

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
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May 15, 2009

09NEV0004
Rincon Del Rio
NEV-49 PM 00.464
County File No. FM09-001

Jessica Hankins
Nevada County Planning Department
950 Maidu Avenue, Suite 170
Nevada City, CA 95959-8617

Dear Ms. Hankins:

Thank you for the opportunity to review and comment on the Rincon Del Rio Project Application/Early Consultation located on Rincon Way just east of State Route (SR) 49 in Auburn. The following are our comments:

Traffic Operations

- This proposal would require a significant amendment of the Zoning Ordinance to allow this type of retirement community in existing RA zoning. The density bonuses that are proposed would allow an increase in the number of dwelling units from 72 single family homes to 312 retirement units. This is a significant increase in the potential number of residents and would almost double the potential number of trips generated from this property using Nevada County's trip generation rates for rural homes.
- This development, as proposed, would generate about 940 daily trip ends, with practically all of them using Rincon Way to reach SR 49. The traffic study conclusions are acceptable. Although left turns onto the highway may be difficult at peak times, the median acceleration lane will make this turning movement less difficult. If these turn movements become a safety problem in the future, left turns onto the highway could be prohibited. Signal warrants would not be met with the forecast volumes in this traffic study.
- The traffic study recommends striping separate left and right turn lanes on the Rincon Way approach to the highway as a mitigation measure for this project. In addition to this, the County should consider requiring the upgrading of Rincon Way from the highway to the site, including a striped centerline. The existing frontage road that intersects Rincon Way just east of the highway should also be controlled with a stop sign and pavement markings along with the improvements to Rincon Way. An

encroachment permit from Caltrans would be necessary for modifying the striping on the Rincon Way approach.

Hydraulics

- The proposed project is within the lower reaches of the Bear River watershed tributary area near the Nevada/Placer County line up stream of the PLA-49 Bridge crossing of the Bear River (Bridge No. 19-22). Development of this site will increase impervious surface area through the construction of roads, driveways, homes, garages, etc. with a corresponding increase in surface water runoff. Any cumulative impacts to Caltrans' drainage facilities, bridges or other State facilities arising from effects of development on surface water runoff discharge from the peak (100-year) storm event should be minimized through project drainage mitigation measures. All grading and/or drainage improvements must perpetuate, maintain, or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State's highway right of way or to Caltrans' drainage facilities. Means of accomplishing this, if necessary, shall be identified and backup calculations supporting this conclusion provided to Caltrans District 3 Hydraulics Branch. Please identify proposed runoff pattern and outfall.
- Increases in peak runoff discharge for the 100-year return storm event to the State's highway right of way and to Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. All runoff from the project area that will enter the State's highway right of way and Caltrans' highway drainage facilities must meet all Regional Water Quality Control Board (RWQCB) water quality standards. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.
- No net increase to 100-year storm event peak discharge may be realized within the State's highway right of way and/or Caltrans' drainage facilities/bridges as a result of the project. Further, 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 (BMPs) (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. 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 right of way and/or Caltrans drainage facilities must meet all Central Valley RWQCB water quality standards prior to entering the State's highway right of way or Caltrans' drainage facilities. Appropriate storm water quality BMPs (i.e., oil/water separators, clarifiers, infiltration systems, etc.) may be applied to ensure that runoff from the site meets

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these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems.

- No detailed drainage plans, drawings, or calculations, hydrologic/hydraulic study or report, or plans showing the “pre-construction” and “post-construction” coverage quantities for buildings, streets, parking, etc. were received with the application package. In order to adequately evaluate project impacts upon the State’s right of way and Caltrans’ drainage facilities, we recommend that you request these documents from the project proponent and send them to the above address for review and comment prior to final project approval.

Encroachment Permits

- All work proposed and performed within the State Highway right-of-way must be in accordance with Caltrans’ standards and requires a Caltrans Encroachment Permit prior to commencing construction. For more information on encroachment permits, the requirements, and an application form, please visit our web page at www.dot.ca.gov/doingbusiness and then click on “Encroachment Permits” or contact the Caltrans District 3 Office of Encroachment Permits at (530) 741-4403.

Please provide our office with copies of any further actions regarding this project. If you have any questions regarding these comments, please do not hesitate to contact Shannon Culbertson by phone at (530) 741-5435.

Sincerely,



WILLIAM A. DAVIS, Chief
Office of Transportation Planning – East

c: Jim Brake, Traffic Operations
Mike DeWall, Hydraulics
Tim Hart, Travel Forecasting