

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

JAN 24 2020

STATE CLEARINGHOUSE

January 24, 2020

11-SD-5
PM 53.90
Alta Oceanside
DEIR/SCH#2019050007

Mr. Richard Greenbauer
Principal Planner
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Dear Mr. Greenbauer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for the Alta Oceanside project located near Interstate 5 (I-5) at Mission Avenue, State Route 76 (SR-76), and at Harbor Drive. 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. There are discrepancies with the Synchro signal timing not matching Caltrans signal timing sheets, please revise.
2. Using the Caltrans 2002 "Guide for the Preparation of Traffic Impact Studies" direct and cumulative significant impacts would be identified at the following locations, provide mitigation measures accordingly.
 - a. Harbor Drive/ I-5 Southbound Ramps existing plus project PM.
 - b. Harbor Drive/ I-5 Southbound Ramps existing plus cumulative projects plus project PM.
 - c. SR-76/ Coast Highway existing plus cumulative projects plus project PM.
 - d. Harbor Drive/ I-5 Southbound Ramps buildout year plus project PM.
 - e. SR-76/ I-5 NB Ramps buildout year plus project PM.

- f. SR-76/ Coast Highway buildout year plus project PM.
 - g. I-5 SB Mission Avenue to Oceanside Boulevard existing plus project PM.
 - h. I-5 SB Mission Avenue to Oceanside Boulevard existing plus cumulative projects plus project PM.
 - i. I-5 SB SR-76 to Mission Avenue buildout year plus project PM.
 - j. I-5 NB Mission Avenue to Oceanside Boulevard buildout year plus project PM.
 - k. I-5 SB Mission Avenue to Oceanside Boulevard buildout year plus project PM.
3. Please provide backup documentation/PEMS output to support the data that was used in table 24. Running reports for the described parameters in section 10 is yielding differing results. Additionally, for the freeway segment analysis the minimum mean peak hour speed should be used instead of the maximum mean peak hour speed.
4. The existing I-5 freeway volumes in table 24 do not match Caltrans peak hour counts. Please provide backup documentation for how these volumes were determined. There are additional impacts to the I-5 freeway if Caltrans peak hour counts are used and the impacts need to be mitigated accordingly.

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.

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.

Mr. Greenbauer
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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 fluid and cursive, with the first name being more prominent.

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review