

California Department of Transportation

DISTRICT 11
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June 24, 2024

11-IMP-86
PM 4.5
McCabe Ranch II Tract Map 994
NOP/SCH#2024050879

Mr. David Black
Planner IV
Imperial County Planning & Development
801 Mian Street
El Centro, CA 92243

Dear Mr. Black:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) for the McCabe Ranch II Tract Map 994 Project (SCH#2024050879) located near State Route 86 (SR-86). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the Imperial County (County) in areas where the County and Caltrans have joint jurisdiction to improve the transportation network and

connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Impact Study

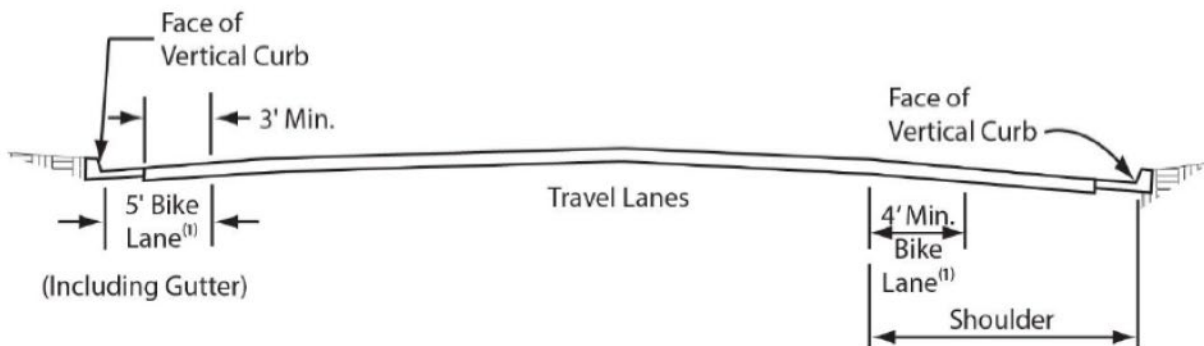
- A Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS) should be provided for this project. Please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.¹
- The TIS may also need to identify the proposed project's near-term and long-term safety or operational issues, on or adjacent any existing or proposed State facilities.
- Sidewalk and ADA curb ramp design shall comply with the requirements as stated in the Design Information Bulletin (DIB) 82-06.
- Please submit Sight Distance exhibits for review for all new driveways and new minor street connections inside Caltrans' Right-of-Way (R/W) during the design phase. See Highway Design Manual (HDM) Topic 201 and Topic 405 for additional information on the requirements of stopping, decision, and corner sight distance.
- All mitigation should be coordinated with Caltrans to identify and implement the appropriate mitigation. All mitigation improvements should be compatible with Caltrans concepts.
- Roadway mitigation from the development impacts should be fully mitigated by the project prior to completing Phase 1 and especially prior to the construction of the proposed McCabe Elementary School to minimize the traffic impacts for the area.
- Please provide plans showing all project access points and connections onto SR-86. All roadway connections and driveways shall comply with latest Caltrans Highway Design standards.
- It is the goal of Caltrans as owner and operator of the SHS to maintain and enforce access management policy for State facilities. An effective access management program can extend the life of roads and highways, increase public safety, reduce traffic congestion, and improve the appearance and quality of the environment. A Local Mobility Analysis must consider the effects on any upstream or downstream intersections and be based on reasonable speed and capacity for the State highway.
- The County's Long Range Transportation Plan future road network identifies SR-86 as 6-lane Prime Arterial classification. This project is located immediately adjacent to SR-86, preserving needed R/W along highway corridors is consistent

¹ California Governor's Office of Planning and Research (OPR) 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

with regional transportation plans and enables Caltrans to more efficiently meet the transportation needs of the region. R/W acquisition can be accomplished by the Lead Agency through an Irrevocable Offer of Dedication (IOD) from the project owner/developer.

Design

- Please provide detailed mapping showing all project access points onto SR-86. The access point locations shall be consistent with the County's Circulation Element.
- If North Bound SR-86 (from Date Drain 3A to McCabe Road) is to be widened it needs to meet Caltrans ultimate design as a result of direct impacts and should be fully mitigated prior to the commencement of Phase I. Any proposed widening shall meet all applicable Caltrans standards, including 12-foot lane width, 8-foot shoulder width, and 14-foot median width.
- Shoulder width should be 8 feet, which may include the curb and gutter (to the flow line). However, a curb and gutter may not be included within lane widths. See figure below for example.



IN URBAN, SUBURBAN AND RURAL MAIN STREET NO PARKING

- The minimum width of sidewalk should be 6 feet when continuous to a curb or 5 feet when separated by a planting strip. Sidewalk width does not include curbs.
- It is recommended to improve North Bound SR-86 intersection with East Bound McCabe to Caltrans ultimate design and should be consistent with the County's Circulation Element.
- The preferred design is for signal spacing of 1/2 mile and right turn only access at 1/4 mile spacing. The access for Correll Road needs to be right-in-right-out only and a raised median on SR-86 will be required at Correll Road.

Hydrology and Drainage Studies

- Please provide hydraulics studies, drainage, and grading plans to Caltrans for review.
- Will the proposed development retain all proposed development generated stormwater on-site for the 100-year storm?
- Will the proposed development detain all proposed development generated stormwater on-site for the 100-year storm?
- Provide a pre and post-development hydraulics and hydrology study. Show drainage configurations and patterns.
- Provide drainage plans and details. Include retention or detention basin details of inlets/outlets.
- Provide a contour grading plan with legible callouts and minimal building data. Show drainage patterns.
- On all plans, show Caltrans' Right-of-Way (R/W).
- Early coordination with Caltrans Hydraulics Branch is recommended.
- Caltrans generally does not allow development projects to impact hydraulics within the State's Right-of-Way. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.

Complete Streets

Caltrans recognizes that walking, biking, transit, and passenger rail are integral to our vision of delivering a brighter future for all through a world-class transportation network. Additionally, Caltrans recognizes that streets are not only used for transportation but are also valuable community spaces. Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail.

The segment of SR-86 adjacent to the project area has been identified as a District 11 Caltrans Active Transportation Plan tier 1 need for bicycle and pedestrian infrastructure. Accordingly, please work with Caltrans District 11 including the Complete Streets Program to explore options for comfortable, convenient, and connected bicycle and pedestrian facilities along this segment of SR-86.

The proposed Caltrans' bicycle and pedestrian improvements will provide connectivity to the Active Transportation improvements proposed in the County of Imperial's 2019 Active Transportation Plan and the Imperial County Transportation Commission's 2022 Regional Active Transportation Plan and the 2024 Regional Long-Range Transportation Plan.

In relation to transit, there are currently no proposed transit routes along SR-86 between McCabe Road and Correll Road; however, the Imperial Valley Transit routes 1N and 1S currently operate along a portion of SR-86 and Dogwood Road along the eastern boundary of the project area. It is recommended that consideration is made to reach out to the Imperial County Transportation Commission regarding future transit needs along the western side of the McCabe Ranch Specific Plan project area.

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the County to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The County should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-86.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measures for our R/W. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft environmental document.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of greenhouse gas emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

Right-of-Way

- As a condition of approval, it would be asked that the developer donate the required R/W according to Caltrans standards and prepare a Right-of-Way Map depicting the dedication (see attachments, I0860401 Right-of-Way Map, I0860402 Right-of-Way Map, and Dedication Process per Right-of-Way Manual Chapter 6.20.00).
- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.
- Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

If you have any questions or concerns, please contact Charlie Lecourtois, LDR Coordinator, at (619) 985-4766 or by e-mail sent to Charlie.Lecourtois@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

Attachments:

1. I0860401 Right-of-Way Map
2. I0860402 Right of Way Map
3. Dedication process per R/W manual Chapter 6.20.00

Dedication requirements for RWE

6.20.01.00 General

A dedication is the setting aside of real property (in fee or easement) for public use without compensation, typically as a condition of the local agency approval of a development project (building permit, land use zoning variance or change, tentative subdivision or parcel map, etc.). Where development occurs or land use changes are proposed, the local agency, through its regulatory authority, may require dedications. Typically, the property owner or their agent initiates the request that triggers the dedication. Caltrans may also request a dedication when an encroachment permit is requested through the district Encroachment Permits Office. Both of these methods will be described further, below. Dedications are not usually part of the project development process. However, they can be incorporated into it when occurring coincidentally. For additional information on Dedications see Section 8.29.00.00 of this manual and Section 501.10A of the Encroachment Permits Manual.

6.20.01.01 Initiation Through Planning

The dedication process is initiated when an owner or their representative applies to a governmental entity for an action on the part of that agency that will enhance the value of the applicant's property. Where transportation facilities are impacted by the proposal and a logical connection can be established between the development or land use change and a transportation project, the Department should encourage local agencies to impose reasonable dedication requirements. This process will typically involve the Department's Transportation Planning Office or Branch through the Local Development - Intergovernmental Review (LD-IGR) process, with the Right of Way and Right of Way Engineering offices acting in a review and advisory capacity. Planning should include the Right of Way Engineering (RWE) office (or branch) in the review of all proposed developments. All Project Delivery functions should coordinate to determine whether any dedication should be required of the project. Such requirement would be communicated through Planning to the local agency. Depending on the method of dedication, the local agency may have the option of accepting the dedication or referring the owner (or owner's representative) to dedicate directly to Caltrans. Specifically, if the dedication will be on a final subdivision or parcel map, the local agency must accept it directly. If it will be by deed, either the local agency or Caltrans can accept it. Caltrans acceptance will follow a process substantially similar to that which is described in Section 6.20.01.02.

6.20.01.02 Dedication Requirements

When a dedication is requested through Encroachment Permits, or through a local agency, the applicant must submit the following:

- A copy of title report with its supporting documents (maps, deeds, etc.) The title report must be no more than 1 year old when the dedication is accepted by Caltrans.
- Hazardous Waste Assessment
- A legal description of the grantor's property
- A legal description of the parcel offered for dedication or to be dedicated.
- Map or draft map of the area surrounding the proposed dedication (such as a parcel or subdivision map).
- Improvement or Site plans
- Detailed Exhibit or plat of the proposed dedication
- Copies of any recorded maps and/or deeds

referred to in the legal description, map, and exhibit. • Access rights, if any, shall be shown and described on the map, exhibit, and deed (if applicable). • Other clearances which may be available or required.

6.20.02.00 Review for Land Surveying Standards

The legal description and proposed mapping are reviewed by the Right of Way Engineering (RWE) office or branch. The description must meet statutory requirements for legal descriptions and be surveyable. It does not have to use the California Coordinate System as a basis of bearings or measurement. Monumentation and field survey requirements will be determined by district RWE on a case-by-case basis. If not approved by RWE, the description is returned to the applicant with an explanation of any issues.

6.20.03.00 Approval and Acceptance

When RWE approves the legal description, it is inserted into the proper deed template by Caltrans and transmitted to the owner for Grantor's signature. (See Exhibit 06-EX-02 for dedication deed template examples.) After the owner (grantor) signs the deed with notarization and returns it to Caltrans, RWE verifies that the description was not altered, and Right of Way reviews the deed and signs it for state acceptance. Right of Way records the deed once all other requirements have been met. See Section 8.29.02.00 of this manual.

6.20.04.00 Recording and Hazardous Waste

The deed is not recorded until a hazardous waste assessment has been completed and signed by the owner. RWE and Right of Way will coordinate with District Environmental staff to ensure the property is acceptable and the documentation meets current guidelines and policies. This process should be initiated early to avoid delays in completing the dedication. The Hazardous Waste procedures prescribed in Section 8.16.00.00 of this manual are specific to project acquisitions; not all aspects apply to dedications. See Section 8.64.00.00 for recordation information.

6.20.05.00 Clear Title

Right of Way will determine whether existing encumbrances need to be cleared from the dedicated property in accordance with the pertinent provisions of Chapter 8 of this manual. A copy of the title report will be provided to Right of Way with the deed, or prior to obtaining Grantor's signature.

6.20.06.00 Other Issues

In order to assist the permittee with demonstrating to the local agency that conditions have been met, RWE may request the permittee to add a statement to the map or deed substantially similar to the following: "Condition #xx of _____ County's Conditions of Approval for Tentative Parcel Map #XXX/NAME (dated _____) is hereby met by this Dedication of State Route XXX right-of-way to the State of California." If the dedication is part of a new subdivision or parcel map, the dedication shall be recorded with the county recorder prior to the final approval of the subdivision or parcel map and shall be delineated on the final map.