

DEPARTMENT OF TRANSPORTATION

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November 18, 2019

STATE CLEARINGHOUSE

11-SD-78

PM 5.903

Sunroad Commercial Project

DEIR/SCH#2019029136

Mr. John Hamilton
City of Vista
200 Civic Center Dr.
Vista, CA 92084

Dear Mr. Hamilton:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report for the Sunroad Commercial Project located near State Route 78 (SR-78). 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

The proposed Project plans to develop 13,740 square feet (SF) of fast-food restaurants in four (4) separate buildings, 5,580 SF of retail, and a 4,200 SF car wash on a vacant lot. The proposed Project is located at the northeast corner of the intersection of Vista Village Drive and Hacienda Drive. Access to the Project will be provided via two proposed driveways along Hacienda Drive. A dedicated westbound right-turn lane is proposed on Hacienda Drive at Vista Village Road as part of the Project.

Also, as shown on the Site Plan Figure 2-3, access to the project is only via Hacienda Drive and there will not be any direct access off SR-78.

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1. Synchro files were not included in this DEIR and reviews were based solely on the submitted Appendix D: Transportation Impact Study.

Per section 4.2.4 Metered Freeway Ramps, a ramp meter analysis was conducted at the following metered On-Ramps to SR 78 since the Project is estimated to add more than 20 peak hour trips.

- o Vista Village Drive to EB SR 78
- o Vista Village Drive to WB SR 78

It was also shown on Table 6-3 and Table 9-6, that there is no excess demand between the peak hour flow & the discharge rate for the Existing and Near-Term conditions. However, in year 2030 cumulative condition, the ramps experience excess demand with and without project. See page 64 Table 10-3.

2. As a result, the project should propose a fair share mitigation measure for the cumulative plus project impacts on the freeway entrance ramps.

Based on the analysis, the only location identified with having significant impact is the intersection at S. Melrose Drive / Hacienda Drive – Long-Term cumulative impact.

However, with the Project estimated to generate a total of 3,416 Diverted trips, with 129 AM peak hour trips (65 inbound and 64 outbound), 245 Midday peak hour trips (123 inbound and 122 outbound) and 260 PM peak hour trips (130 inbound and 130 outbound), it is not clear that no impact is shown on the freeway ramps. Based on the location of the project, it appears traffic will be using the entrance & exit ramps at Vista Village Dr. Please clarify.

Additionally, with the following volume discrepancies, Caltrans was not able to verify the impacts, if any, to the ramps and the ramp intersections.

3. Therefore, please verify the following volumes listed in the Appendix D, Transportation Impact Analysis.

Melrose Drive UC, EB off AM/PM Peak:

Study = 432/398 Caltrans = 535/761 [Dec 1, 2014 (0800/1700)]

Vista Village Drive OC, EB off AM Peak:

Study = 321 Caltrans = 475 [Nov 22, 2017 (1100)]

Vista Village Drive OC, EB on AM/PM Peak:

Study = 1257/1040 Caltrans = 1447/1216 [Nov 22, 2017 (0700/1500)]

4. Please provide the 95% queue length for the three exit ramps EB off to Vista Village Drive, WB off to Vista Village Drive, and EB off to Melrose Drive.
5. Caltrans has neither approved, or adopted, the *SANTEC/ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region* dated March 2, 2000.

Hydrology and Drainage Studies

Any changes to the site or drainage design impacts will require a resubmittal of the plans for review.

Noise

The project draft Environmental Impact Report (EIR) has satisfied the requirements to evaluate and address noise impacts from the proposed development. This project is not eligible for federal aid participation in accordance with 23 CFR 772, and Caltrans is not responsible for existing or future traffic noise impacts associated with the adjacent freeway of State Route 78.

Air Quality

The project draft EIR has satisfied the requirements to evaluate and address air quality impacts from the proposed development.

Hazardous Waste

The project draft EIR has satisfied the requirements to evaluate and address hazardous waste impacts from the proposed development. Caltrans shall be notified if any hazardous waste concerns that may impact Caltrans Right-of-Way (R/W) are known during this project.

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.

Caltrans recommends consideration of "fair share" funds towards future improvements associated with SR-78 corridor. Since the Sunroad Commercial Project's cumulative impact is considered significant, feasible mitigation measures to State facilities should be identified in the TIS. Impacts that are significant and unmitigated/unavoidable need to have an alternative mitigation identified in the DEIR TIS. Recommended feasible mitigation measures include "fair share" contribution towards SR-78 Corridor project improvements. 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.

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy. Please refer to the policy for more information and requirements (<http://www.dot.ca.gov/trafficops/ice.html>).

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the

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mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

Right-of-Way

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. 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".

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review