

California Department of Transportation

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Governor's Office of Planning & Research

October 7, 2021

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STATE CLEARINGHOUSE

11-SD-76
PM 2.615
Ocean KAMP
DEIR/SCH#2006111033

Mr. Sergio Madera
Principal Planner
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Dear Mr. Madera:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for the Ocean KAMP project located near State Route 76 (SR-76). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development-Intergovernmental Review (LD-IGR) 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 City of Oceanside in areas where the City 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:

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

Additionally, Caltrans and SANDAG, in partnership with the City of Oceanside and other local agencies, are preparing a Comprehensive Multimodal Corridor Plan (CMCP) for the North County San Diego sub-region, which encompasses the City of Oceanside. We recommend that the transportation improvements implemented to accommodate this project be coordinated with and support the mobility system improvements in the CMCP.

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 City of Oceanside is encouraged.

Signal modifications involving Caltrans R/W would need to be coordinated with the City of Oceanside and Caltrans to determine if it is feasible and to make sure that the technology proposed would be compatible with the existing infrastructure for both the local roads and freeway ramps. Caltrans will need to consult further with the City of Oceanside on their acceptance of this strategy before it can be formally supported. If

Caltrans staff have to design changes for signal modifications and/or other changes to state R/W, funding must be provided.

Pedestrian and bicycle improvements at the intersection of SR-76 and Foussat Road need to be implemented to the satisfaction of Caltrans, due to the increased presence of pedestrians and bicyclists generated from the project. Improvements should include, but are not limited to:

- ADA compliant sidewalk installed on Foussat Road between SR-76 and the development.
- ADA compliant curb ramps at the intersection of SR-76 and Foussat Road.
- Installation of Accessible Pedestrian Signals (APS) and countdown pedestrian signal heads at the intersection of SR-76 and Foussat Road.

Caltrans encourages Active Transportation such as bike/ped paths and access. Please clarify if the Ocean KAMP bike networks connect to local or regional bike networks. Please confirm if bicycle parking will be available on-site.

Please provide further details and an explanation why the retail/commercial VMT will decrease by 917,756 with the addition of the project.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the EIR 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 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 identify 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

lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, the Department of Transportation (Caltrans) is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-76.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of greenhouse gas (GHG) emissions and other pollutants. The availability of affordable and reliable, high speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

Hydrology and Drainage Studies

- Provide FEMA Flood plain mapping for the proposed location.
- Demonstrate coordination with County Flood Control District regarding flood plain impacts.
- Provide Right-of-Way (R/W) lines indicating the Department of Transportation (Department) property in all applicable maps.
- Please work with Caltrans to obtain and present As-built information for SR-76 for the portion of the site location. If As-built cannot be obtained for this portion of SR-76, provide any existing drainage facility survey date.
- Provide preliminary grading plans that distinguish predevelopment conditions and post development conditions, include AES for predevelopment 100-year storm.
- Contours on the Hydrology maps are illegible. Please clearly show contour lines with 2-foot contours and clearly label the 2-foot contours.
- Please provide NRCS hydrologic soil group map.
- Provide Flow paths for post development Hydrology.
- Existing contours in the predevelopment map should match the existing contours shown on the post development map. Please clarify why these are different.
- Please provide the following information for the proposed detention basin that drains into the Caltrans drainage facility:
 1. Plans: schematic
 2. Elevations vs Storage

3. Elevation vs Area
 4. Elevation vs outlet flow
 5. Inflow vs Outflow
 6. Elevation vs Time
 7. Volume vs Time
 8. Preliminary grading plans for the detention basin
- Caltrans does not allow diversion as indicated in table one of the drainage study, please revise.
 - Any modification to the existing drainage and increase runoff to State facilities will not be allowed.

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 California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Existing segments of SR-76 currently experience significant delay. According to the project's supporting documents, the proposed project is calculated to generate 19,040 weekday ADT. Caltrans recommends that the City consider making provisions for the transportation needs associated with these expected trips, using a multimodal approach. Caltrans will work with our local partners to focus on maximizing use of the existing system to improve travel and the ability of people and goods to reach their destinations (accessibility) through other innovative solutions and alternatives to single occupancy vehicle use.

The Local Transportation Study (LTS) states that "the addition of Project traffic is calculated to contribute to operational deficiencies" on SR-76. The LTS cites fair share contributions for improvements on SR-76 "to reduce the Project's effect on the locations listed..." Caltrans requests that the City commit to use the contributions listed for SR-76 improvements to therefore make improvements to SR-76.

Caltrans recommends consideration of fair share funds towards future improvements associated with SR-76 corridor. Recommended feasible mitigation measures include fair share contribution towards bike and pedestrian improvements on SR-76. 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 mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

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 Kimberly Dodson, IGR Coordinator, at (619) 985-1587 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

Kimberly Dodson for

MAURICE A. EATON
Branch Chief
Local Development and Intergovernmental Review