

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

**JAN 29 2020**

January 29, 2020

**STATE CLEARINGHOUSE**

11-SD-15, 78

PM VAR

Sunrise Specific Plan Project

DEIR/SCH#2019049004

Ms. Susan Vandrew Rodriguez  
Project Manager  
City of San Marcos  
1 Civic Center Drive  
San Marcos, CA 92069

Dear Ms. Vandrew Rodriguez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report for the Sunrise Specific Plan Project located near Interstate 15 (I-15) and 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**

Based on Appendix J, Transportation Impact Analysis, the Sunrise project proposes the development of 192 multi-family residential dwelling units:

1. Based on the Sim Traffic report intersection #2 revealed that the AM Peak Existing 95% queue for NBL 214ft & NBR 105ft. However, the 95% queue for AM Peak Existing+ project revealed NBL 70ft & NBR 83ft. Please clarify how the existing+ Project has less queue than the Existing without Project.

Also, Caltrans concurs with the statement in the appendix J page 56, Section 11.2 Mitigation measures, 11.2.1, TRA-1 Intersection #2. Rancheros Drive/SR-78 WB Ramps:

2. Prior to the issuance of the first building permit, the Project applicant shall pay the local and regional development fees assessed to address the impact to the City of San Marcos' Woodland Parkway/SR-78 Interchange CIP. This capital improvement project proposes widening of Rancheros Drive at the SR-78 WB Ramps intersection, widening of the on-and-off ramps, construction of a second left-turn lane from Rancheros Drive to SR-78, and installs a traffic signal to control the intersection.

### **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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**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,



MAURICE EATON, Branch Chief  
Local Development and Intergovernmental Review