

California Department of Transportation

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January 29, 2024

11-SD-67

PM 24.126

Paseo Norte Senior Affordable Housing
MND/SCH# 2023120496

Mr. Marcus Lubich
Project Manager
County of San Diego, Department of General Services
5560 Overland Avenue, Suite 410
San Diego, CA 92123

Governor's Office of Planning & Research

Jan 29 2024

STATE CLEARINGHOUSE

Dear Mr. Lubich:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration for the Paseo Norte Senior Affordable Housing project located near State Route 67 (SR-67). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the County of San Diego in areas where the County and Caltrans have joint jurisdiction to improve the transportation network and

connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Engineering and Analysis

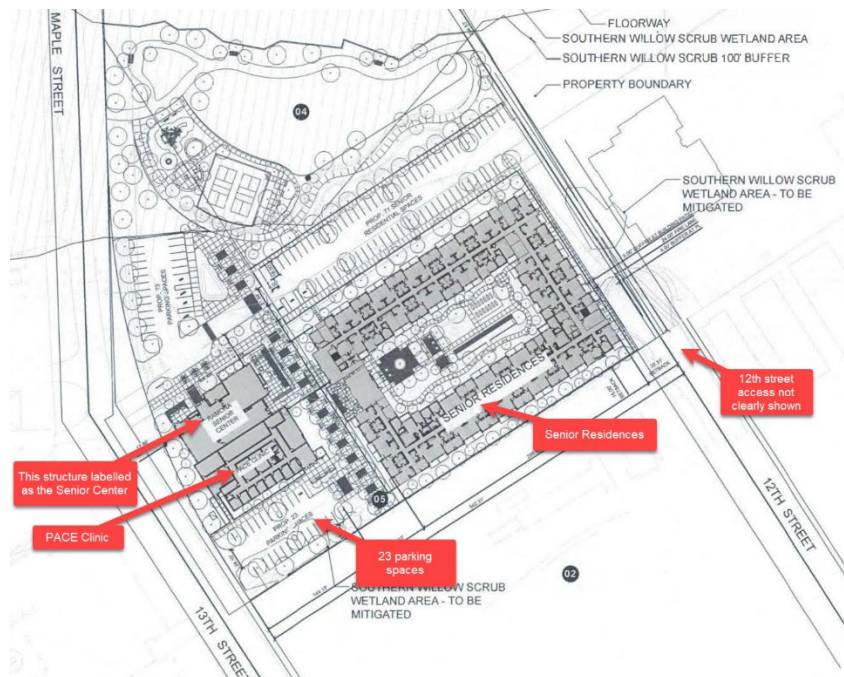
- This project proposes a total of 134 AM Peak hour and 179 PM Peak hours. These trips will most likely be coming from SR-67 /Main Street intersections of 12th Street and 13th street.
- Caltrans sent a comment letter on March 7, 2023, for the first review of the 13th Street intersection and 12th Street intersection delay analysis due to the proposed project trip generations. Caltrans comments were:

A. If 12th street will be used as an additional access street, then a transportation study to analyze the intersection impacts on SR-67 will need to be provided to Caltrans.

B. If 13th street driveway access is removed and then 12th street is used as a main gateway, a transportation study to analyze the intersection impacts on SR-67 will need to be provided to Caltrans.

This information was not provided.

The previous site plan showed the following:



- The current site plan now shows the Senior Center in a different location and 23 parking spaces removed.
- Please clarify if the Senior Center is located at the PACE location or if it is located at the Senior Housing location. In the text of the document, it seems that the Senior Center is located at the PACE location, but the map below shows it located at the Senior Housing.



- There is no mention of the number of employees and where these employees will be parking. Please clarify.
- Site plan does not show sidewalk improvements on 12th and 13th Streets that connect to existing sidewalks near SR-67/Main Street. The MND verbiage states these improvements. Please confirm in the site plan if sidewalk improvements will occur on 12th and 13th Streets.
- The 12th Street access seems to be half the width of the 12th Street roadway. Please clarify if this will be a one-way entrance only. It is recommended the 12th Street extension be widened to accommodate two lanes in each direction with shoulders.

Hydrology and Drainage Studies

- Please provide preliminary grading plans and hydrology/hydraulics studies for the existing and proposed conditions.
- Please provide proof of coordination with San Diego County Flood Control regarding impacts to the floodway. Provide written proof of the project's approval by San Diego County Flood Control.
- On all plans, show Caltrans' Right-of-Way (R/W).
- Caltrans generally does not allow development projects to impact hydraulics within the State's R/W. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.
- Early coordination with Caltrans is recommended.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the County of San Diego, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the County to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

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 network integrated through applicable "smart growth" type land use planning and policies.

The County should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-67.

Environmental

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, California Environmental Quality Act (CEQA) determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

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 including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's Final Environmental Document.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway network be eliminated or reduced to a level of insignificance pursuant to the CEQA and National Environmental Policy Act (NEPA) standards.

Right-of-Way

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

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.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or emailing D11.Permits@dot.ca.gov or by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Sandy Vazquez, LDR Coordinator, at (619) 987-3580 or by e-mail sent to Sandra.Vazquez@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, G.I.S.P.
Acting Branch Chief
Local Development Review