

DEPARTMENT OF TRANSPORTATION**DISTRICT 6 OFFICE**

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Governor's Office of Planning & Research

MAY 15 2020**STATE CLEARINGHOUSE**

Making Conservation
a California Way of Life

May 14, 2020

06-KIN-41-40.726
MITIGATED NEGATIVE DECLARATION
LENNAR LEMOORE TRACT
SCH # 2020049030

Ms. Judy Holwell
Community Development Director
City of Lemoore
711 West Cinnamon Drive
Lemoore, CA 93245

Dear Ms. Holwell:

Thank you for the opportunity to review the Initial Study-Mitigated Negative Declaration (IS-MND) for the Lennar Lemoore Tract Project for the proposal to develop 370 home lots in three phases. Phase 1 will build 155 houses, Phase 2 will build 109 houses, and Phase 3 will build 106 houses. The project site is an area bounded by College Avenue, Bush Street, Pederson Street, and Semas Drive. The site is also located west of State Route (SR) 41, in the City of Lemoore.

The California Department of Transportation (Caltrans) provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

The following mitigation measures are recommended in the Mitigated Negative Declaration for the Existing (2018) Plus Project Phases 1, 2, and 3 scenarios:

Bush Street at SR 41 NB Ramps:

- Signalize or install a temporary roundabout.
- Coordinate/optimize with the Bush Street at Belle Haven Drive and the Bush Street at SR 41 SB Ramps intersections.

Bush Street at SR 41 SB Ramps:

- Signalize the intersection or install a temporary roundabout.
- Coordinate/optimize with the Bush Street at Belle Haven Drive and the Bush Street at SR 41 NB Ramps intersections.
- Lengthen the westbound left-turn pocket from 249 feet to 350 feet.

Bush Street at Belle Haven Drive:

- Signalize the intersection or install a temporary roundabout.
- Coordinate/optimize with the Bush Street at SR 41 SB Ramps and the SR 41 NB Ramps intersection. Lengthen the southbound left-turn pocket from 75 feet to 100 feet.
- Convert the eastbound approach from a shared left-through-right line to a separate left-turn lane and a shared through-right lane.
- Construct an eastbound 75 feet left-turn pocket.
- Convert the westbound approach from a shared left-through, a shared through right, and a separate right-turn to a separate left-turn, two through lanes and a separate right-turn lane.
- Construct a westbound 75 feet left-turn pocket and a 75 feet right-turn pocket.

1. Caltrans concurs with the mitigation measures in the IS-MND.
2. An encroachment permit must be obtained for all proposed activities 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 Streets and Highways Code Section 670 provides Caltrans discretionary approval authority for projects that encroach on the State Highway System. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Please call the **Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at (559) 488-4058.**
3. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted 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:

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- Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
- 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. However, internal bicycle paths should be coordinated with local and regional pathways to further encourage the use of bicycles for commuter and recreational purposes.
- 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.

If you have any further questions, contact Scott Lau at (559) 445-5763 or scott.lau@dot.ca.gov.

Sincerely,

ORIGINAL SIGNED BY LORENA MENDIBLES

LORENA MENDIBLES, Chief
Transportation Planning - South