

Appendix F:
Public Review Comments and Responses

Final Initial Study with Mitigated Negative Declaration

Coastal Rail Trail Project
State Clearinghouse No. 2021060094

Public Review Comments and Responses

The following letters of comment were received from agencies and organizations during the 30-day public review period (June 9, 2021 to July 12, 2021) of the Draft Initial Study with Proposed Mitigated Negative Declaration. A copy of each comment letter along with corresponding responses is included here.

<u>Letter</u>	<u>Author</u>	<u>Page Number</u>
<u>A</u>	<u>California Department of Transportation</u>	<u>RTC-2</u>
<u>B</u>	<u>San Diego County Archaeological Society, Inc.</u>	<u>RTC-6</u>

LETTER A – CALIFORNIA DEPARTMENT OF TRANSPORTATION

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 709-5152 | FAX (619) 688-4299 TTY 711
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July 9, 2021

11-SD-5
PM VAR
Coastal Rail Trail
MND/SCH#2021060094

Mr. Richard Greenbauer
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Dear Mr. Greenbauer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration (MND) for the Coastal Rail Trail located near Interstate 5 (I-5). 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 has the following comments:

Traffic Impact Study

- All proposed Coastal Rail Trail facilities within Caltrans Right-of-Way (R/W) will require review by Caltrans functional units.
- The project will need to follow the applicable procedures to obtain an encroachment permit.

} **A-1**
 } **A-2**

"Provide a safe and reliable transportation network that serves all people and respects the environment"

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 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 City to evaluate potential Complete Streets projects.

A-3

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.

A-4

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

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.

A-5

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, any

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Greenbauer
July 9, 2021
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CEQA determinations or exemptions. 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 lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

A-5

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.

A-6

A-7

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,

Maurice A. Eaton

MAURICE EATON
Branch Chief
Local Development and Intergovernmental Review

"Provide a safe and reliable transportation network that serves all people and respects the environment"

RESPONSE A – CALIFORNIA DEPARTMENT OF TRANSPORTATION

- A-1: There are no Coastal Rail Trail facilities proposed within Caltrans Right-of-Way (R/W). R/W for the Project includes City of Oceanside R/W (Oceanside Boulevard and Buccaneer Park) and North County Transit District (NCTD) Railroad R/W. As there is no Caltrans R/W, no Caltrans review of the Project is required.
- A-2: There are no Coastal Rail Trail facilities proposed within Caltrans R/W. R/W for the Project includes City of Oceanside R/W (Oceanside Boulevard and Buccaneer Park) and NCTD Railroad R/W. As there is no Caltrans R/W, no Caltrans encroachment permit is required.
- A-3: As the Project will not affect Caltrans R/W and is not utilizing any funding administered through Caltrans, the Project does not require coordination with Caltrans.
- A-4: As the Project will not affect Caltrans R/W and is not utilizing any funding administered through Caltrans, the Project is not subject to Caltrans jurisdiction.
- A-5: There are no Coastal Rail Trail facilities proposed within Caltrans R/W. R/W for the Project includes City of Oceanside R/W (Oceanside Boulevard and Buccaneer Park) and NCTD Railroad R/W. Further, the Project is not utilizing any funding administered through Caltrans; therefore, the Project is not subject to Caltrans jurisdiction.
- A-6: There are no Coastal Rail Trail facilities proposed within Caltrans R/W. R/W for the Project includes City of Oceanside R/W (Oceanside Boulevard and Buccaneer Park) and NCTD Railroad R/W; therefore, no survey monuments are required.
- A-7: There are no Coastal Rail Trail facilities proposed within Caltrans R/W. R/W for the Project includes City of Oceanside R/W (Oceanside Boulevard and Buccaneer Park) and NCTD Railroad R/W. As there is no Caltrans R/W, no Caltrans encroachment permit is required.

LETTER B – SAN DIEGO COUNTY ARCHAEOLOGICAL SOCIETY, INC.



San Diego County Archaeological Society, Inc.

Environmental Review Committee

11 July 2021

To: Mr. Richard Greenbauer, Principal Planner
Planning Division
City of Oceanside
300 North Coast Highway
Oceanside, California 92054

Subject: Draft Mitigated Negative Declaration
Coastal Rail Trail Project

Dear Mr. Madera:

I have reviewed the subject DMND on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DMND, we agree with the included cultural resources mitigation program for the Coastal Rail Trail Project. } **B-1**

Thank you for including SDCAS in the City's environmental review process for this project.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

RESPONSE B – SAN DIEGO COUNTY ARCHAEOLOGICAL SOCIETY, INC.

B-1: The City of Oceanside appreciates the review and comment from the San Diego County Archaeological Society, Inc.