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April 4, 2019

Governor's Office of Planning & Research
APR 04 2019
STATE CLEARINGHOUSE

SCH # 2019039060
 GTS # 04-SCL-2019-00553

Kimberly Brosseau
 County of Santa Clara Parks and Recreation
 298 Garden Hill Drive
 Los Gatos, CA 95032

Sanborn County Park Master Plan – Mitigated Negative Declaration (MND)

Dear Ms. Brosseau:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Sanborn County Park Master Plan. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the February 2019 Mitigated Neg Dec (MND).

Project Understanding

The Sanborn County Park Master Plan (Plan) documents the vision and long-term direction in accordance with the mission and vision of the County Parks Department (Department), including opportunities for partnerships, reuse of historic buildings, and opening property of the Park to the public. The Plan examines the existing conditions of the Park, including its current use and functions, and assesses the feasibility of a variety of potential changes and improvements. The Plan provides recommendations for the future development of the Park. The recommendations consider additional visitor-serving amenities and revenue generating facilities, as appropriate, and prioritizes infrastructure improvements to support those uses. The project site is accessed from State Route 9 and Sanborn Road.

Access Operations

In Appendix C, Transportation and Traffic section, Table 4 shows that the project generated trips

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

are from different project components. The project will add a total of 188 trips during the weekend peak hour. The daily traffic counts in the Appendix on State Route 9 and Sanborn Road during the surveyed weekend is consistently closer to the peak hour volume during late morning and afternoon. With the project - added traffic for the existing and future condition scenarios, a traffic signal warrant analysis is required for the intersection of State Route 9 and Sanborn Road. Please follow the latest California Manual on Uniform Traffic Control Devices for traffic signal warrant analysis.

The project applicant shall follow the Caltrans' Intersection Control Evaluation (ICE) Traffic Operations Policy Directive for any changes proposed to the existing traffic control at State Route 9 and Sanborn Road

<http://www.dot.ca.gov/trafficops/ice.html>

Transportation Management Plan (TMP)

Where vehicular, bicycle, and pedestrian traffic may be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved Transportation Management Plan (TMP) is required. Pedestrian and bicycle access through the construction zone must be maintained at all times and comply with the Americans with Disabilities Act (ADA) regulations. See Caltrans' *Temporary Pedestrian Facilities Handbook* for maintaining pedestrian access and meeting ADA requirements during construction at:

http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf

See also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf.

Any curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project. The TMP must also comply with the requirements of corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:

www.dot.ca.gov/hq/traffops/trafngmt/tmp_lcs/index.htm

Hydraulics

The project description is very general, and does not provide any detailed scope of work, except for mentioning improvements in four areas. Without the project's technical information, we can only provide the following general comments.

If the project results in more than one acre of soil disturbance area, it needs to have a Storm

Water Pollution Prevention Plan. The plan is needed to summarize all project related Best Management Practices (BMPs) and reporting/monitoring requirements.

Projects with less than one acre of soil disturbance shall implement a shorter version which is called a Water Pollution Control Program. In either scenario, BMPs will include the measures of soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management/materials pollution control. If the project adds more than one acre of additional impervious area, post construction treatment BMPs must be included.

Lead Agency

As the Lead Agency, the County of Santa Clara Parks Department is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This includes any required improvements to the STN or reductions in VMT. Any required improvements should be completed prior to issuance of the Building Permit. We strongly recommend the County of Santa Clara Parks and Recreation pursue early coordination with Caltrans to address any potential issues relating to increased traffic flow on Caltrans facilities resulting from this project.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW, including bike lanes and upgraded pedestrian facilities requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

David Salladay, District Office Chief
Office of Permits, MS 5E
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the following website for more information:

<http://www.dot.ca.gov/trafficops/ep/index.html>

Kimberly Brosseau, County of Santa Clara Parks and Recreation

April 4, 2019

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Zachary Chop at 510-622-1643 or zachary.chop@dot.ca.gov.

Sincerely,



PATRICIA MAURICE

District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse