

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

SEP 25 2019**STATE CLEARINGHOUSE**

September 25, 2019

11-SD-76

PM 6.21

North River Farms

Recirculated DIER/SCH#2017111069

Mr. Rob Dmohowski
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Dear Mr. Dmohowski:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Recirculated Draft Environmental Impact Report (DEIR) for the North River Farms project located near State Route 76 (SR-76). 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

For "Policy EDE-3a-4" as identified in Table 1 of the *City of Oceanside Economic Development Element Consistency Evaluation*, please change the following statement:

"contribute \$400,000 to Caltrans for traffic signal optimization for the eight intersections on Freeway 76"

to "contribute \$400,000 to Caltrans for Adaptive Traffic Signal Controls for the eight intersections on State Route 76".

Traffic signal optimization or signal timing is performed on a continual basis by the Caltrans Signal Operations Branch, therefore signal timing is not considered a mitigation measure.

Adaptive Traffic Signal Controls will need to be reviewed and approved by Caltrans.

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.

Caltrans recommends consideration of funds towards future improvements associated with SR-76 corridor. Since the North River Farms Project's impacts are considered significant, feasible mitigation measures to State facilities should be identified in the TIS. Recommended feasible mitigation measures include \$400,000 contribution towards Adaptive Traffic Signal Controls 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. 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

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

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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