

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

June 21, 2019

1-HUM-101-79.4
North McKay Ranch Subd.
SCH# 2019049034Mr. Michael Wheeler
Planning & Building Department
County of Humboldt
3015 H Street
Eureka, CA 95501**Governor's Office of Planning & Research****JUNE 21 2019****STATE CLEARINGHOUSE**

Dear Mr. Wheeler:

Thank you for giving us the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed North McKay Ranch Major Subdivision, General Plan Amendment, and Zoning Ordinance Amendment. The proposed development consists of 320 residential units and two commercial units on seven (7) parcels, consisting of 81 acres in the unincorporated community of Cutten in Humboldt County. We have the following comments:

- In 2018, the County circulated a proposal to grant entitlements which would allow an 88-acre portion of the "Mid-McKay Tract" to develop as many as 1,047 residential units. Due to the close proximity of the two McKay Tract projects, the combined trip generation for the two projects, and the limited transportation infrastructure serving the sites, we are concerned with the potential for cumulative transportation impacts to both US Route 101 and the local circulation network as a result of the North McKay Ranch Subdivision. We request that the County evaluate the potential transportation impacts generated by the proposed project and ensure that any direct, indirect, or cumulative impacts that result from the project are mitigated.
- The proposed project is estimated to generate 2,575 new vehicle trips daily at build-out of the residential units. During the PM peak hour alone, 250 trips are estimated to occur. Caltrans requests a transportation analysis to identify potential impacts to U.S. Route 101 at the following locations: Henderson and Harris at Broadway; "H", "I", "R", and "V" Streets at 4th and 5th Streets; and the Herrick Ave intersections at the US 101 ramps and Elk River Road. We offer to collaborate with the County to develop the scope of the transportation study and identify potential mitigation measures.
- The recommended transportation mitigation measure for the Mid-McKay Tract project was dependent upon the County's adoption of a traffic impact ordinance and impact mitigation fee structure. Because Caltrans has not had an opportunity to review a draft of the ordinance and its assumptions for travel demand, we cannot assume that the ordinance will adequately

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mitigate for the proposed project's impacts to transportation. Until the Transportation Impact Ordinance has been adopted, we suggest that the County consider delaying the approval of the proposed project.

- The passage of Senate Bill (SB) 743 (Steinberg, 2013) seeks to promote infill development, reduce the number of vehicle trips and reduce the amount of vehicle miles traveled associated with new residential development. We recommend that the applicant consider incorporating appropriate design features that can help to avoid, minimize, or mitigate for transportation impacts through smart mobility, community design, and innovative multimodal demand reduction strategies. This project, while it is not an "infill" project, does offer the potential to develop new housing in the Eureka area, in closer proximity to the region's job center and potentially capable of reducing VMT and offering a choice of travel modes other than the single-occupant vehicle.

Thank you for your effort to incorporate the above comments. Feel free to contact me at (707) 441-4693 or by email at: jesse.robertson@dot.ca.gov for further assistance with the above comments.

Sincerely,



JESSE ROBERTSON
Transportation Planning
District 1 Caltrans

e-copy: State Clearinghouse