California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Krystine Ball, Director of Public Works and Community Development
City of Rio Vista
1 Main Street
Rio Vista, CA 94571

Re: Brann Ranch Project – Notice of Preparation (NOP) for Draft Environmental Impact Report (DEIR)

Dear Krystine Ball:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Brann Ranch Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the June 2024 NOP as well as project material provided to Caltrans by the City of Rio Vista in March of 2024.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

Project Understanding
The project would involve development of a master planned community on a 322-acre project site located at 7989 State Route (SR)-12 in the City of Rio Vista, Solano County. The project would include 1,073 single-family detached residential homes and up to 59 high density multi-family units.

Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide (*link*).

If the project meets the screening criteria established in the City's adopted VMT policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in alignment with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the DEIR.

Traffic Operations
Please provide proposed lane closures and work hours for review and approval by the Caltrans Office of Transportation Management. New project access to and from SR-12 would also require review and concurrence by the Caltrans Office of Traffic Safety. Additionally, the new Bill Brann Road intersection proposed along the State Transportation Network (STN) would require an Intersection Control Evaluation (ICE). Please–see Caltrans Traffic Operation Policy Directive (TOPC) 13-02 for more information (*link*).

Please provide a Traffic Impact Study that discusses the impacts of traffic generated by the project on the STN. The discussion should include potential safety issues such as corner sight distances and any left-turn channelization at the proposed project driveway on SR-12.

Preliminary Encroachment Plans
These comments are regarding the preliminary encroachment plans (*Attachment 1*) submitted to Caltrans in March 2024.

General
Please provide depictions of alignments, construction details (including elevations and pavement sections with existing and proposed materials/layers), Caltrans' Right-of-Way (ROW) lines, and superelevation diagrams on all applicable plans. Additionally, please provide the following material when available: grading plans; landscape plans; erosion control plans; and staging plans (positive work zone protection may be needed).

Per Sheet C1.0:

- The design for the proposed Eastbound (EB) SR-12 project driveway along the northerly future entry (Bill Brann Road), shall conform to Caltrans Design Guidelines. Please see Caltrans Encroachment Permit Manual – Appendix J (*link*) for Typical Rural driveways in State ROW and Caltrans Standard Plans Curbs and Driveways Sheet A87A (*link*).
- Please show the existing pavement structural section based on as-built plans (See Caltrans Project Plans for Construction on State Highway (04-2A6204-SOL-12-20.6-23.5)) and design the widened pavement keeping the as-builts in

perspective. The new widening should begin at the edge of traveled way (ET/W) unless the as-builts show the same structural section as traveled way in which case the outer one foot of pavement should be removed after sawcut to get a clean edge for widening. Additionally, please verify if there is a need for cross slope correction if shoulder pavement is to remain.

- Please provide plans for the finalized pavement structural section details for the widened pavement. Please include the layer thicknesses in the pavement section details. The specific quantities and costs for the materials necessary for the widening should be included in the cost estimate.
- Please clarify if the existing utility pole will be located within Caltrans' ROW. If so, coordination may be needed between the utility owner and Caltrans Office of ROW. Additionally, please note per the Caltrans Highway Design Manual Topic 302 – Highway Shoulder Standards, Table 302.1 (*link*), an eight-foot shoulder width would be the applicable standard for this portion of the STN. As this is an existing condition, additional documentation and coordination with Caltrans will be needed. *(Noted in Attachment 2 – Preliminary Encroachment Plans with Caltrans Design comments)*

Per Sheet C1.1

- Please provide a cross-section for STA 229+89.2 to STA 236+00.00. *(Noted in Attachment 2 – Preliminary Encroachment Plans with Caltrans Design comments)*

Per Sheet C3.1

- Please provide supplemental information regarding the need for the proposed 1,133-foot median-concrete barrier installation and indicate the type of barrier on the plans. Please refer to the latest 2023 Caltrans standards plans for concrete barrier type 60-series and check Caltrans website for the latest revised standard plans (*link*). Both the concrete barrier approaching and trailing end should be shielded with Caltrans approved crash cushions, see Caltrans Authorized Material list (*link*).
- Please provide existing topography for lane lines, information on the type of median barrier, and note that K-rails are no longer used on the STN. *(Noted in Attachment 2 – Preliminary Encroachment Plans with Caltrans Design comments)*

Hydrology

A new drainage system is proposed along the northern end of SR-12, which is to be widened as a part of the project. The system would drain a stretch of SR-12 and the

proposed project to an unnamed creek located north of the existing project parcel. The existing floodplain of the unnamed creek is designated as Zone A under FEMA FIRMs and extends adjacent north of the project development. The Lead Agency should coordinate with Caltrans regarding any maintenance agreements or drainage easements necessary for future maintenance purposes.
Additionally, please provide the following information in the DEIR:

- A drainage report of existing and post project flow conditions and proposed mitigation measures to meet or reduce flow to existing conditions. Potential backwater flow in the Caltrans drainage system under post project conditions should be avoided.
- A determination of base floodplain elevations of the unnamed creek and obtainment of Flood Zone AE certificate.
- A Master Plan of the storm drain system incorporated with the SR-12 drainage system.
- Hydraulic Grade Lines (HGL) on open channel within Caltrans' ROW under 25 and 100-yr flow conditions. Reasonable tailwater conditions should be considered in the HGL estimates.

Aeronautics
One of the goals of the Caltrans, Division of Aeronautics is to assist cities, counties, and Airport Land Use Commissions (ALUC) or their equivalent, to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq. From preliminary viewing, the proposed project site is in Safety Zone 4 Outer approach/Departure Surface, Safety Zone 6 Traffic Pattern Zone, and the Inner Wildlife Hazard Analysis boundary of the Rio Vista Municipal Airport and therefore must adhere to the safety criteria and restrictions defined in the Airport Land Use Compatibility Plan (ALUCP) adopted by the ALUC pursuant to the PUC, Section 21674. Compatibility polices stipulated in the Rio Vista ALUCP of 2018 must be considered for the utmost safety. These compatibility policies relate to land use type, density and intensity requirements, noise compatibility, and flight obstruction requirements. Additionally, the entire Rio Vista Airport Influence Area (AIA) falls within Compatibility Zone D of Travis Airforce Base, and all projects must comply with the compatibility standards set by the Travis Airforce Base Airport Land Use Compatibility Plan.

The proposed project must also address requirements from the Federal Aviation Administration (FAA), specified in Title 14 of the Code of Federal Regulations, Part 77. (14 CFR Part 77). Title 14 CFR Part 77.9 provides vertical and horizontal criteria for construction near an airport. The California Public Utilities Code Section 21659 prohibits structural hazards near airports. Proposed structures that exceed FAA Regulations Part 77 height criteria are subject to an Obstruction Evaluation/Airspace Analysis for

determination. Compatibility concerns regarding airport obstructions and hazards to flight (such as wildlife attractants, lighting, or glare i.e., solar, etc.) should also be considered for further review.
Per the California Public Utilities Code Section 21001 et seq. relating to the State Aeronautics Act, Section 21676(b) prior to the amendment of a general plan within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. Any proposed development in the defined safety zones, therefore, must adhere to the safety criteria and restrictions defined in the Airport Land Use Compatibility Plan(s) adopted by the ALUC pursuant to the PUC, Section 21674.

An ALUCP is crucial in minimizing noise nuisance and safety hazards around airports while promoting orderly development in their vicinity, as declared by the California Legislature. Additionally, the ALUC is responsible for assessing potential risks to aircraft, individuals in the airspace, and people occupying areas near the airport. If you have any questions regarding aeronautics, please contact Tiffany Martinez, Transportation Planner, at Tiffany.Martinez@dot.ca.gov.

Construction-Related Impacts
Multiple Caltrans projects that involve highway widening elements are located in the general vicinity of this project. Please coordinate with Caltrans regarding potential dedication of land for the widening proposed in the Brann Ranch Project.

Potential impacts to the State ROW from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits (*link*). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit
Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As

part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement.

The checklist TR-0416 (*link*) is used to determine the appropriate Caltrans review process for encroachment projects. The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. To obtain more information and download the permit application, please visit Caltrans Encroachment Permits (*link*). Your application package may be emailed to D4Permits@dot.ca.gov.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Llisel Ayon, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse