. Runoff from the proposed project that will enter the State's ROW and or Caltrans drainage facilities, must meet all Lahontan Regional Water Quality Control Board water quality standards. Appropriate storm water quality best management practices (BMP's) should be applied on the project's site, to ensure that runoff from the site, meets the Lahontan Regional Water Quality Control Board Standards. Once the BMP's are installed, the owner must ensure that they are properly maintained.

***Encroachment Permits***

Per the drawings shown in the documents, the project does not appear to encroach onto the State's right of way. However, if the proposed project affects State highway facilities, an encroachment permit will be required.

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

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/updates related to this project.

If you have any question regarding these comments or require additional information, please contact Kena Sannar, Intergovernmental Review Coordinator for Nevada County, by phone (530) 634-7613 or via email to [kena.sannar@dot.ca.gov](mailto:kena.sannar@dot.ca.gov).

Sincerely,



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