

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Oct 02 2020

STATE CLEARINGHOUSE

October 1, 2020

11-SD-75
PM 9.89

Wetland Mitigation Bank at Pond 20 and Port Master Plan Amendment
DEIR/SCH#2019060167

Ms. Ashley Wright
Senior Planner
Port of San Diego
3165 Pacific Hwy
San Diego, CA 92101

Dear Ms. Wright,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) (SCH#2019060167) for the Wetland Mitigation Bank at Pond 20 and Port Master Plan Amendment located near Interstate 5 (I-5) and Palm Avenue (formerly State Route 75) in the City of San Diego. 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 Caltrans' mission and state planning priorities.

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), should any portion of the project require our discretionary authority through the encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the Environmental Impact Report (EIR) for any impacts to our R/W and/or mitigation measures for our R/W. We would appreciate meeting with you to discuss the elements of the that Caltrans will use for our subsequent environmental compliance.

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 approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determinations or exemptions. The

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supporting documents must address all environmental impacts within Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

Caltrans has the following additional comments:

Environmental

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans R/W that includes impacts to the natural environment, infrastructure (highways/roadways/on- and off-ramps) and appurtenant features (lighting/signs/guardrail/slopes). Caltrans is interested in the analysis for resources listed in the Notice of Preparation of the DEIR.

Traffic Impact Study

1. If a commercial development occurs on parcels A, B, or C then a Vehicle Miles Traveled (VMT) based analysis needs to be conducted. The August 2020 VMT analysis cannot be used for a potential future commercial development.
2. If a commercial development occurs on parcels A, B, or C then a focused traffic study needs to be conducted which should also include a queuing analysis for the I-5 southbound off-ramp and I-5 northbound off-ramp to Palm Avenue.

If you have any questions, please contact Mark McCumsey, of the Caltrans Development Review Branch, at (619) 985-4957 or by e-mail sent to mark.mccumsey@dot.ca.gov

Sincerely,

electronically signed by

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review Branch