Letter A-2 – Department of Transportation

A-2-1 The County acknowledges and appreciates the comment. The comment will be included as part of the FEIR and considered by the decision makers. The comment provides introductory information concerning the mission of Caltrans, along with a general description of its Local Development – Intergovernmental Review (LD-IGR) Program, which reviews land use projects and plans to ensure consistency with Caltrans’ mission and its articulated state planning priorities. The comment also generally refers to the DEIR and its location.

Caltrans notes it encourages early consultation and coordination with local jurisdictions and project proponents. For the proposed Project, the County released the pre-DEIR traffic study to Caltrans for initial review. In addition, Caltrans reviewed and provided comments on the DEIR’s revised Traffic Impact Analysis (TIA), dated August 22, 2014, for the proposed Project prior the finalization of the TIA and incorporation into the Public Review DEIR. Moreover, Caltrans engaged in early consultation/coordination with the Project applicants’ traffic consultants, including a meeting held on February 19, 2015. The County appreciates that Caltrans made itself available for these early consultation/coordination efforts and provided comments on the pre-Public Review Draft of the TIA.

As an introductory comment, it does not raise any new issue or include any new substantive comment concerning the adequacy of the DEIR. For that reason, the County provides no further response to this comment.

A-2-2 The DEIR’s cumulative TIA was prepared utilizing SANDAG’s Series 11 Year 2025 Transportation Model to forecast cumulative (Year 2025) traffic volumes. (See DEIR, Section 2.9, Transportation and Traffic; and DEIR, Appendix C-12, Traffic Impact Analysis [TIA], Section 7.0.) The model was developed for the Otay Ranch Village Two Comprehensive SPA Amendment projects and it includes all anticipated growth in eastern Chula Vista, including the other Otay Village projects, as well as the Jamul Casino project, which is outside the City’s jurisdictional boundaries.

In response to the comment, both TIA Table 7.1 and EIR Table 1.0-6, which is based on Table 7.1, as well as the related discussions in each document, have been revised to specify the complete list of cumulative projects included in the cumulative TIA. In addition, the land use inventory used by SANDAG in developing the 2025 model has been added to Appendix F of the TIA. Please see Response to Comment D-238 for additional information.

A-2-3 The SANDAG Series 11 model shows Traffic Analysis Zone (TAZ) 4135 (Planning Area [PA] 17) as generating 6,227 average daily trips (ADT). A screen shot of the model output is provided below and will be included in Appendix F to the TIA, which is included as Appendix C-12 of the FEIR.
As shown, the model calculated approximately 6,200 ADT (6,227 rounded to the nearest hundredth) coming out of TAZ 4135.

However, this trip generation output is inconsistent with the land uses currently planned for PA 17. Based on the Otay Ranch General Development Plan, which governs the land uses for PA 17, the PA 17 land uses are designated as 296 Single Family Residential units, with the remainder of the Planning Area designated as Open Space. (See http://www.chulavistaca.gov/home/showdocument?id=6777, adopted October 1993 and last revised on February 2013.) These 296 Single Family Residential units would generate 2,960 ADT (trip generation calculated using the SANDAG Not So Brief Trip Generation Guideline for the San Diego Region). Correspondingly, of those 2,960 ADT, approximately 220 trips would be attributable to the Project (see Appendix F of the TIA).

As a result, the traffic engineer made manual adjustments to the Series 11 Model, based on the actual planned land uses for PA 17, to accurately reflect the correct trip generation as well as the correct Resort Village/proposed Project trip distribution patterns within TAZ 4135. Accordingly, the PA 17 manual adjustment calculations and model output were built into the Project’s traffic analysis and are provided in Appendix F of the TIA.

A-2-4 The proposed Project does not result in any direct impact to a Caltrans facility; therefore, no mitigation improvements are proposed that would require work to be performed within the Caltrans right-of-way.

The proposed Project would result in a significant cumulative impact to the intersection of SR-94/Otay Lakes Road, which is a Caltrans facility; normally, the significant cumulative impact would be mitigated through some form of fair-share payment in proportion to the Project’s impacts. However, Caltrans does not have a plan or program in place at this time to fund and construct improvements at this intersection to mitigate the cumulative impact. Therefore, the impact would remain significant and unavoidable, and no work within the Caltrans right-of-way is anticipated. (See e-mail, Mr. Jacob Armstrong, Branch Chief of Development Review and System Planning, Caltrans District 11, February 12, 2015, which is provided in Appendix F2.9 of the FEIR. In addition, the e-mail is available to any interested party upon request and is incorporated by reference.)

A-2-5 The County acknowledges and appreciates the information provided by Caltrans concerning construction within the right-of-way of Caltrans. However, because the Project does not require
any construction to be performed within the Caltrans right-of-way, no improvement plans, ADA compliance, or encroachment permit is required. Please see Response to Comment A-2-4 for additional information responsive to this comment.

**A-2-6** The County acknowledges and appreciates the comment. It will be included as part of the FEIR and considered by the decision makers. However, the comment provides concluding remarks and does not raise any new issue or include any new substantive comment concerning the adequacy of the DEIR. For that reason, the County provides no further response to this comment.