

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

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Governor's Office of Planning & Research

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November 20, 2019

06-TUL-245-8.27/7.86
MND REORGANIZATION PROJECT
SCH# 2019119015**SENT VIA EMAIL**

Mr. Jason Waters, Community Services Director
City of Woodlake
350 N. Valencia Avenue
Woodlake, CA 93286

Dear Mr. Waters:

Thank you for the opportunity to review the Initial Study (IS) and Mitigated Negative Declaration (MND) for the annexation and zone change along with residential development. The project is proposing to create 5 parcels, within and just north of the City, totaling approximately 58 acres for the proposed Woodlake Reorganization Project. The approximate 58-acre Project site is split, with 38- acres ("Area A") located on the northwest corner of the State Route (SR) 245 (Olivera Drive)/W Cajon Avenue intersection and the remaining acreage located on the southeast corner of SR 245 (Valencia Boulevard)/El Cajon intersection (project area B, C, D, and E). The Project will be constructed under the following land uses:

- Area A: 38-acre low density residential development up to 90 single-family units.
- Area B: Designated for low density residential, undisclosed specifics of development.
- Area C: Designated for low density residential, undisclosed specifics of development.
- Area D: Designated for neighborhood Commercial, undisclosed specifics of development.
- Area E: Designated for neighborhood commercial, undisclosed specifics of development.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development -Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Caltrans recommends that a Transportation Impact Study (TIS) be completed for this project. Caltrans has been entrusted to protect the State Highway system to ensure the safe and efficient movement of people and goods throughout the State. Our task is to protect California's transportation system, essential for the continued economic vitality of the State and the safety of the general motoring public. Our recommendation for a TIS is based on our need to fully assess this project's impacts, and to recommend mitigation for any and all project-related impacts to the State Highway System.

Given that Caltrans current TIS guidelines are in the process of being updated, a SCOPING meeting with Caltrans staff is highly suggested to discuss the most appropriate methodology for this analysis. At a minimum, the analysis should provide the following:

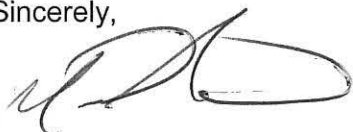
- a. Vicinity maps, regional location map, and a site plan clearly showing project access in relation to nearby roadways and key destinations. Ingress and egress for all project components should be clearly identified. Clearly identify and map: the State right-of-way (ROW), project driveways, the State Highway System and local roads, intersections and interchanges, pedestrian and bicycle routes, car/bike parking, transit routes and transit facilities.
 - b. Schematic illustrations of walking, biking and auto traffic conditions at the project site and study area roadways, trip distribution percentages, AM / PM peak periods volumes as well as intersection geometrics (i.e. lane configurations, etc.). Operational concerns for all road users that may increase the potential for future collisions should be identified and fully mitigated in a manner that does not further raise VMT.
2. Page 10: Figure 3 of the document, Conceptual Residential Site Plan- "Area A", indicates a proposed driveway providing access to SR 245.
 3. The TIS should include an analysis to determine the need for a left-turn lane for northbound traffic into "Area A" development and to determine if the proposed private road will have and conflicts with existing driveways connecting to SR 245.
 4. The proposed residential development on "Area A" should be limited to a single private road access point onto SR 245 for egress and ingress purposes.
 5. Any proposed driveway accessing the State right-of-way must meet Caltrans Highway Design Manual standards.
 6. Dust control measures shall be implemented on the site in a manner to prevent dust from entering the State right-of-way.

7. An encroachment permit must be obtained for all proposed activities (ie. Driveways; Frontage Improvements) for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit. Please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at (559) 488-4058.
8. As a point of reference, according to the Caltrans Transportation Concept Report (TCR), this segment of SR 245 in the vicinity of the proposed project ("Area A") is currently and ultimately planned as a 2-lane conventional highway with a total of 84 feet of right-of-way (42 feet from the centerline). Caltrans right-of-way maps shows this segment of SR 245 existing at 40 feet with 20 feet from the centerline on the west side of SR 245.
9. An Irrevocable Offer of Dedication to Caltrans for 22 feet of right-of-way is needed to accommodate the ultimate configuration of SR 245. Dedications required by the Lead Agency need to be shown on future site plans and forwarded for our review. Right-of-way dedicated to the State due to the proposed project or work proposed in the State right-of-way, will need to be dedicated and conveyed to the State (in a form approved by the State) before an encroachment permit is issued for any work in the State right-of-way.
10. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted and used to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:
 - a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
 - b. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, lockers and showers.
 - c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.

11. Caltrans requests, when any development is proposed for the remaining 20 acres of the site, project information be provided to Caltrans for review and comments.

If you have any other questions, please call Edgar Hernandez at (559) 488-4168.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Navarro', with a large, stylized loop at the end.

MICHAEL NAVARRO, Chief
Transportation Planning – North