

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 1, P. O. BOX 3700  
EUREKA, CA 95502-3700  
PHONE (707) 445-6409  
FAX (707) 441-5869  
TTY (Teletypewriter) #707-445-6463



*Serious drought.  
Help Save Water.*

July 9, 2014

1-LAK-29-10.071  
Valley Oaks Subdivision – Draft EIR  
Revised Request for Review

Kevin Ingram, Principal Planner  
Community Development Department  
Planning Division--County of Lake  
Courthouse – 255 N. Forbes Street  
Lakeport, CA 95453

Dear Mr. Ingram,

Thank you for giving us the opportunity to comment on the Revised Request for Review for the Draft Environmental Impact Report for a General Plan Amendment, Rezone and General Plan of Development for the proposed Valley Oaks Subdivision, including the W-trans June 20, 2014 Addendum 3 to the Traffic Impact Study (TIS), to account for changes to the roadway and circulation plan.

The project proposes to develop 380 single-family residential units (now restricted to seniors 55+), 55 medium density residential units, 53 senior housing units, 30.36 acres of commercial uses (inclusive of a residential care facility), and 29 acres of parks and open space on the 150 acre parcel. The project proposes now to access Route 29 north of Middletown at a roundabout at Hartmann Road and at Arabian Lane (Spruce Road Extension) intersection.

We previously reviewed prior stages of the proposed subdivision and commented in letters dated February 24, 2006, April 4, 2007, January 20, 2009, and December 10, 2013 on the Draft EIR. Since our 2009 comment letter, Caltrans has initiated a safety project to replace the current three-way stop intersection at Hartmann Road/Route 29 with an intersection improvement.

We have reviewed the Addendum 3 to the TIS, inclusive of the "Suggested Edits to the DEIR" project description and mitigation measures, and concur with the presented analysis, conclusions and recommendations for the proposed project.

As a reminder, any work done within the State right-of-way will require an encroachment permit from the Caltrans District 1 Permits Office. Permit applications are reviewed for consistency with State standards and are subject to Department approval. Requests for Caltrans encroachment permit application forms can be sent to Caltrans District 1 Permits Office, P.O. Box 3700, Eureka, CA 95502-3700, or requested by phone at (707) 445-6389. For additional information, the Caltrans Permit Manual is available online at:  
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.



Mr. Kevin Ingram  
07/09/14  
Page 2

If you have questions or need further assistance, please contact me at the number above.

Sincerely,

A handwritten signature in black ink that reads "Dave Carstensen". The signature is fluid and cursive, with the first name "Dave" being more prominent than the last name "Carstensen".

Dave Carstensen  
Associate Transportation Planner  
District 1 Planning

cc: Lisa Davey-Bates, LC/CAPC





April 11, 2019

Mr. Ken Porter  
KIMCO Development Inc.  
P.O. Box 7129  
Santa Rosa, CA 95401

## **Hartmann Road/Valley Oaks Development Intersection Analysis**

Dear Mr. Porter;

As requested, W-Trans has prepared a focused traffic analysis for the Valley Oaks Development in Lake County. The purpose of this letter is to address the expected trip generation of the proposed land uses, and their impact on operation at the project access point on Hartmann Road.

### **Existing Conditions**

The project access point would intersect with Hartmann Road west of its intersection with State Route (SR) 29. The segment of Hartmann Road fronting the project site is an east-west two-lane rural collector with a posted speed limit of 45 mph. The intersection of SR 29/Hartmann Road is currently all-way stop-controlled and is planned to be converted to a roundabout.

### **Project Description**

A portion of the Valley Oaks Development is currently proposed and would include construction of an 18,000 square-foot Grocery Outlet, an 11,000 square-foot Rite-Aid Pharmacy, and a 3,500 square-foot Taco-Bell with a drive-through. The site for the first phase is located at the northeast corner of SR 29/Hartmann Road. A new intersection on Hartmann Road would be constructed with the project that would have a stop control on the southbound (new street) approach. A copy of the site plan is enclosed for reference.

### **Trip Generation**

The anticipated trip generation for the proposed Phase 1 project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017. Discount Supermarket (LU ITE #854) was used as it was most representative for the Grocery Outlet use. Pharmacy (ITE LU #880) and Fast-Food Restaurant with Drive-Through Window (ITE LU #934) were used for the Rite-Aid Pharmacy and Taco Bell uses respectively. Because the analyzed traffic would be accessed from Hartmann Road and not SR 29, no deductions were applied to account for potential pass-by trips. The expected trip generation potential for the proposed Phase 1 project is indicated in Table 1 and includes an average of 4,275 trips per day, with 219 trips during the a.m. peak hour and 359 during the p.m. peak hour.



**Table 1 – Trip Generation Summary**

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Proposed											
Discount Supermarket	18.0 ksf	90.87	1,636	2.53	46	26	20	8.38	151	75	76
Pharmacy	11.0 ksf	90.08	991	2.94	32	21	11	8.51	94	46	48
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Total			4,275		219	119	100		359	180	179

Note: ksf = 1,000 square feet

## Trip Distribution

The pattern used to allocate new project trips to the street network was based on knowledge of the area and the surrounding road network. The applied distribution assumptions and resulting trips are shown in Table 2.

**Table 2 – Trip Distribution Assumptions**

Route	Percent	Daily Trips	AM Trips	PM Trips
To/From SR 29	90%	3,848	197	323
To/From East on Hartmann Rd	10%	427	22	36
<b>TOTAL</b>	<b>100%</b>	<b>4,275</b>	<b>219</b>	<b>359</b>

## Intersection Operation

### Existing Volumes

The Existing Conditions scenario was evaluated starting with traffic volumes available from the Valley Oaks EIR. Because this analysis was based on traffic counts from 2003, volumes were factored up to develop more current estimates. Caltrans District 1 publishes growth factors for a 20-year horizon. Starting with the 2003 turning movement volumes for SR 29/Hartmann Road from the *Revised FINAL Traffic Impact Study for the Valley Oaks Subdivision (2008)*, through volumes on Hartmann Road were determined, then increased to 2023 volumes by multiplying these volumes by the 1.40 growth factor for 20 years. A copy of the spreadsheet indicating the volume derivation is enclosed.

### Existing plus Project Conditions

Under conditions with project generated traffic added at the new intersection to be created by the project, the intersection is expected to operate acceptably at LOS A or B overall and on the minor approach. A summary of the intersection level of service calculations is contained in Table 3, and copies of the Level of Service calculations are enclosed.

**Table 3 – Existing plus Project Peak Hour Intersection Levels of Service**

Study Intersection Approach	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Hartmann Rd/New Project Street	2.5	A	3.8	A
<i>Southbound (Project Access Point) Approach</i>	<i>12.3</i>	<i>B</i>	<i>12.0</i>	<i>B</i>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*



### Left-Turn Lane Warrant

The need for a left-turn lane on Hartmann Road at the new project street was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the *Method For Prioritizing Intersection Improvements*, January 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes in order to determine the need for a left-turn pocket based on safety issues. Under 2023 conditions, including anticipated traffic associated with the proposed project, a left-turn lane would be warranted on Hartmann Road at the new project street during both peak periods evaluated. Copies of the Turn Lane Warrant Analysis spreadsheets for both scenarios are enclosed.

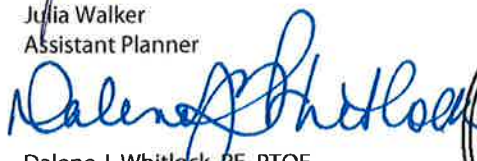
### Conclusions and Recommendations

- The project as proposed includes construction of an 18,000 square-foot Grocery Outlet. The project also includes an 11,000 square-foot Rite-Aid Pharmacy and a 3,500 square-foot Taco Bell with a drive-through.
- The project is expected to generate an average of 4,275 trips per day, with 219 trips during the morning peak and 359 during the evening peak period.
- Upon adding project-generated trips to estimated 2023 volumes on Hartmann Road, the new intersection on Hartmann Road created by the project would be expected to operate acceptably at LOS A overall and LOS B on the stop-controlled approach during both peak periods.
- A left-turn lane is warranted and recommended on Hartmann Road at the intersection with the new project street.

We hope this information adequately addresses any questions about the potential short-term impacts of the Phase 1 project. Please call if you have any questions. Thank you for giving W-Trans the opportunity to provide these services.

Sincerely,

  
Julia Walker  
Assistant Planner

  
Dalene J. Whitlock, PE, PTOE  
Senior Principal



DJW/jaw/LKX016-2.L1

Enclosures: Site Plan; 2023 Volumes Calculation Spreadsheet; Level of Service Calculations; Left-Turn Lane Warrant



REVISIONS:	
NO.	DATE
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	



16420 SOUTH STATE HWY 29, HIDDEN VALLEY LAKE, CA  
**GROCERY OUTLET**  
 PROJECT JOB NAME

**INTEGRATED**  
**Design**  
 1000 COLLEGE AVE., SUITE 100, CA 94015  
 (415) 344-1000 FAX: (415) 344-1001

DATE: 01/15/2018	DESIGNED BY: J. GARCIA	SHEET NO: A1.1
DATE: 01/15/2018	CHECKED BY: J. GARCIA	
DATE: 01/15/2018	DATE: 01/15/2018	

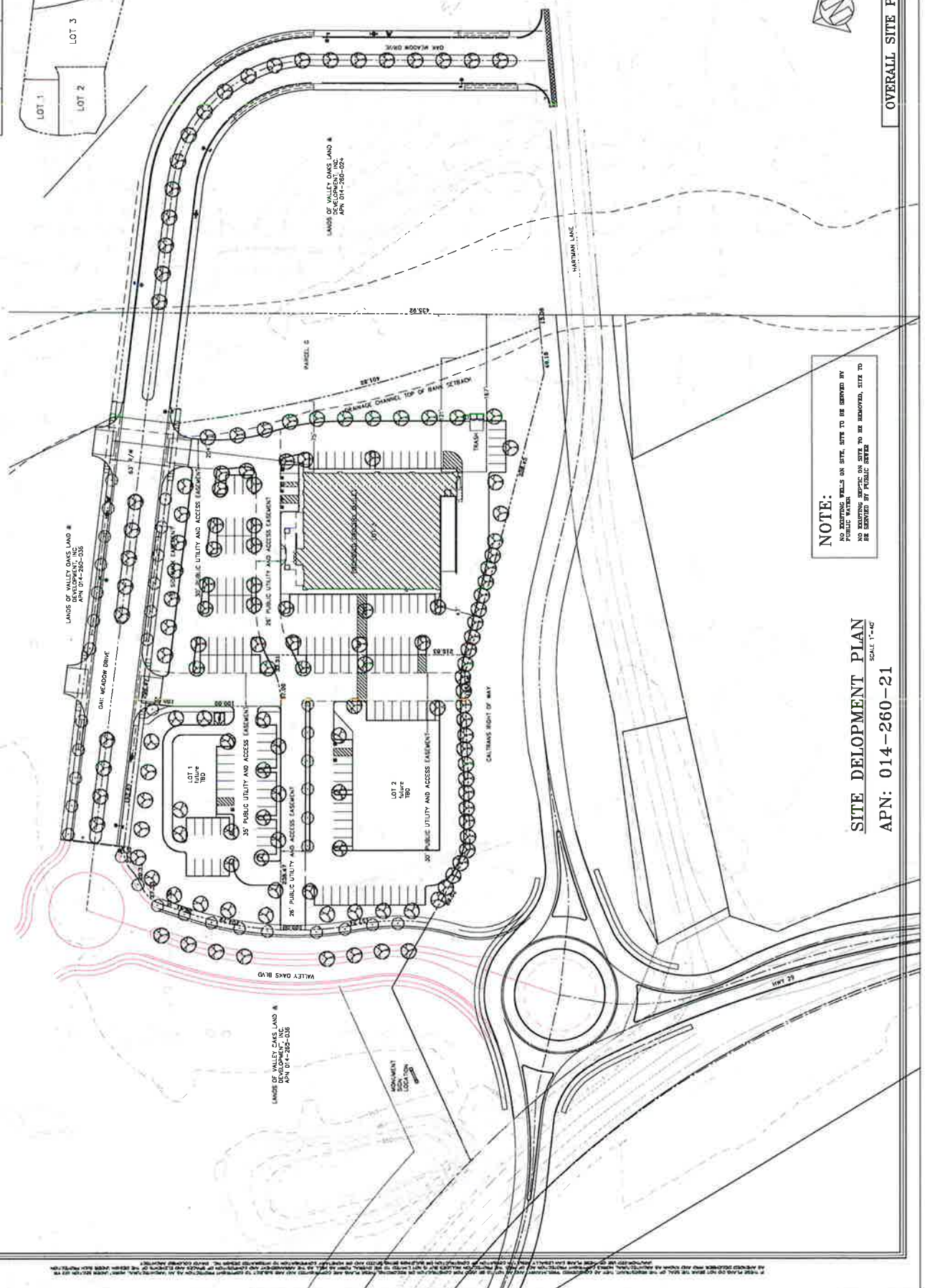
LOT ANALYSIS	LOT AREA	BLDG AREA
LOT 1	34,720 SQ.FT.	780
LOT 2	34,684 SQ.FT.	780
LOT 3	11,704 SQ.FT.	18,000 SQ.FT.
PARCEL 5	23,960 SQ.FT.	NA



OVERALL SITE PLAN

**NOTE:**  
 NO EXISTING UTILITIES ON SITE TO BE REMOVED BY PUBLIC UTILITY  
 NO EXISTING SPECIFIC ON SITE TO BE REMOVED, SITE TO BE SERVED BY PUBLIC UTILITY

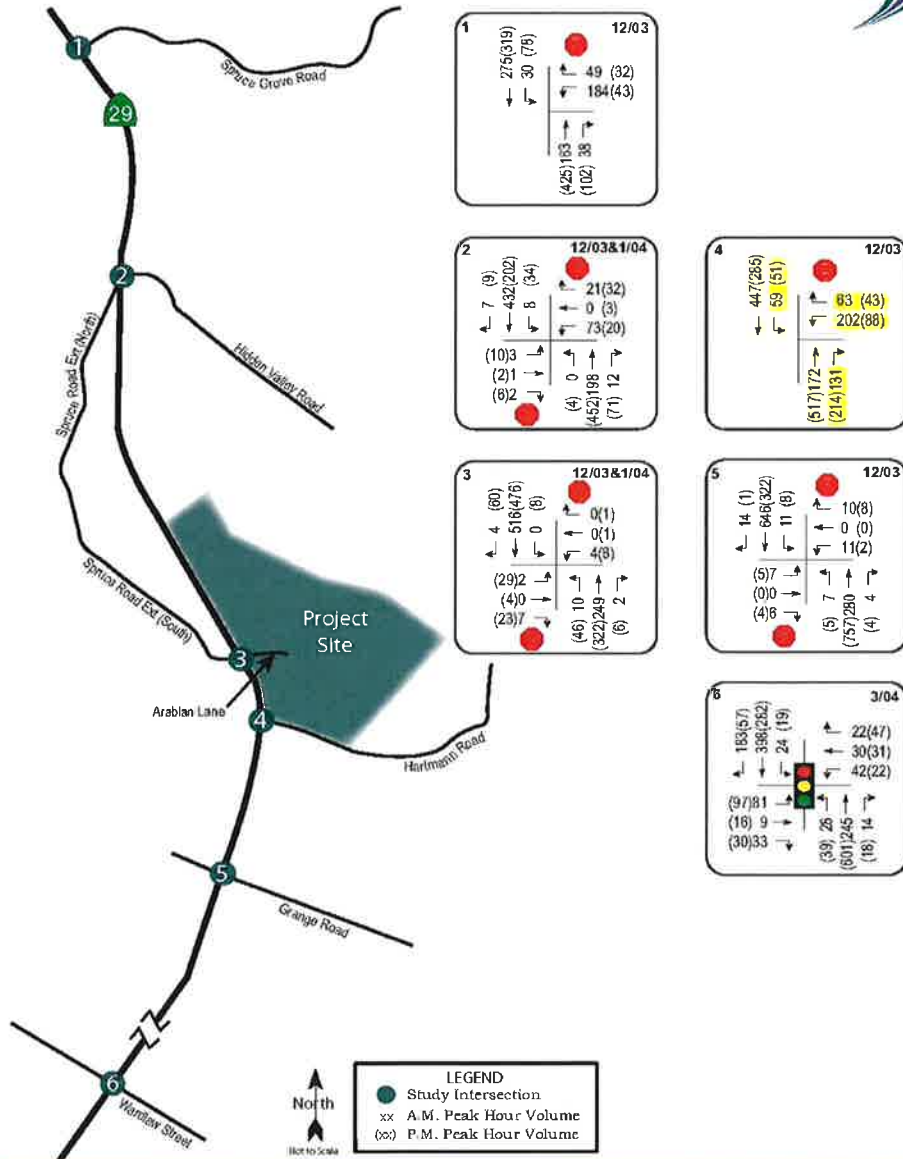
**SITE DEVELOPMENT PLAN**  
 SCALE 1"=40'  
**APN: 014-260-21**





### Estimated Hartmann Road Volumes

		Eastbound	Westbound
2003 Volumes	AM	190	265
	PM	265	131
Caltrans Growth Factor Adjustment on SR 29 at Hartmann Rd:		1.40	
		Eastbound	Westbound
2023 Volumes	AM	266	371
	PM	371	184



Traffic Impact Study for the Valley Oaks Subdivision

County of Lake




Figure 1  
Study Area and Existing Traffic Volumes



**Intersection Level Of Service Report**  
**Intersection 1: Project Access Point/Hartmann Road**

Control Type:	Two-way stop	Delay (sec / veh):	18.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

**Intersection Setup**

Name	Project Access Point		Hartmann Road		Hartmann Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Access Point		Hartmann Road		Hartmann Road	
Base Volume Input [veh/h]	0	0	0	266	371	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	90	107	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	90	107	266	371	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	23	27	67	93	3
Total Analysis Volume [veh/h]	10	90	107	266	371	12
Pedestrian Volume [ped/h]						



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**




V/C, Movement V/C Ratio	0.03	0.13	0.09	0.03	0.05	0.05
d_M, Delay for Movement [s/veh]	18.52	11.60	8.37	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.60	0.60	0.30	0.30	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.06	15.06	7.49	7.49	0.00	0.00
d_A, Approach Delay [s/veh]	12.30		2.40		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.48					
Intersection LOS	C					



**Intersection Level Of Service Report**  
**Intersection 1: Project Access Point/Hartmann Road**

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

**Intersection Setup**

Name	Project Access Point		Hartmann Road		Hartmann Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Access Point		Hartmann Road		Hartmann Road	
Base Volume Input [veh/h]	0	0	0	371	184	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	161	162	0	0	18
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	161	162	371	184	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	40	41	93	46	5
Total Analysis Volume [veh/h]	18	161	162	371	184	18
Pedestrian Volume [ped/h]						



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.19	0.12	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	20.24	11.02	7.98	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.02	1.02	0.40	0.40	0.00	0.00
95th-Percentile Queue Length [ft/ln]	25.55	25.55	10.03	10.03	0.00	0.00
d_A, Approach Delay [s/veh]	11.95		2.43		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.75					
Intersection LOS	C					

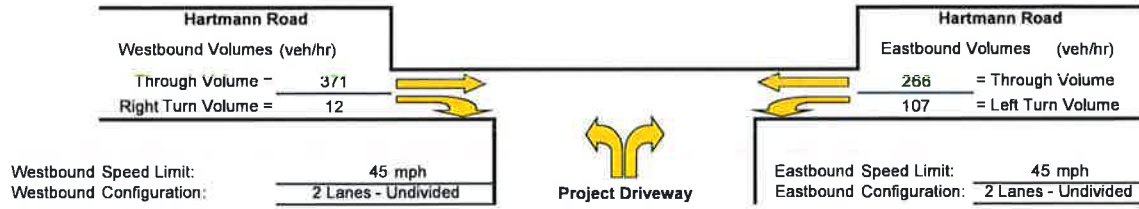


# Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: Hartmann Road/Project Access Point  
Study Scenario: AM Existing plus Project Conditions

Direction of Analysis Street: East/West

Cross Street Intersects: From the North



## Westbound Right Turn Lane Warrants

1. Check for right turn volume criteria

**NOT WARRANTED Less than 40 vehicles**

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = -  
Advancing Volume Va = 383  
If  $AV < Va$  then warrant is met -

**Right Turn Lane Warranted: NO**

## Westbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

**NOT WARRANTED - Less than 20 vehicles**

2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = -  
Advancing Volume Va = 383  
If  $AV < Va$  then warrant is met -

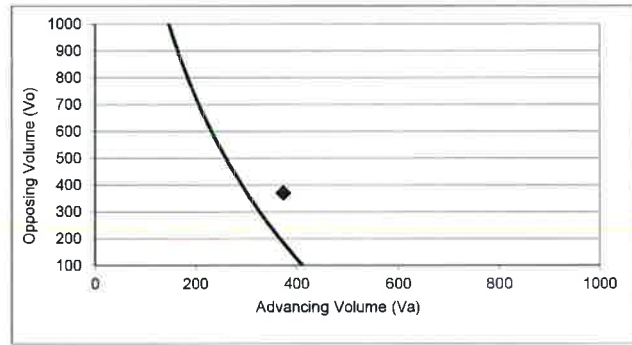
**Right Turn Taper Warranted: NO**

## Eastbound Left Turn Lane Warrants

Percentage Left Turns %lt 28.7 %

Advancing Volume Threshold AV 301 veh/hr

If  $AV < Va$  then warrant is met



◆ Study Intersection  
Two lane roadway warrant threshold for: 45 mph  
Turn lane warranted if point falls to right of warrant threshold line

**Left Turn Lane Warranted: YES**

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.

The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

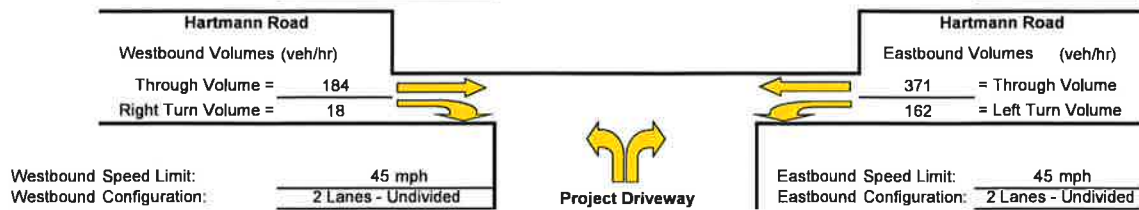


# Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: Hartmann Road/Project Access Point  
Study Scenario: PM Existing plus Project Conditions

Direction of Analysis Street: East/West

Cross Street Intersects: From the North



## Westbound Right Turn Lane Warrants

1. Check for right turn volume criteria

**NOT WARRANTED Less than 40 vehicles**

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = -

Advancing Volume Va = 202

If  $AV < Va$  then warrant is met -

**Right Turn Lane Warranted: NO**

## Westbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

**NOT WARRANTED - Less than 20 vehicles**

2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = -

Advancing Volume Va = 202

If  $AV < Va$  then warrant is met -

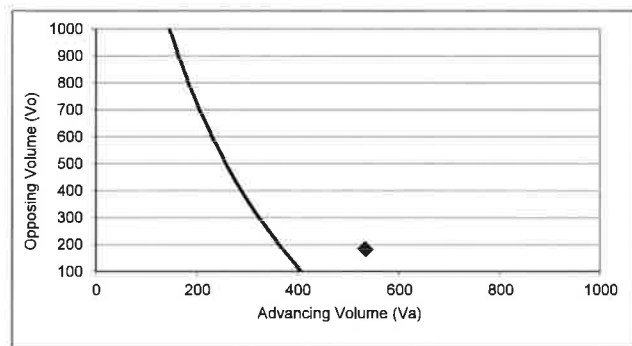
**Right Turn Taper Warranted: NO**

## Eastbound Left Turn Lane Warrants

Percentage Left Turns %lt 30.4 %

Advancing Volume Threshold AV 370 veh/hr

If  $AV < Va$  then warrant is met



◆ Study Intersection

Two lane roadway warrant threshold for: 45 mph

Turn lane warranted if point falls to right of warrant threshold line

**Left Turn Lane Warranted: YES**

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March 27, 2019

Mr. Ken Porter  
KIMCO Development Inc.  
P.O. Box 7129  
Santa Rosa, CA 95401

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## Intersection Operation

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**Table 3 – Existing plus Project Peak Hour Intersection Levels of Service**

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	<b>Delay</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>
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Sincerely,

Julia Walker  
Assistant Planner

Dalene J. Whitlock, PE, PTOE  
Senior Principal

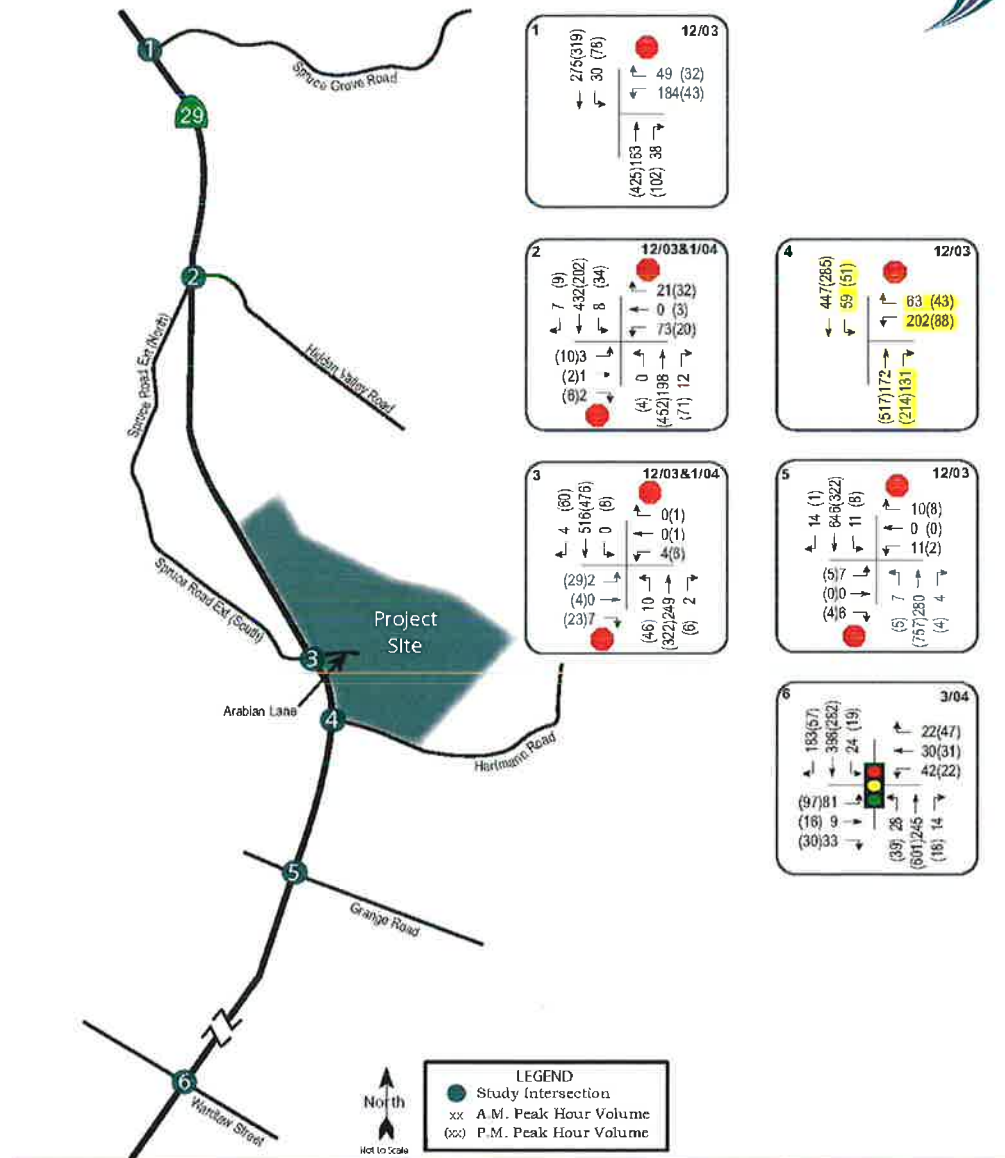
DJW/jaw/LKX016-2.L1

Enclosures: Site Plan; 2023 Volumes Calculation Spreadsheet; Level of Service Calculations



### Estimated Hartmann Road Volumes

		Eastbound	Westbound
2003 Volumes	AM	190	265
	PM	265	131
Caltrans Growth Factor Adjustment on SR 29 at Hartmann Rd:		1.40	
		Eastbound	Westbound
2023 Volumes	AM	266	371
	PM	371	184



Traffic Impact Study for the Valley Oaks Subdivision  
County of Lake

Figure 1  
Study Area and Existing Traffic Volumes



EXTENSIONS:
NOTES:

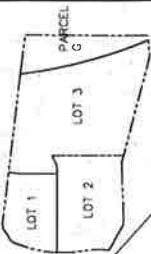


PROJECT AND NAME  
GROCERY OUTLET  
10420 NORTH STATE HWY #9, MIDVILL VALLEY LAKE, CA.

INTEGRATED  
Design  
10420 NORTH STATE HWY #9, MIDVILL VALLEY LAKE, CA. 94568  
(916) 368-0100 FAX (916) 368-0082

DATE: 10/10/10	BY: [Signature]
DATE: 10/10/10	BY: [Signature]
DATE: 10/10/10	BY: [Signature]
DATE: 10/10/10	BY: [Signature]
DATE: 10/10/10	BY: [Signature]
DATE: 10/10/10	BY: [Signature]

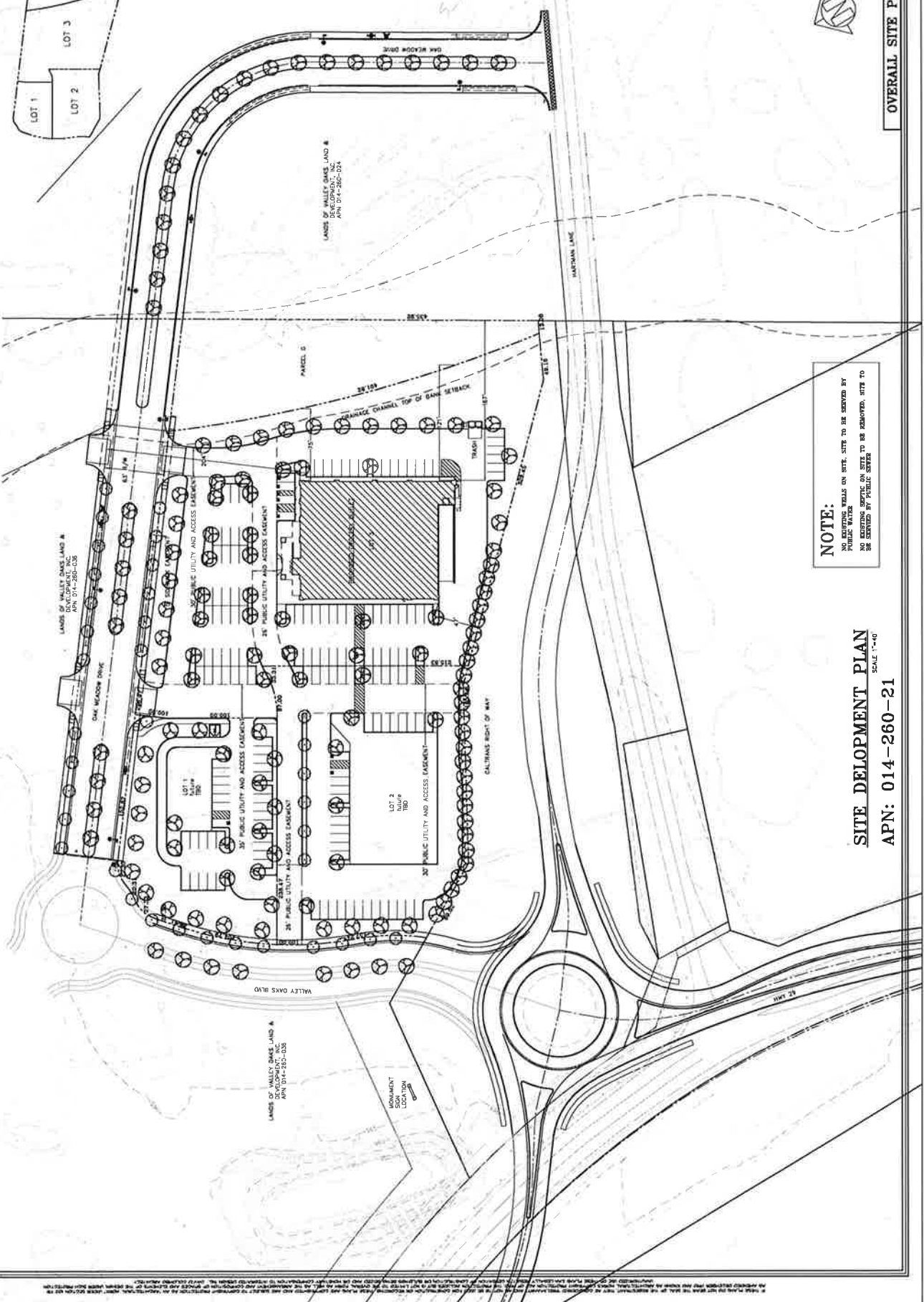
LOT ANALYSIS	LOT AREA	BLDG AREA
LOT 1	24,725 SQ. FT.	170
LOT 2	54,884 SQ. FT.	780
LOT 3	111,024 SQ. FT.	16,000 SQ. FT.
PARCEL G	27,853 SQ. FT.	NA



OVERALL SITE PLAN

NOTE:  
NO EXISTING WELLS ON SITE TO BE SERVED BY  
PUBLIC UTILITY AND ACCESS EASEMENT.  
NO EXISTING SEPTIC ON SITE TO BE SERVED. SITE TO  
BE SERVED BY PUBLIC UTILITY.

SITE DEVELOPMENT PLAN  
SCALE 1"=40'  
APN: 014-260-21








**Intersection Level Of Service Report**  
**Intersection 1: Project Access Point/Hartmann Lane**

Control Type:	Two-way stop	Delay (sec / veh):	18.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

**Intersection Setup**

Name	Project Access Point		Hartmann Lane		Hartmann Lane	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Access Point		Hartmann Lane		Hartmann Lane	
Base Volume Input [veh/h]	0	0	0	266	371	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	90	107	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	90	107	266	371	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	23	27	67	93	3
Total Analysis Volume [veh/h]	10	90	107	266	371	12
Pedestrian Volume [ped/h]	0		0		0	



#### Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

#### Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.03	0.13	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.52	11.60	8.37	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.60	0.60	0.30	0.30	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.06	15.06	7.49	7.49	0.00	0.00
d_A, Approach Delay [s/veh]	12.30		2.40		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.48					
Intersection LOS	C					



**Intersection Level Of Service Report**  
**Intersection 1: Project Access Point/Hartmann Lane**

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

**Intersection Setup**

Name	Project Access Point		Hartmann Lane		Hartmann Lane	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Project Access Point		Hartmann Lane		Hartmann Lane	
Base Volume Input [veh/h]	0	0	0	371	184	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	161	162	0	0	18
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	161	162	371	184	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	40	41	93	46	5
Total Analysis Volume [veh/h]	18	161	162	371	184	18
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.19	0.12	0.50	0.00	0.00
d_M, Delay for Movement [s/veh]	20.24	11.02	7.98	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.02	1.02	0.40	0.40	0.00	0.00
95th-Percentile Queue Length [ft/ln]	25.55	25.55	10.03	10.03	0.00	0.00
d_A, Approach Delay [s/veh]	11.95		2.43		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.75					
Intersection LOS	C					









April 18, 2019

Mr. Ken Porter  
KIMCO Development Inc.  
P.O. Box 7129  
Santa Rosa, CA 95401

## **Hartmann Road/Valley Oaks Development Intersection Analysis**

Dear Mr. Porter;

As requested, W-Trans has prepared a focused traffic analysis for the Valley Oaks Development in Lake County. The purpose of this letter is to address the expected trip generation of the proposed land uses, and their impact on operation at the project access point on Hartmann Road.

### **Existing Conditions**

The project access point would intersect with Hartmann Road west of its intersection with State Route (SR) 29. The segment of Hartmann Road fronting the project site is an east-west two-lane rural collector with a posted speed limit of 45 mph. The intersection of SR 29/Hartmann Road is currently all-way stop-controlled and is planned to be converted to a roundabout.

### **Project Description**

A portion of the Valley Oaks Development is currently proposed and would include construction of an 18,000 square-foot Grocery Outlet, an 11,000 square-foot Rite-Aid Pharmacy, and a 3,500 square-foot Taco-Bell with a drive-through. The site for the first phase is located at the northeast corner of SR 29/Hartmann Road. A new intersection on Hartmann Road would be constructed with the project that would have a stop control on the southbound (new street) approach. Though evaluated as a single phase, development of the project site is proposed to be built over time, with the Grocery Outlet use to be developed first and the pharmacy and fast-food restaurant to follow once the reconfiguration of SR 29/Hartmann Road to a roundabout is completed. A copy of the site plan is enclosed for reference.

### **Trip Generation**

The anticipated trip generation for the proposed Phase 1 project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017. Discount Supermarket (LU ITE #854) was used as it was most representative for the Grocery Outlet use. Pharmacy (ITE LU #880) and Fast-Food Restaurant with Drive-Through Window (ITE LU #934) were used for the Rite-Aid Pharmacy and Taco Bell uses respectively. Because the analyzed traffic would be accessed from Hartmann Road and not SR 29, no deductions were applied to account for potential pass-by trips. The expected trip generation potential for the proposed Phase 1 project is indicated in Table 1 and includes an average of 4,275 trips per day, with 219 trips during the a.m. peak hour and 359 during the p.m. peak hour.



**Table 1 – Trip Generation Summary**

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Proposed											
Discount Supermarket	18.0 ksf	90.87	1,636	2.53	46	26	20	8.38	151	75	76
Pharmacy	11.0 ksf	90.08	991	2.94	32	21	11	8.51	94	46	48
Fast-Food Restaurant	3.5 ksf	470.95	1,648	40.19	141	72	69	32.67	114	59	55
Total			4,275		219	119	100		359	180	179

Note: ksf = 1,000 square feet

## Trip Distribution

The pattern used to allocate new project trips to the street network was based on knowledge of the area and the surrounding road network. The applied distribution assumptions and resulting trips are shown in Table 2.

**Table 2 – Trip Distribution Assumptions**

Route	Percent	Daily Trips	AM Trips	PM Trips
To/From SR 29	90%	3,848	197	323
To/From East on Hartmann Rd	10%	427	22	36
<b>TOTAL</b>	<b>100%</b>	<b>4,275</b>	<b>219</b>	<b>359</b>

## Intersection Operation

### Existing Volumes

The Existing Conditions scenario was evaluated starting with traffic volumes available from the Valley Oaks EIR. Because this analysis was based on traffic counts from 2003, volumes were factored up to develop more current estimates. Caltrans District 1 publishes growth factors for a 20-year horizon. Starting with the 2003 turning movement volumes for SR 29/Hartmann Road from the *Revised FINAL Traffic Impact Study for the Valley Oaks Subdivision (2008)*, through volumes on Hartmann Road were determined, then increased to 2023 volumes by multiplying these volumes by the 1.40 growth factor for 20 years. A copy of the spreadsheet indicating the volume derivation is enclosed.

### Existing plus Project Conditions

Under conditions with project generated traffic added at the new intersection to be created by the project, the intersection is expected to operate acceptably at LOS A or B overall and on the minor approach. A summary of the intersection level of service calculations is contained in Table 3, and copies of the Level of Service calculations are enclosed.



**Table 3 – Existing plus Project Peak Hour Intersection Levels of Service**

Study Intersection Approach	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Hartmann Rd/New Project Street	2.5	A	3.8	A
Southbound ( <i>Project Access Point</i> ) Approach	12.3	B	12.0	B

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

### Left-Turn Lane Warrant

The need for a left-turn lane on Hartmann Road at the new project street was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the *Method For Prioritizing Intersection Improvements*, January 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes in order to determine the need for a left-turn pocket based on safety issues. Under 2023 conditions, including anticipated traffic associated with the proposed Phase 1 project, a left-turn lane would be warranted on Hartmann Road at the new project street during both peak periods evaluated.

Because Phase 1 is proposed to be built in stages, with the Grocery Outlet use developed first, consideration was also given to the need for the left-turn pocket for this use alone. With anticipated traffic that would be generated by the supermarket, a left-turn lane would not be warranted on Hartmann Road at the project street during either peak period evaluated. The left-turn pocket installation is therefore not warranted for the grocery store but should be provided prior to occupation of either the drug store or the fast-food restaurant.

Copies of the Turn Lane Warrant Analysis spreadsheets for the proposed project as well as the Grocery Outlet land use alone are enclosed.

### Conclusions and Recommendations

- The project as proposed includes construction of an 18,000 square-foot Grocery Outlet. The project also includes an 11,000 square-foot Rite-Aid Pharmacy and a 3,500 square-foot Taco Bell with a drive-through.
- The project is expected to generate an average of 4,275 trips per day, with 219 trips during the morning peak and 359 during the evening peak period.
- Upon adding project-generated trips to estimated 2023 volumes on Hartmann Road, the new intersection on Hartmann Road created by the project would be expected to operate acceptably at LOS A overall and LOS B on the stop-controlled approach during both peak periods.
- While a left-turn lane is not warranted on Hartmann Road at the intersection with the new project street with just the traffic generated by the proposed Grocery Outlet use, a left-turn lane is warranted and recommended with the development of any additional land uses that would generate traffic at the new intersection.



Mr. Ken Porter

Page 4

April 18, 2019

We hope this information adequately addresses any questions about the potential short-term impacts of the Phase 1 project. Please call if you have any questions. Thank you for giving W-Trans the opportunity to provide these services.

Sincerely,

Julia Walker  
Assistant Planner

Dalene J. Whitlock, PE, PTOE  
Senior Principal

DJW/jaw/LKX016-2.L1

Enclosures: Site Plan; 2023 Volumes Calculation Spreadsheet; Level of Service Calculations; Left-Turn Lane Warrant






**COUNTY OF LAKE  
PUBLIC WORKS DEPARTMENT**

Courthouse - 255 N. Forbes Street  
Lakeport, California 95453  
Telephone 707/263-2341  
Fax 707/263/7748

**Scott De Leon**  
Public Works Director

**MEMORANDUM**

To: Byron Turner, Principal Planner

From: Todd Mansell,  Special Projects Engineer

Date: May 21, 2019

Subject: Valley Oaks Development, MUP 19-09  
Highway 29 & Hartmann Road, Middletown  
APN: 013-030-07

---

I have reviewed the subject proposal and offer the following comments:

1. The owner has submitted improvement plans to DPW for the construction of Oak Meadow Drive. The "Site Development Plan" shows Valley Oaks Blvd. connecting to the Hartmann Road/SR 29 roundabout to provide access to this proposed development. If this is not the intention of this particular development then Valley Oaks Blvd. should be noted as a future access with a future connection to the roundabout.
2. The Site Development Plan does not indicate whether the proposed access roads will be contained within a public right of way or easement. If it is not proposed that these roads be public, then Public Works would not have jurisdiction over the private roadways.
3. The building pads are shown as "Lots" 1, 2 & 3. Does this proposal include a parcel map or subdivision map?
4. The Intersection Analysis prepared by W-Trans concludes that "While a left-turn lane is not warranted on Hartmann Road at the intersection with the new project street with just the traffic generated by the proposed Grocery Outlet use, a left-turn lane is warranted and recommended with the development of any additional land use that would generate traffic at the new intersection." A condition of approval should therefore be included requiring construction of the left-turn lane when any additional traffic generators are developed/approved.
5. The storm drain system should be designed and constructed to accommodate the future development of the Valley Oaks Subdivision.

**ATTACHMENT 4**



6. In consideration of any future development, no additional surface runoff is allowed to be discharged into county drainage facilities.
7. How will storm water from this development be conveyed to Putah Creek?
8. Any work within the Hartmann Road right of way will require an encroachment permit from Public Works.



## Byron Turner

---

**From:** Wink, Mike@CALFIRE <Mike.Wink@fire.ca.gov>  
**Sent:** Saturday, May 18, 2019 8:52 PM  
**To:** Byron Turner; Dist1 PlanningComm  
**Subject:** Re: request for comments

Cal Fire and South Lake County Fire do not have any comments.

### **Mike Wink**

**Battalion Chief  
Middletown Battalion**

### **CAL FIRE - South Lake County Fire**

**Sonoma - Lake - Napa Unit  
21095 Hwy 175 - P.O.Box 1360  
Middletown, Ca. 95461  
Office: 707.987-3089 ext 3  
Cell: 707.889.4225  
Fax: 707.987.9478  
Email [Mike.Wink@fire.ca.gov](mailto:Mike.Wink@fire.ca.gov)**

**From:** Byron Turner <Byron.Turner@lakecountyca.gov>  
**Sent:** Friday, May 17, 2019 4:35:38 PM  
**To:** Gordon Haggitt; Todd Mansell; Melissa Fulton; Lori Baca; David Cowan; Yuliya Osetrova; Gearhart, Doug@lcaqmd; Marina Deligiannis; Mary Jane Montana; Vella, Kelsey@Wildlife; Wink, Mike@CALFIRE; Jackman, Rex A@DOT; Tina Rubin; llongee@middletownrancheria.com; speterson@middletownrancheria.com; Melissa.M.France@usace.army.mil; tipsen@hiddenvalleylake.com  
**Subject:** request for comments

**Warning:** this message is from an external user and should be treated with caution.

**FROM:** Byron Turner, Principal Planner

**REQUEST:** Use Permit MUP 19-09

**APPLICANT/OWNER:** Valley Oaks Development

**APNs:** 013-030-07

**LOCATION:** Hwy 29 & Hartmann Road, Middletown

**ZONING:** "C2" Commercial

**FLOOD ZONE:** AO – Project area in flood zone

**PROPOSAL:** Development of Commercial Lot in the previously approved Valley Oaks Development Project. Current proposal consists of development of a grocery store (Grocery Outlet) and a road extension to Hartmann Rd. Future commercial uses could include a pharmacy, fast-food restaurant, and gas station. No residential development is proposed at this time. The applicant is also requesting modifications to the attached approved Specific Plan of Development conditions. Please advise us if additional information is needed, which permits are required from your agency (if any), and of your environmental concerns. Additionally, please advise if your agency recommends any modifications to the project that would reduce potential environmental impacts. Due to the provisions of state law, it is essential that we receive your comments as soon as possible but in no case later than **May 30, 2019** Please email your comments to Byron Turner at [Byron.Turner@lakecountyca.gov](mailto:Byron.Turner@lakecountyca.gov) or mail them to the address listed in the letterhead above.







**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE 707.445.6412  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life*

July 12, 2019

Byron Turner, Principal Planner  
County of Lake  
Community Development Department  
Courthouse, 255 N. Forbes St.  
Lakeport, CA 95453

Valley Oaks Project, Grocery Outlet  
1-LAK-29-9.87  
MUP 19-09

This letter is regarding the Use Permit (UP) for an initial portion of the Valley Oaks Mixed Use Development, adjacent to State Route (SR) 29 and Hartmann Rd. The UP would permit an 18,000 square foot Grocery Outlet. The traffic analysis provided also included an 11,000 square foot Rite Aid Pharmacy and a 3,300 square foot Taco Bell with a drive through. The Rite Aid and the Taco Bell are not included in the UP.

While the UP's site plan shows a direct new connection (fourth-leg) to the new roundabout at the SR 29/Hartmann Rd. intersection, this connection has not yet been approved and is not included in this UP. The traffic analysis provided (April 18, 2019, W-trans) appropriately did not include this fourth-leg in its operational calculations. As currently proposed, all access for the Grocery Outlet would take its access from a new connection to Hartmann Rd., located approximately 1,000 feet to the east of the roundabout.

We concur with the overall findings of the traffic analysis: With the construction of the grocery store only, a left-turn pocket is not warranted. However, with the addition of any additional development, a left-turn pocket on Hartmann Rd. is warranted. Therefore, we recommend that a condition be applied to the Use Permit, stating that a left-turn pocket must be constructed on Hartmann Rd. for the entrance to the commercial development, prior to the construction of a drug store, a fast-food restaurant, or any other additional development proposed to utilize the Hartmann Rd. access. Our concurrence with these findings is based, in large part, on operational concerns about the potential for traffic stopped in the through-lane, making left-turns into the development, to back-up and impact the operation of the roundabout.

We recommend the project include a sidewalk from the entrance on Hartmann Rd., along project frontage, connecting with the sidewalk around the north-east portion of the roundabout.



Bryon Turner  
July 12, 2019  
Page 2

It appears that the UP does not include any work within Caltrans right of way. However, any work proposed to take place within Caltrans right of way, including landscaping, pedestrian facilities or utility placement, will require an approved encroachment permit.

Prior to permit application submittal, the applicant is required to have a pre-submittal meeting with Ukiah Permits staff. The applicant can set up the meeting by calling Amber McCall at 707.463.4743.

### **Additional Information, Valley Oaks Project**

The above comments are concerning the specific commercial development being permitted in the UP, and do not include other considerations, such as the additional traffic that would be generated by additional commercial development, or the proposed 400+ housing units, included in the Valley Oaks Project.

As we have noted in previous correspondence regarding the Valley Oaks project, this segment of SR 29 is classified as an "access controlled expressway." This means that, for purposes of safety and operations, the state has acquired the access rights to parcels adjacent to the highway. Legal access to SR 29 in this area is limited to specific locations described in property deeds and right of way mapping. There is an existing access opening for Hartmann Rd. and another approximately 900 feet to the north, across from the south end of Spruce Road Extension, at the location known as "Arabian Lane." Both locations are currently legally described as "public roads." However, Arabian Lane is currently effectively utilized as a driveway.

Since the current version of the Valley Oaks Project was initiated (~2004), numerous changes in the project description and traffic analyses have occurred. Initially, it was determined that a new traffic signal would be required at Arabian Lane in order to mitigate traffic impacts from the project. Since that time, roundabouts have become a more common and acceptable intersection control mechanism. At the time of the DEIR for the Valley Oaks Project (2014), the SR 29/Hartmann Rd. roundabout was in development. Project studies for the SR 29/Hartmann Rd. roundabout did include analysis of a fourth-leg alternative, as well as a variety of other alternatives including access at Arabian Lane. It has been determined that the fourth-leg to the SR 29/Hartmann Rd. roundabout would be considered a new access opening in access control, and any new access opening would require both Caltrans and California Transportation Commission (CTC) approval (see *Project Development Procedures Manual*, Chapter 27).



Given its proximity to the new roundabout and current practices and forecast conditions, it is unlikely that a new signal at Arabian Lane would still be feasible. A roundabout at Arabian Lane does appear to be a feasible consideration. However, because the intersection would serve Valley Oaks project traffic almost exclusively, the entire cost of developing such a measure would be the responsibility of the project proponent. If the project proponent is interested in this concept, it could be pursued through consultation with District 1 staff.

The Valley Oaks project's DEIR included both a fourth-leg of the SR 29/Hartmann Rd. roundabout and a right-in/right-out project access at Arabian Lane. Due to safety and operational concerns, current District 1 staff are not supportive of project access as proposed in the DEIR at the present location of Arabian Lane.

The proposed fourth-leg of the SR 29 roundabout appears to be a feasible measure to mitigate a significant portion of additional traffic associated with the Valley Oaks Project, including that of the proposed commercial component of the project. One concept that has been identified and discussed with Valley Oaks project consultants would include a "relocation" of the existing access opening at Arabian Lane to the forth-leg of the Hartmann Rd. roundabout. This would effectively close the existing opening at Arabian Lane, relocating it to the roundabout. Because this would not be considered a new opening in access control, requirements for such action would likely be less onerous and more feasible than pursuit of developing access at Arabian Lane, or pursuit of any additional new opening on SR 29. However, it would still require thorough analysis and justification, as well as final approval from Caltrans and the CTC.

Our analyses show that full build-out of the Valley Oaks project, taking future traffic conditions into consideration, would likely require modifications of the new SR 29/Hartmann Rd. roundabout. However, since full build-out may not occur for a number of decades, we would not require these improvements at this time. We do recommend that the County include a condition of approval in future phases of the Valley Oaks project to require fair-share participation in the cost of intersection improvements, at such time that traffic volumes warrant such improvements. Single-lane roundabouts functional threshold is approximately 1,300-1,800 vehicles per hour (Transportation Research Board, *National Cooperative Highway Research Program Report 672*, Exhibit 3-13).

If the Valley Oaks project proponent wishes to pursue relocation of the Arabian Lane access opening, this action would require support from the County. The County would have to agree to take the new connection and road into its public road network as a public street. This has been communicated repeatedly in previous correspondence with the County regarding the Valley Oaks project, dating back to at least 2006. The project



Bryon Turner  
July 12, 2019  
Page 4


proponent (with support of the County) would need to prepare a report for Caltrans and CTC approval that would include a description, analysis, and justification of the action, as well as a formal request for the CTC. The district continues to support the concept of a fourth-leg to the roundabout.

If the County is not supportive of taking the new connection into its public road system, there is one alternative for development of the fourth-leg of the roundabout (or any additional new access opening to SR 29). This would involve the project proponent purchasing the access rights from the State. This process would include an appraisal of the before and after value of the property (with and without the new access opening) and a payment of the fair market value of the new access opening ("value enhancement"). This can also only be done with the support of the District and approval by the CTC.

Either process can be pursued initially through my office, in conjunction with Caltrans Divisions of Design, Traffic Safety, Traffic Operations, Right of Way and Encroachment Permits. You may contact me at the number or address above to facilitate the process.

We look forward to continued collaboration with the County and the project proponents as this project continues to move forward. Feel free to contact me with any questions or concerns regarding these comments.

Sincerely,



Rex A. Jackman, Branch Chief  
Caltrans District 1 Transportation Planning, South

c. Lisa Davey Bates, Lake APC



## Byron Turner

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**From:** Sally Peterson <[speterson@middletownrancheria.com](mailto:speterson@middletownrancheria.com)>  
**Sent:** Friday, May 31, 2019 4:10 PM  
**To:** Byron Turner  
**Cc:** Michalyn DelValle; Mary Jane Montana; Melissa France; MTR THPO  
**Subject:** Re: request for comments

Hi Byron:

The Middletown Rancheria ("Tribe") is in receipt of your notification dated May 15, 2019 regarding the above referenced location and project.

The Tribe appreciates the opportunity to provide comments to the above referenced location and project. As you know, we have been working closely with the owner/developer Ken Porter, KIMCO, regarding the preservation and protection of our cultural resources at this project location. This entire area is highly sensitive to our People and in fact, is very close to one of our largest village sites, the *Oleyómi* which means "Coyote People" in our language. Based on our initial and continuous review of the project area and location, we want to maintain our stance that we have a vested interest in protecting our cultural resources. As you may know, the Tribe has executed a Cultural Resources Monitoring Agreement with Ken Porter, KIMCO, to provide Tribal Monitoring of all ground disturbances during the entire Valley Oaks Subdivision project.

Because of the aforementioned, Middletown Rancheria feels there remains a very high potential to affect historic, archaeological and cultural resources very important and sacred to the Tribe. We request that this information be noted and documented to your files, and the applicant continue good faith efforts in working with the Tribe to protect and preserve its cultural resources, especially during all ground disturbance activities.

Please let me know if you have any questions and/or concerns. We appreciate your time in this matter.

Respectfully,

*ka hújka (Thank you)*

**Sally Peterson, Tribal Vice-Chairwoman**  
Middletown Rancheria of Pomo Indians of CA  
Post Office Box 1035  
22223 Hwy 29 at Rancheria Road  
Middletown, CA 95461-1035  
Phone: (707) 987-3670  
Direct: (707) 987-1307  
Fax: (707) 987-9091  
Cell: (707) 533-3132  
Email: [speterson@middletownrancheria.com](mailto:speterson@middletownrancheria.com)

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On Fri, May 17, 2019 at 4:35 PM Byron Turner <[Byron.Turner@lakecountycalifornia.gov](mailto:Byron.Turner@lakecountycalifornia.gov)> wrote:

FROM: Byron Turner, Principal Planner

REQUEST: Use Permit MUP 19-09

APPLICANT/OWNER: Valley Oaks Development

APNs: 013-030-07

LOCATION: Hwy 29 & Hartmann Road, Middletown

ZONING: "C2" Commercial

FLOOD ZONE: AO – Project area in flood zone

PROPOSAL: Development of Commercial Lot in the previously approved Valley Oaks Development Project. Current proposal consists of development of a grocery store (Grocery Outlet) and a road extension to Hartmann Rd. Future commercial uses could include a pharmacy, fast-food restaurant, and gas station. No residential development is proposed at this time. The applicant is also requesting modifications to the attached approved Specific Plan of Development conditions.

Please advise us if additional information is needed, which permits are required from your agency (if any), and of your environmental concerns. Additionally, please advise if your agency recommends any modifications to the project that would reduce potential environmental impacts. Due to the provisions of state law, it is essential that we receive your comments as soon as possible but in no case later than **May 30, 2019**. Please email your comments to Byron Turner at [Byron.Turner@lakecountycalifornia.gov](mailto:Byron.Turner@lakecountycalifornia.gov) or mail them to the address listed in the letterhead above.



## Byron Turner

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**From:** Ronald Yoder  
**Sent:** Tuesday, October 15, 2019 11:03 AM  
**To:** Byron Turner  
**Subject:** Grocery Outlet Project

As this project exceeds 5000 sq. ft in new impervious surface it is a Regulated Project as defined by State Water Boards MS4 permit. Section E-10 states that Projects that disturb one acre or more of soil or disturb less than one acre but are part of a larger common plan or development or sale are subject to the Construction General Permit (CGP) in addition to the construction site storm water runoff ordinance. Regulated projects require a Post Construction Storm Water Management Program that include but are not limited to the following:

E12.b Site Design Measures, E12.d Source Control Measures, E12.e Low Impact Development (LID) Design Standards, E12.f Hydromodification Measures

The above are listed in the Phase II Small MS4 General Permit 2013-001-DWQ

Manuals available to assist the preparer are BASMAA Post Construction Manual, Design Guidance for Stormwater Treatment and Control for Projects in Marin, Sonoma, Napa, and Solono Counties and the Lake County Clean Water Program, Low Impact Development Standards Manual, both available from the Lake County Community Development Department as downloads.

Ron Yoder



