

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

4050 TAYLOR STREET, MS-240

SAN DIEGO, CA 92110

PHONE (619) 688-6075

FAX (619) 688-4299

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

NOV 21 2019**STATE CLEARINGHOUSE**

November 21, 2019

11-SD-805

PM 21.6

Clairemont Mesa Community Plan Amendment and Rezone Project

SCH#2018091016

Mr. Marc Cass

County of San Diego, Department of General Services

560 Overland Avenue, Suite #410

San Diego, CA 92123

Dear Mr. Cass:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environment Impact Report for the Clairemont Mesa Community Plan Amendment and Rezone Project located near State Interstate 805 (I-805). 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

- Please clarify if the reduction assumptions for mixed-use (10%) and transit reductions (5%) noted on page ES 3 are based on the SANDAG VMT Reduction Tool.
- Page ES 6 states for "Balboa Avenue, between Charger Boulevard and I-805 Southbound Ramps" to "Reclassify the roadway from 6-Lane Major Arterial to a 6-Lane Expressway prior to the project's total trip generation of 1,561 ADT. The significant traffic impact associated with the Proposed Project along this roadway would be fully mitigated with the implement of this measure." A reclassification of the roadway is not a mitigation measure.
- Pages ES 7 and ES 10 state for Ramp Meters that there are no identified impacts, and mitigation is not required. Evaluation of

- impacts at Caltrans ramp termini need to be based on Caltrans criteria, not on City of San Diego criteria.
- Page 11 Table 2.5 shows the City of San Diego Significance Determination Thresholds. What happens when Caltrans criteria for ramp intersection queues or delays is used?
 - Page 10 of the Transportation Impact Study section 2.4 references the methodology for the calculation of demand per hour per lane. Max, ramp processing rate is 900 VEH/Hour/Lane. What happens when the project trips are added?
 - Transit reductions were incorrectly applied and need to be removed. The City of San Diego Traffic Impact Study Manual has trip reductions for development within 1,500 feet of a transit station. The nearby bus stops are not considered a transit station and the trip generation needs to be revised accordingly.
 - The *Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018 published by the Governor's Office of Planning and Research (OPR) page 13 references Pub. Resources Code, Section 21064.3 ""Major transit stop" means a site containing an exiting rail transit station, a ferry terminal serviced by either a bus or a rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.')." The project location is near a bus stop on Genesee Avenue where MTS bus route 41 has a morning and afternoon peak commute frequency of service interval of 9 minutes. MTS bus route 27 on Balboa Avenue, which is the nearest street perpendicular to Genesee Avenue, has a morning and afternoon peak commute frequency of service interval of 30 minutes. Based on the definition of "Major transit stop" by OPR the intersection of these two bus routes would not qualify since one of the routes frequency of service interval is greater than 15 minutes in the morning and afternoon peak commute period.

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

Mr. Marc Cass
November 21, 2019
Page 3

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". The signature is stylized and cursive.

Maurice Eaton, Branch Chief
Local Development and Intergovernmental Review Branch