

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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www.dot.ca.gov



April 30, 2026

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Summer Burlison, Senior Planner
San Mateo County Planning & Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Healing Cultures Wellness Center – Draft Mitigated Negative Declaration (MND)

Dear Summer Burlison:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Healing Cultures Wellness Center. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the April 2026 Draft MND.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project involves converting an existing single-family residence into a wellness center on State Route (SR) 84 (La Honda Road) in Woodside. The project includes building renovations, grading, landscaping, and adding parking. Thirteen of the 22 parking spaces will be provided on an adjacent parcel which is connected to the wellness center via a nature trail.

Highway Operations

The Traffic Study for the proposed project includes a trip generation analysis, site access and on-site circulation evaluation, parking analysis, and sight distance analysis. Please also include an operational analysis (e.g. intersection operations or queuing), which is needed to evaluate potential impacts on La Honda Road (SR 84).

Please provide an updated Traffic Study which includes scenarios or volume data for La Honda Road (SR 84) and intersection studies. Additionally, the trip generation

analysis should be based on the latest ITE Trip Generation Manual, and trip distribution assumptions should be clearly stated and supported.

The proposed project land use is expected to generate higher traffic volumes during weekends; therefore, the Traffic Study should include a weekend peak-hour analysis in addition to the weekday peak hour analysis. Please provide an updated Traffic Study that includes this information.

Lastly, the Traffic Study should also include a safety analysis, including review of existing collision history and operational safety considerations at site access points and nearby intersections. Please provide an updated Traffic Study that includes this information.

Traffic Safety

The proposed wellness center project will include construction of up to 22 new parking spaces, including those in a new lot adjacent to the existing parcel. This increased parking capacity and new driveway will likely correspond with increased Average Daily Traffic (ADT) on this segment of SR 84, including more turning movements on and off the State Route. Consideration should be made to address the potential increase in conflicting movements between newly generated trips and existing traffic patterns. An increase in vehicles stopping to yield to oncoming traffic to make left turns off SR 84 could increase the likelihood of rear end collisions. Likewise, an increased volume of vehicles entering SR 84 could conflict with oncoming traffic and increase the rate of associated collisions. Measures should be considered to improve signage so that motorists are properly alerted to these movements.

Air Quality

Please note that the Bay Area Air Quality Management District has updated its CEQA Guidelines and the 2022 version (not the 2017 version) should be used and referenced. Please be sure to include an analysis of construction-related emissions in the determination of the significance level for Air Quality impacts. The proposed addition of a parking lot should also be included in this analysis. Additionally, please clarify how the proposed mitigation measures will reduce impacts to a "Less than Significant" level.

Water Quality

Within Caltrans' Right of Way (ROW), the projects need to comply with Caltrans standards and stormwater guidelines, relevant manuals, and applicable permits and ordinances according to Caltrans National Pollutant Discharge Elimination System (NPDES) Permit.

Water Pollution Control Requirements:

- Planning and Compliance

- All sediment and pollutants must be contained within the construction site. No sediment tracking or stormwater impacts to the Caltrans ROW are permitted.
- The Contractor shall designate a responsible individual to oversee and ensure the proper implementation, inspection, and maintenance of all Best Management Practices (BMPs) throughout the duration of the work, ensuring that all work-related impacts are contained within the site.
- Erosion and Sediment Control
 - Install temporary erosion and sediment control BMPs, including fiber rolls, silt fence, and gravel bags, as necessary to contain sediment generated by construction activities.
 - Protect exposed soil surfaces with plastic sheeting, tarps, or other approved covers during periods of inactivity and prior to forecasted rain events.
 - Stabilize disturbed areas upon completion of work using temporary erosion control measures, such as biodegradable mulch or temporary seeding, in accordance with approved BMP standards.
 - Sweep and remove all soil, cuttings, mud, and sediment from paved surfaces at the end of each workday.
 - Do not wash materials into storm drains or drainage facilities.
- Equipment and Material Controls
 - Inspect and maintain all construction equipment to prevent leaks of fuel, oil, hydraulic fluid, or other hazardous materials.
 - Place drip pans or absorbent materials beneath stationary equipment and at refueling or servicing locations.
 - Maintain spill response kits on site at all times. Spill kits shall include absorbent materials, pads, and containment devices appropriate for the work area.
 - Perform refueling and equipment servicing only in designated, contained areas, located at least 50 feet from storm drain inlets or water bodies, when feasible.

Hydrology

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impact must be documented and mitigated.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet Americans with Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway ROW requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist ([link](#))
- Caltrans Encroachment Projects Processes – Information Video ([link](#))
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Mary McGee, Transportation Planner via LDR-D4@dot.ca.gov. For future early coordination

Summer Burlison, Senior Planner
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opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Luo Yunsheng". The signature is fluid and cursive, with the first name "Luo" being more prominent and the last name "Yunsheng" following in a similar style.

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse