

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Dec 21 2020

STATE CLEARINGHOUSE

December 21, 2020

11-SD-5
PM VAR

Los Penasquitos Lagoon Enhancement Plan
DEIR/SCH#2017121036

Ms. Cindy Krimmel
California Department of Parks and Recreation
4477 Pacific Highway
San Diego, CA 92110

Dear Ms. Krimmel:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for the Los Penasquitos Lagoon Enhancement Plan located near Interstate 5 (I-5). 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:

Hydrology and Drainage Studies**PROJECT ISSUES DISCUSSED IN THE DOCUMENT SUMMARY**

1. The last sentence under the first bullet item states "Freshwater management measures would include decreases of input through watershed runoff reduction, potential diversion, and beneficial use of these flows where feasible." How does this project propose to decrease input through the watershed runoff reduction? What potential diversion(s) are identified? How is beneficial use of flows identified and implemented?

DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE LOS PEÑASQUITOS LAGOON ENHANCEMENT PLAN SAN DIEGO, CALIFORNIA (Nov. 2020)

2. Table ES-1: What is the impact (significant, not significant, no impact) due to the proposed improvements to the FEMA defined Floodplain and Floodways and associated water surface elevations for:

- a. Los Penasquitos Creek
- b. Carroll Canyon Creek
- c. Carmel Creek
- d. Soledad Canyon Creek

3. §3.4.1.3: DEIR

a. What is the impact to the FEMA defined Floodplain and Floodways and associated water surface elevations and the water surface elevations at the California Department of the Transportation (Department) bridge structures due to the proposed:

- i. Modification of existing channels dimensions?
- ii. Channel bank modifications?
- iii. Channel creation?
- iv. Focused grading?
- v. Inlet improvements?
- vi. Floodplain restoration?
- vii. Treatment Wetlands (increase in manning's n)?
- viii. Salt marsh enhancement and expansion (increase in Manning's N value)?

b. By reducing the residence times for impounded waters within Los Peñasquitos Lagoon that are associated with both nuisance dry weather flows and floodwaters from storm runoff, would this increase scour potential at the Interstate 5 (I-5) Carmel Valley Creek Bridge abutments and columns? Coordination with Caltrans should occur to assure adverse impacts to bridge abutments are avoided.

4. The proposed project features may significantly alter the FEMA defined Floodplain and associated water surface elevations through the project area and have potential adverse impacts to the I-5 and Interstate 805 (I-805) facilities. Caltrans requests that the California Department of Parks and Recreation and the City of San Diego (acting as FEMA representative) include Caltrans in reviews of all submittals to the City's Development Services Department

regarding floodplain administration and allow for Caltrans to comment prior to the Conditional Letter of Map Revision (CLOMR) application or the Permit issue, to assure that the Department's assets are not adversely impacted by any change in the water surface elevation resulting from this project.

5. Per 44 CFR §65.12, Caltrans requests that a formal notification be sent to Caltrans when the City of San Diego approves the permit to alter the floodplain and/or when the Developer applies for the Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR).

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 system. Caltrans supports improved bicycle and pedestrian access and safety improvements that promotes a complete and integrated transportation system.

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 California Department of Parks and Recreation to evaluate potential Complete Streets projects.

Caltrans Deputy Directive 64-Revision 2 (DD-64-R2): Complete Streets – Integrating the Transportation System directs Caltrans to encourage integrated transportation systems that benefit all travelers. Caltrans seeks to also reduce vehicle trips and new vehicle miles traveled associated with development and recommends appropriate measures to avoid, minimize, or mitigate transportation impacts through smart mobility community design and innovative multimodal demand reduction strategies. Therefore, Caltrans has the following comments.

Sea to Sea Trail

Please be aware that Caltrans is in the process of developing plans to connect the bicycle path on Sorrento Valley Road west of I-5 and the bicycle path

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located east of I-5. The connection will be located underneath where I-5 and SR-56 meet.

Traffic Control Plan/Hauling

The California Department of Transportation (Caltrans) has discretionary authority with respect to highways under its jurisdiction and may, upon application and if good cause appears, issue a special permit to operate or move a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations specified in the California Vehicle Code. The Caltrans Transportation Permits Issuance Branch is responsible for the issuance of these special transportation permits for oversize/overweight vehicles on the State Highway System. Additional information is provided online at:

<http://www.dot.ca.gov/trafficops/permits/index.html>

A Traffic Control Plan may need to be submitted to Caltrans District 11, including the interchanges at I-5/Carmel Valley Rd., at least 30 days prior to the start of any construction. Traffic shall not be unreasonably delayed. The plan shall also outline suggested detours to use during closures, including routes and signage.

Potential impacts to the highway facilities (I-5) and traveling public from the detour, demolition and other construction activities should be discussed and addressed before work begins.

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 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 any additional mitigation measures identified for the DEIR.

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.
- Several work areas appear to be within Caltrans R/W. The applicant will need to work with Caltrans' District 11 Permits Branch. The documents attached do not go into great detail describing what the proposed work entails within the project area. With additional information describing the work proposed within Caltrans R/W, we would be able to provide more detailed comments.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or by visiting the website at <http://www.dot.ca.gov/trafficops/ep/index.html>. Early coordination with Caltrans is strongly advised for all encroachment permits.

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If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 985-1587 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

electronically signed by

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review