

Highway Operations

Response 1-1

The commentor states that the driveway access from SR 20 should be a right-in and right-out only.

The City acknowledges Caltrans' recommendation. Because the project is an emergency-response facility, the proposed access configuration includes full turning movements at the northern driveway and an exit-only southern driveway reserved for Police Department vehicles. Final access movements will be coordinated with Caltrans through the encroachment permit process.

Response 1-2

The commenter states that the designation of the proposed access needs to be defined. Please clarify whether it be a public road or will it be a driveway. This information will help determine if an Intersection Safety and Operational Assessment Process (ISOAP) will be required to determine appropriate intersection control and geometry of the intersection.

- *The MND states that there will be two "driveways". Please confirm this and the location for each driveway or access.*

As shown in the Initial Study/Mitigated Negative Declaration, which also includes a Declaration (IS/MND) and its preliminary depiction of the site plan, the project contains two proposed access points that are driveways, not public roads. The northern driveway would serve Police Department personnel, the public, and deliveries. The southern driveway would provide exit-only access from the secured parking area and would be limited to Police Department personnel.

Response 1-3

The commentor request a copy of the KD Anderson Traffic Impact Analysis to review. It was done in 2020 and may need an update.

- *The MND does not reference the KD Anderson Traffic Impact Analysis that was previously noted in the draft study, and a copy of the analysis has not been provided for review. Please clarify whether this is still a relevant analysis for the Project, or if a separate or subsequent analysis has been or will be conducted. We would appreciate the opportunity to review the traffic analysis for this project.*

The 2020 KD Anderson Traffic Impact Analysis was prepared for the ARCO project and was previously provided to Caltrans as part of that project. It was not prepared for or relied

upon in the Police Station IS/MND. No separate traffic impact analysis was -prepared for the Police Station project.

Response 1-4

The commenter requests clarification on whether the SR 20/Westcott intersection design allows for U-turns from westbound (WB) SR 20.

The SR 20/Westcott Road intersection is part of a separate roadway improvement project and is not a component of the Police Station project. Based on information provided by the City Engineer, the intersection design does not permit westbound U-turns.

Response 1-5

The commentors notes that the driveway proposed on SR 20 will need to be analyzed more when additional information is provided. Based on operations, queuing, and safety impacts, Caltrans may require mitigation measures such driveway movement restrictions.

The City acknowledges that Caltrans will conduct additional access review as more detailed information becomes available. The City will submit the project improvement plans and supporting access to Caltrans through the encroachment permit process before any work within the State right-of-way.

Response 1-6

The commenters request that a clear site plan of the proposed Project be provided and that it include the developments to the north, south, east, and west, including across from SR 20. Please also include dimensions where the existing driveways and intersections, as well as the active SR 20/Westcott intersection and proposed striping, are in the surrounding areas in relation to the police station.

The proposed Police Station preliminary site plan was provided in the IS/MND document.

Staff will prepare a vicinity development and access map identifying existing and approved development surrounding the site, including nearby driveways, intersections, the SR 20/Westcott Road improvements, and proposed striping, and will provide the map to Caltrans.

Response 1-7

Please provide the circulation plan for the proposed Project.

A separate circulation plan has not been prepared. The proposed circulation pattern is shown on the preliminary site plan. The northern driveway would provide ingress and egress for the public and Police Department personnel. The southern driveway would provide exit-only access from the secured rear parking area and would be limited to Police Department personnel.

Response 1-8

Any work done on the State right-of-way will require an encroachment permit.

The City acknowledges that an encroachment permit is required for work within the State right-of-way and will submit the required application and plans before construction.

Hydraulics

Response 2-1

The commenter makes a series of comments discussing no net increase to 100- year storm event peak discharge from the project site. Future development must maintain or improve existing drainage patterns, which may be accomplished through a series of Best Management Practices (BMPs), such as detention ponds, subsurface galleries, on-site storage, etc. That once installed such facilities must be properly maintained by the property owner to ensure proper uses and function.

The commenter note that future run-off from the proposed project must meet Regional Water Quality Control Board water quality standards prior to entering the State's highway ROW or Caltrans drainage facilities.

The project will comply with applicable National Pollutant Discharge Elimination System, Regional Water Quality Control Board, City, and Caltrans drainage as they are existing regulations and requirements. Because the project will disturb more than one acre, a Storm Water Pollution Prevention Plan and associated best management practices will be required. Final drainage design will address peak discharge and -runoff quality before discharge into the State right-of-way or Caltrans drainage facilities.

Right of Way Engineering

Response 3-1

The commenter notes that the Project's APN 002-120-026 has a new parcel number associated with it, 002-120-037. And would like to confirm the APN for the project site and whether a lot line adjustment is occurring.

Staff confirmed with the Colusa County Assessor that the current APN is 002-120-037. ParcelQuest and the corresponding -Assessor's Parcel Map continue to identify the property as APN 002-120-026. The associated resolutions and ordinances have been updated to identify APN 002-120-037.

Response 3-2

The commenter discusses right-of-way conveyances from the State to the City as part of Resolution Number 24-22.

The City acknowledges the comment and will coordinate with Caltrans regarding the status and limits of any right-of-way conveyance associated with Resolution No. 24-22.

Response 3-3

The commentors notes that future exhibit maps created for review of encroachment of proposed driveway on to SR 20 may be required to show accurate ROW delineation. Please see attached for a copy of Resolution Number 24-22 and the updated Draft of Appraisal Maps created by the consultant on the Colusa Town Center Development project under EA 03-2J410.

The project improvement plans will identify the State right-of-way boundary and provide detailed access, utility, and drainage information. The City will submit the plans to Caltrans with the encroachment permit application before undertaking work within the State right-of-way as required by existing regulations and requirements.

Environmental

Response 4-1

The commentor notes that previous Caltrans SR 20 Improvement Project Initial Study/Negative Declaration was restricted to the SR 20 ROW and directly adjacent facilities related to utility relocation. The parcel where the Project is being proposed was not covered by Caltrans' prior study. This area is very sensitive for buried resources. Additionally, Caltrans' SR 20 Improvement Project was not negative for historical and archeological resources. The project was phased and multiple historic and precontact resources were documented. Upon request, the resources documented can be shared confidentially with cultural staff who obtain the appropriate clearance. It is not appropriate to conclude that the impacts will be less than significant when no studies occurred on the proposed Project parcel. While agricultural practices disturb the soil, there is a depth to the pre-contact resources related to Koru that go beyond a plow field's disruption. The IS/MND itself notes that there is a moderately high potential for subsurface resources, but did not explore that with any testing or additional survey.

The IS/MND identified a potentially significant impact to previously undiscovered cultural and tribal cultural resources. Mitigation Measure CULT-1 requires preparation of an Inadvertent Discovery Plan in coordination with the Colusa Indian Community Council (CICC) before ground-disturbing activities begin. Following circulation of the IS/MND, City staff and CICC completed the required Inadvertent Discovery Plan.

Response 4-2

The commentors noted that the Caltran's biologist noted that the IS/MND relied heavily on information in the 'Draft Master Environmental Impact Report' which was certified as part of the City's 2007 General Plan update. Under normal circumstances, Caltrans would not recommend this level of analysis, as more specific site analysis should occur for each project. However, the site itself is likely not very sensitive for biological resources. Given

these considerations, Caltrans recommends that ground nesting birds are considered in the analysis and preconstruction surveys.

The City agrees that potential impacts to ground-nesting birds should be addressed. The Mitigation Monitoring and Reporting Plan and the IS/MND will be revised to add a mitigation measure requiring a preconstruction survey before any ground-disturbing activity.

Outdoor Advertising

Response 5-2

The commenter notes that no outdoor advertising display of any kind is allowed within the right-of-way of any highway pursuant to Business and Professions Code (BPC) Section 5403(a). "Highway", as defined in BPC Section 5213, includes any ROW or easements laid out and intended for the public passage of vehicles or persons, which includes State highways and local roads including sidewalks or bike paths.

The proposed electronic billboards will be located on private property and outside State and local roadway rights-of-way, including sidewalks, bicycle facilities, and travel lanes. The City will obtain any required Caltrans outdoor-advertising approval before the displays are installed or operated.

Encroachment Permits

Response 6-2

The commenter notes that any project or work, including access modification and drainage work, that takes place along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to Encroachment Permit Offices.

The City acknowledges the encroachment permit requirement. The City will submit the permit application, environmental documentation, and plans identifying the State right-of-way before undertaking access, drainage, or other work within the State right-of-way.