

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

March 16, 2020

Governor's Office of Planning & Research

MAR 17 2020**STATE CLEARINGHOUSE**

11-SD-76

PM 2.615

Ocean KAMP

NOP/SCH#2006111033

Mr. Sergio Madera
Principal Planner
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Dear Mr. Sergio Madera:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation for Supplemental Environmental Impact Report for the Ocean KAMP located near State Route 76 (SR-76). 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 to ensure consistency with our mission and state planning priorities.

Caltrans has the following comments:

Traffic Impact Study

- 1) A traffic impact study (TIS) may be necessary to determine this proposed project's near-term and long-term direct and cumulative impacts to the State facilities - both existing and proposed - and identify appropriate mitigation measures.
- 2) The study should include a vehicle miles of travel (VMT) analysis that uses the guidance for VMT analysis provided in the "Technical Advisory on Evaluating Transportation Impacts in CEQA" prepared by the Governor's Office of Planning and Research (OPR)¹.

¹California Governor's Office of Planning and Research (OPR), 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*.

http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

- 3) The appropriate level of study is determined by the particulars of a project, the prevailing transportation system conditions (inclusive of freeways, highways, transit systems and facilities, bike and pedestrian facilities, points (hubs) of major modal connectivity), forecasted traffic volumes, and forecasted utility for each mode.
- 4) At a minimum, the existing volumes should be taken from a two-day mid-week 24-hour count, a three-day mid-week 24-hour count is preferred.
- 5) Calculations of development's trip distribution and trip assignments for the project need to be included.
- 6) With reference to Item 1 above, the TIS should include, at a minimum,
 - a) Existing Conditions
 - b) Existing plus Project
 - c) Near Future without Project
 - d) Near Future with Project
 - e) Horizon without Project
 - f) Horizon with Project
- 7) The data used in the TIS should not be more than two years old.
- 8) Please provide the electronic files (Synchro Version 10, or other) that were used to analyze the traffic impacts and other technical appendices included with the TIS.

Hydrology and Drainage Studies

- Please provide hydraulics studies, drainage and grading plans to Caltrans for review.
- Provide a pre and post-development hydraulics and hydrology study. Show drainage configurations and patterns.
- Provide drainage plans and details. Include detention basin details of inlets/outlet.
- 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 is recommended.

Complete Streets and Mobility Network

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 system. 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 system. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Oceanside is encouraged.

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 City to evaluate potential Complete Streets projects.

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 system integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

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Mitigation measures to State facilities should be included in TIS/TIA. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

Right-of-Way

Any work performed within Caltrans' Right-of-Way (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. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies.

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maurice Eaton", is positioned above the printed name.

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review