

**Appendix M**  
**Responses to Comments on the Draft EIR**

The Draft Environmental Impact Report (Draft EIR) for the South Bay Bus Rapid Transit (BRT) Project was distributed for public review on January 29, 2013, initiating a 60-day public review period ending on March 29, 2013. The document was made available online, at public libraries in the project area, and at SANDAG’s office. A total of approximately 74 letters and emails were received before the close of the public comment period. After the close of the public comment period, approximately 4 more letters were submitted. Pursuant to California Environmental Quality Act (CEQA) Guidelines §15088(a), “the lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response.” All comment letters received on the South Bay BRT Draft EIR, including the four letters received after the close of the public comment period, were evaluated for environmental issues, and written responses to comments on environmental issues were prepared.

Table 1 provides a list of the comment letters received, including details on the agency, organization, or individual that submitted the letter and the date of the letter. This appendix presents written responses to comments on environmental issues raised in these letters. The written responses describe the disposition of significant environmental issues raised, as required by CEQA Guidelines §15088(c).

**Table 1**  
**List of Comment Letters on the South Bay Bus Rapid Transit Draft EIR**

<b>Letter Number</b>	<b>Public Agency, Organization, or Individual</b>	<b>Date of Letter</b>
1	California Department of Fish and Wildlife	March 14, 2013
2	California Department of Transportation	March 28, 2013
3	City of Chula Vista	March 29, 2013
4	Governor’s Office of Planning and Research	March 15, 2013
5	Green Bryant & French, LLP on behalf of the Treviana at Lomas Verde Homeowners Association	March 29, 2013
6	Native American Heritage Commission	February 5, 2013
7	San Diego Metropolitan Transit System	March 27, 2013
8	Alex Napoles	February 19, 2013
9	Anna Radlinger	February 19, 2013
10	Anna Radlinger	February 19, 2013
11	Basil Ohnysty	February 20, 2013
12	Basil Ohnysty	March 16, 2013
13	Basil Ohnysty	March 18, 2013
14	Basil Ohnysty	February 19, 2013
15	Basil Ohnysty	February 19, 2013
16	Cortiss and Kevin Smith	April 2, 2013
17	Craig Radlinger	February 19, 2013
18	Craig Radlinger	February 19, 2013
19	Cristina Bautista	February 15, 2013
20	Dan Atwell and Doris Abran	March 27, 2013
21	David Danciu	March 28, 2013
22	David Danciu	March 29, 2013
23	Dawn Evans	February 12, 2013
24	Don Crumbley	March 29, 2013
25	Ed and Veronica Rodriquez	February 15, 2013
26	Elroy Kihano	March 24, 2013
27	Elroy Kihano	March 28, 2013
28	Fermin Garcia	February 18, 2013
29	Fermin Garcia	February 19, 2013

**Table 1**  
**List of Comment Letters on the South Bay Bus Rapid Transit Draft EIR**

<b>Letter Number</b>	<b>Public Agency, Organization, or Individual</b>	<b>Date of Letter</b>
30	Francisco Gomez	March 29, 2013
31	Gerald Soltero	February 19, 2013
32	Gerald Soltero	February 19, 2013
33	Guillermo Cordero	February 19, 2013
34	Guillermo Escobar	February 19, 2013
35	Ingrid Velasquez	February 7, 2013
36	Ingrid Velasquez	February 19, 2013
37	Irma Elshafei	March 23, 2013
38	Irma Elshafei	March 23, 2013
39	Jack Shu	February 19, 2013
40	Jo Anne Springer	February 21, 2013
41	Jo Anne Springer	March 29, 2013
42	Joan Van der Hoeven	February 7, 2013
43	JoAnn Henderson	February 19, 2013
44	John Mantey	March 29, 2013
45	John McColl	February 19, 2013
46	Joyce Gomez	March 28, 2013
47	Kathryn O'Brien	February 19, 2013
48	Kristine Armstrong	February 26, 2013
49	Kristine Ferguson	February 19, 2013
50	Larry Wilson	March 28, 2013
51	Leonard J. Fabian	February 14, 2013
52	Letha Morgan	February 19, 2013
53	Lillian Adney	March 28, 2013
54	Luming Santos	March 27, 2013
55	Lydia Cordero	February 19, 2013
56	Mary Clifford	March 28, 2013
57	Michelle Rodriguez	February 21, 2013
58	Nicola Kavanagh	March 28, 2013
59	Patricia Crisafulli	March 28, 2013
60	Phil Lenud	February 18, 2013
61	Rhonda Lorkowski	March 15, 2013
62	Sheri Given	February 19, 2013
63	Shirley Bodie	March 29, 2013
64	Silvia C. Ortiz	February 19, 2013
65	Steve Conner	March 29, 2013
66	Vilma Coquia	February 19, 2013
67	Vilma Coquia	March 25, 2013
68	Vilma Coquia	March 26, 2013
69	Elliot Nichols	March 27, 2013
70	Jesus Nunez	March 27, 2013
71	Kristine Ferguson	March 27, 2013
72	Solange and Christopher Dodge	March 26, 2013
73	Charles Henderson	March 29, 2013
74	Erlinda Favis	March 30, 2013
75	Raul Ramirez, Jr.	March 31, 2013
76	Ray Howard	April 1, 2013
77	Crossroads Chula Vista	May 23, 2013
78	Erika Griffith	February 19, 2013

# MASTER RESPONSES TO COMMENTS

Common themes were repeated throughout many of the comment letters listed in Table 1. Eight Master Responses have been developed to respond to these common themes. Each Master Response has been identified by a corresponding number, as shown below in Table 2. For efficiency, the text for each Master Response is provided here for ease of reference instead of repeating text for each individual comment received. Individual comments that are addressed by these Master Responses are referred to by the numbered code (e.g., “Please refer to Master Response 1”).

**Table 2 - Master Responses to Comments**

Master Response Number	Master Response Topic	Page Number
1	Project Alternatives	3
2	Aesthetic and Visual Impacts at Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)	10
3	Noise Impacts at the Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)	13
4	Vibration Impacts at Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)	14
5	Traffic Impacts in Chula Vista Segment (Magdalena Avenue to I-805)	16
6	Air Quality Impacts at Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)	18
7	Land Use, Population and Housing Impacts at Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)	20
8	Public Safety Impacts in the Chula Vista Segment (I-805 to State Route 125)	22

All references to section numbers in the Master Responses are from the *Guidelines for Implementation of the California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15000 et seq.* (“CEQA Guidelines”) unless otherwise noted.

## Master Response 1 – Project Alternatives

Several comments received on the Draft EIR address the analysis of project alternatives. The comments criticize the omission of specified alternatives from the analysis, criticize the level of consideration given to project alternatives, and express preferences for project alternatives.

CEQA requires that an EIR: (1) describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and (2) evaluate the comparative merits of the alternatives (§15126.6). An EIR need not consider every conceivable alternative to a project (§15126.6). Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation (§15126.6). For context, the project objectives and significant and unavoidable impacts of the proposed project as discussed in the Draft EIR are summarized below.

## South Bay BRT Project Objectives

The Draft EIR for the South Bay BRT project identifies the following project objectives:

1. Provide BRT transit service to address the travel demand and capacity imbalance in the transportation corridor between the Otay Mesa Port of Entry and downtown San Diego as defined in the RTP and Final Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan.
2. Serve unmet travel demand by providing planned high-speed transit service between population and employment centers in downtown San Diego, eastern Chula Vista, and the Otay Mesa Port of Entry in accordance with the City of Chula Vista General Plan Update and the 2030 RTP.
3. Provide a high-speed transit service that is direct, reliable, pedestrian accessible, and convenient to connect residential areas with employment and other major activity centers utilizing the planned guideway network in eastern Chula Vista and transit infrastructure at the Otay Mesa Port of Entry and in downtown San Diego.
4. Provide a BRT transit system consistent with adopted local and regional plans and policies and related environmental documents.
5. Support smart growth principles addressed in the 2004 RCP by incorporating existing and planned transit-oriented development within the proposed South Bay BRT corridor.

## Significant and Unavoidable Environmental Impacts of the South Bay BRT Project

The Draft EIR identifies the following significant and unavoidable impacts for the proposed project:

- During construction, the temporary noise barriers within the East Palomar Street Guideway between State Route 125 and Magdalena Avenue would result in a significant and unavoidable adverse impact to visual character and quality of the adjacent Monet Attached Villas and Treviana Townhomes.
- The long-term presence of the East Palomar Street Guideway between State Route 125 and Magdalena Avenue would result in a permanent significant and unavoidable adverse impact to visual character and quality of the adjacent Monet Attached Villas and Treviana Townhomes.
- During construction, vibration from construction equipment would exceed the Federal Transit Administration (FTA) threshold for vibration annoyance at Monet Attached Villas and Treviana Townhomes within 80 feet of work areas.
- During construction, the project would generate air pollutants for which the San Diego Air Basin is in non-attainment. Since the project's construction timeframe and resulting emissions would overlap with construction of other projects with substantial emissions, the resulting net increase in air pollution is considered cumulatively considerable. Because project construction would contribute to the cumulatively considerable increase in air pollution, the project's impact is considered cumulatively significant and unavoidable.

## Alternatives Discussed in the Draft EIR

The project alternatives analysis required by CEQA is set forth in Section 5 of the Draft EIR. The range of alternatives discussed in the Draft EIR meets the requirements of CEQA and the CEQA Guidelines (§15126.6). An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation (§15126[a]). The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice (§15126.6[f]). The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project.

The Draft EIR discusses eight alternatives to the proposed project, including seven build alternatives and the No Project Alternative that is required by CEQA. The seven build alternatives were developed for their potential to avoid the significant impacts of the proposed project. The build alternatives were then compared to screening criteria to determine their ability to meet most of the basic objectives of the project. The screening criteria were developed to support the project objectives identified above and reflect specific operating characteristics identified by SANDAG within the Regional Transit Vision adopted in 2001 and refined within subsequent SANDAG planning documents. The alternatives developed are focused on minimizing or avoiding significant impacts of the proposed project within the Chula Vista segment.

The Draft EIR concludes that two alternatives – Alternative 1B One Lane Guideway Bridge and Alternative 2 Olympic Parkway Go Around – have the ability to avoid or substantially lessen significant impacts of the South Bay BRT project while meeting most of the basic objectives of the project. The other five build alternatives were eliminated from detailed consideration in the Draft EIR because of one or more of the following reasons: they would not be able to meet most of the basic project objectives, they would be infeasible, or they would not avoid significant environmental impacts, consistent with the CEQA Guidelines (§15126.6[c]).

The two build alternatives – Alternative 1B One Lane Guideway Bridge and Alternative 2 Olympic Parkway Go Around – and the mandatory No Project Alternative were selected for detailed analysis in the Draft EIR. The Draft EIR identifies and compares the distinguishing characteristics of each alternative, their ability to attain most of the project objectives, and their significant environmental effects. The level of detail provided in the Draft EIR alternatives evaluation is sufficient to allow meaningful evaluation, analysis, and comparison with the proposed project as required by CEQA and the CEQA Guidelines (§15126.6[d]).

The intent of Alternative 1B is to avoid or reduce the significant and unavoidable temporary and permanent impacts of the proposed Project to visual character and quality between SR-125 and Magdalena Avenue. Implementation of the One Lane Guideway Bridge under Alternative 1B would lessen the significant temporary and permanent adverse impacts to the visual character and quality of the Monet Attached Villas and Treviana Townhomes, the significant cumulative construction air quality effects, and significant construction vibration levels of the proposed project, but not to a level less than significant. Temporary and permanent visual character impacts, air quality impacts, and construction vibration levels would remain significant and unavoidable under Alternative 1B. Same as the proposed project, construction noise levels would be mitigated to less than significant under Alternative 1B. Other environmental impacts of Alternative 1B would be similar to the proposed project.

Moreover, while Alternative 1B would meet the five project objectives, it would meet Project Objective 3 to a lesser degree than the proposed project for the following reasons. One of the objectives of the project (#3) is to provide high-speed transit service that is direct, reliable, pedestrian accessible, and convenient. For most of the approximately 21 mile alignment, Alternative 1B would be the same as the proposed project and would meet project objective 3. But because of the one lane guideway between Magdalena Avenue and State Route 125, bus operations would be less reliable under Alternative 1B relative to the proposed project. The proposed project would include a dedicated guideway for two-way traffic to ensure a high level of schedule reliability. Implementing an approximately 900-foot-long one lane guideway in the middle of the route under Alternative 1B would increase the potential for schedule unreliability and delays relative to the proposed project because a bus would have to wait on one end of the single lane guideway while another bus navigates through the same single lane section. This delay would be difficult to accurately account for in the schedule, and would result in a less reliable service. The one lane bridge alternative would increase travel times and schedule implications due to limited operations capability along the one lane section than would be the case with the Project.

Throughout the region, one track rail operations are being replaced with two tracks due to the complexity and schedule and operational unreliability that a single track adds to rail operations. The schedule and operational effects of a single lane guideway in the South Bay BRT operations would be similar to the effects of a single lane track for rail operations. Therefore, Alternative 1B would meet project objective 3, but to a lesser degree than the proposed project.

Alternative 1B would meet the other four project objectives to provide BRT transit service to address the travel demand and capacity imbalance in the transportation corridor between the Otay Mesa Port of Entry and downtown San Diego (project objective 1), serve unmet travel demand by providing planned high-speed transit service between population and employment centers (project objective 2), provide a BRT transit system consistent with adopted local and regional plans, (project objective 4), and support smart growth principles (project objective 5).

Implementation of the Olympic Parkway Go-Around under Alternative 2 would completely avoid the significant visual character and construction vibration levels of the proposed project. However, the use of general traffic lanes for bus operations on Olympic Parkway in lieu of the dedicated guideway and State Route 125 overcrossing under the proposed project would significantly decrease the reliability and operability of the proposed bus service.

In addition, under Alternative 2 the proposed Santa Venetia Station would not be constructed. This station is proposed to be located within walking distance of the surrounding transit-oriented community, in part to reduce the number of vehicle trips in and around the surrounding community. Without this station, traffic congestion, air quality impacts, greenhouse gas emissions impacts, and land use and planning impacts would be greater under Alternative 2. Further, Alternative 2 would not meet the project objectives of addressing travel demand and capacity imbalance, serving unmet travel demand, and providing a transit system consistent with adopted local and regional plans and policies. Alternative 2 would fall short of adding service to population and employment centers, and using planned stations and the existing easement right-of-way dedication of the guideway.

Of the alternatives considered in detail in the Draft EIR, the Go-Around proposed under Alternative 2 has the highest potential for schedule disruption. The BRT is designed to operate similar to light rail transit within a dedicated guideway to ensure a high level of schedule reliability, speed, and operation. With Alternative 2, operational speed in the center of the route would experience substantial delays. Traffic modeling for this alternative cannot predict the details of these delays to the proposed service, because such delays would be associated with intermittent special events in the surrounding area, increased congestion due to holiday shopping at the nearby mall, or other random traffic incidents that are typical of a major arterial roadway that provides access to suburban residential communities and regional-serving commercial businesses. Even without the ability to determine the specific delays, under this alternative the overall project route would incur a substantial reduction in service quality relative to the proposed project, thus not achieving the project objectives to provide a high-speed transit service, be consistent with adopted local and regional plans, and support smart growth principles.

The No Project Alternative would avoid the significant visual character impacts and construction noise levels of the proposed project, but result in greater environmental effects for air quality, greenhouse gas emissions, land use and planning, noise, and transportation and traffic than the proposed project. The No Project Alternative would not achieve any of the project objectives.

## Alternatives Proposed in Comments on the Draft EIR

Some comments reference specific alternatives to the South Bay BRT project that were not included in the Draft EIR. Discussion of why those specific alternatives were not included in the Draft EIR is provided below. In general, these alternatives would not meet one or both of the CEQA requirements for reasonable alternatives that need to be described in an EIR: (1) feasibly attain most of the basic objectives of the project, and/or (2) avoid or substantially lessen any of the significant effects of the project. The Draft EIR alternatives evaluation is adequate under CEQA as described previously. Although not required by CEQA or the CEQA Guidelines, the specific alternatives raised in the Draft EIR comments are addressed here.

### *Light Rail Alternative*

A light rail alternative was not included in the Draft EIR because it would not avoid or substantially lessen any of the significant and unavoidable environmental effects of the South Bay BRT project. A light rail alternative could result in an increased level of environmental impact relative to the proposed project because the requirements of light rail are more infrastructure intensive and the operations have more significant requirements by the California Public Utilities Commission (gates, bells at crossing, limited pedestrian crossings), that could cause additional significant project impacts. For example, visual impacts would likely be greater under a light rail alternative due to the presence of overhead catenary wire throughout the entire BRT project area. Noise impacts would likely be greater because of the requirements for bells or horns at roadway crossings. Traffic impacts would be greater where gates are required at roadway crossings.

The EIR must analyze alternatives that avoid or substantially reduce the proposed project's impacts. (CEQA Guidelines §15126.6.) A lead agency is not required to consider potential alternatives that would not reduce the significant environmental impacts of the project as proposed. (See *Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912, 928-930.) There is no evidence that a light rail alternative would avoid or substantially lessen any of the significant environmental impacts of the proposed project.

Further, as discussed in Section 2.2 of the Draft EIR, a previously planned light rail system (connection with the existing trolley system in the region) was replaced by a BRT system as part of SANDAG's South Bay *Transit First!* The South Bay BRT was incorporated into SANDAG's 2004 RCP, 2050 RTP/SCS and other adopted regional planning documents. The City of Chula Vista incorporated the South Bay BRT system, including the guideway location and station locations, in the Otay Ranch General Development Plan/Subregional Plan, as amended in 2004. Thus, in addition to the potentially greater environmental impacts that would result from a light rail project, a light rail system would not be consistent with the adopted local and regional plans.

### *Olympic Parkway Alternative – Heritage Road to Otay Ranch Town Center*

This alternative would be similar to Alternative 2 identified in the Draft EIR, except that instead of connecting to the proposed East Palomar Street guideway at the Olympic Parkway intersection, this alternative would continue west along Olympic Parkway until the Heritage Road intersection, where it would connect to a proposed guideway in East Palomar Street. Under this alternative, the three stations proposed along East Palomar Street would not be constructed, and the proposed bus service would bypass the transit-oriented communities within walking distance of each proposed station. The dedicated transit guideway easement generally along East Palomar Street between State Route 125 and Heritage Road would not be used.

Ridership may be reduced because of lack of direct pedestrian access and the project would have to be more infrastructure intensive with park and rides provided along Olympic Parkway due to lack of walk access. While this alternative would avoid the significant visual character impacts and construction vibration levels between Magdalena Avenue and State Route 125, it would not meet most of the project objectives. Objectives that would not be met include:

- This alternative would not provide high-speed transit service to connect population centers in the City of Chula Vista with employment and major activity centers in downtown San Diego and Otay Mesa.
- This alternative would not serve the communities of eastern Chula Vista with a high-speed transit system consistent with adopted local and regional plans and policies and smart growth principles because it would not implement the planned stations and would not make use of the dedicated transit guideway easement.
- This alternative would not meet the objective for pedestrian accessibility and convenience in eastern Chula Vista because it would not implement any of the planned stations.

This alternative would meet the project objective to address travel demand and capacity imbalance between the Otay Mesa Port of Entry and Downtown San Diego. This alternative would provide a park-and-ride station at Otay Ranch Town Center, and serve a proposed Caltrans park-and-ride station located adjacent to I-805 at East Palomar Street, but planned stations along East Palomar Street in residential areas in eastern Chula Vista would not be constructed or serviced because the alternative would use Olympic Parkway instead of East Palomar Street.

#### *Olympic Parkway Alternative – I-805 to Otay Ranch Town Center*

This alternative would be similar to the Olympic Parkway Alternative from Heritage Road to Otay Ranch Town Center described above, except that instead of connecting to the proposed East Palomar Street guideway at Heritage Road, this alternative would continue west along Olympic Parkway until I-805. Under this alternative, the three stations proposed along East Palomar Street would not be constructed, and the proposed bus service would bypass the transit-oriented communities within walking distance of each proposed station. The Caltrans park-and-ride station under construction adjacent to I-805 at East Palomar Street and intended to be served by the South Bay BRT project, would not be served.

The Direct Access Ramp at East Palomar and I-805 would not be utilized by transit thereby increasing the overall travel time of the route relative to the proposed project. The dedicated transit guideway easement along East Palomar Street would not be used. While this alternative would avoid the significant visual character impacts and construction vibration levels between Magdalena Avenue and State Route 125, it would not meet most of the project objectives. Objectives that would not be met include:

- This alternative would not provide high-speed transit service to connect population centers in the City of Chula Vista with employment and major activity centers in downtown San Diego and Otay Mesa.
- This alternative would not serve the communities of eastern Chula Vista with a high-speed transit system consistent with adopted local and regional plans and policies.
- This alternative would not support smart growth principles because it would bypass the existing transit-oriented development in eastern Chula Vista.
- This alternative would not be consistent with the adopted local and regional plans because it would not implement planned stations and would not make use of the guideway right-of-way easement.

This alternative would meet the project objective to address travel demand and capacity imbalance between the Otay Mesa Port of Entry and Downtown San Diego. This alternative would provide a park-and-ride station at Otay Ranch Town Center, but planned stations along East Palomar Street in residential areas in eastern Chula Vista would not be constructed or serviced because the alternative would use Olympic Parkway instead of East Palomar Street.



### *Birch Road and Mater Dei High School Alternative*

This alternative would be similar to the proposed project, with the exception of the alignment from Otay Ranch Town Center to the proposed Santa Venetia Station. Under this alternative, the Otay Ranch Town Center station would be located on the south side along Birch Road, instead of within the dedicated guideway at the northeast corner of the Otay Ranch Town Center under the proposed project. After serving this station, the route would travel east on Birch Road, under State Route 125. Just west of the existing State 125 off-ramp onto Birch Road, the route would turn north along the eastern edge of Mater Dei Catholic High School parallel to the off-ramp, then turn west along the northern edge of the high school property, between the existing sports fields and parking lot to the south and the rear yards of existing single-family homes on Cobblecreek Street to the north. The route would then travel north on Magdalena Avenue to the proposed Santa Venetia station. The route between Birch Road and Magdalena would be a one-lane guideway for a distance of approximately 0.35 miles.

While this alternative would avoid the significant visual character and construction vibration levels between Magdalena Avenue and State Route 125, it would not be a feasible alternative for the following reasons:

- SANDAG cannot reasonably acquire, control, or otherwise have access to property along the south side of the Otay Ranch Town Center for a dedicated transit guideway, transit station, and approximately 250-space park-and-ride lot; adequate land is not available. Moreover, property located along the eastern edge and northeast corner of the Otay Ranch Town Center is already dedicated to the proposed project for these project features.
- SANDAG cannot reasonably acquire, control, or otherwise have access to the high school property on which the approximately 0.35-mile one-lane guideway would be located. This alignment would likely take property that is currently used for three existing sports fields and a parking lot.
- Magdalena Avenue was constructed as a neighborhood street with one lane in each direction. Due to the high levels of congestion already experienced along that street during peak travel and school times, the potential for delay to service under this alternative is substantial. Traffic circulation is also hindered during peak school drop offs and pick ups that are done on-street.
- Buses cannot turn from the East Palomar guideway to Magdalena Avenue. The existing lanes of traffic are designed to allow cars and emergency vehicles to make this movement, but not for articulated buses from the center median. Magdalena Avenue would have to be reconstructed and parking along the street would likely be removed.
- This alternative would be inconsistent with the City of Chula Vista General Plan and the 2050 RTP/SCS Because it would travel through the property of an existing school and traveling adjacent to residences in an area that is designed for a transit or transportation use, and therefore it would not comply with Project Objective 4 regarding consistency with adopted plans.

Further, this alternative would not meet most of the project objectives. Objectives that would not be met include:

- This alternative would not provide high-speed transit service to connect population centers in the City of Chula Vista with employment and major activity centers in downtown San Diego and Otay Mesa.
- This alternative would not serve the communities of eastern Chula Vista with a high-speed transit system consistent with adopted local and regional plans and policies.

In addition, this alternative would likely result in significant and unavoidable temporary and permanent impacts to visual character of the existing residences along Cobblecreek Street and the high school, which would not occur under the proposed project.

## **Master Response 2 - Aesthetic and Visual Impacts at Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)**

The proposed project aesthetic and visual impacts analysis required by CEQA is set forth in Section 3.1 of the Draft EIR. Several comments received on the Draft EIR address the aesthetic and visual impacts of the South Bay BRT on the Monet Attached Villas and Treviana Townhomes located between Magdalena Avenue and State Route 125. The comments primarily express concern about how the bulk, height, construction materials, and overall appearance of the proposed transit guideway overcrossing would alter the existing feel and visual character of the area. Other comments express concern with impacts to views and the effects of project lighting. There are comments that the analysis of aesthetic and visual impacts and consideration of mitigation measures and alternatives to avoid aesthetic and visual impacts are inadequate. Some comments request creation of additional figures depicting installation of the transit guideway overcrossing between the Monet Attached Villas and Treviana Townhomes from the interior of adjacent residences.

The Monet Attached Villas and Treviana Townhomes were developed as part of Village Six within the Otay Ranch General Development Plan/Subregional Plan. Village Six is characterized in the Otay Ranch Village Design Plan as a transit-oriented development that accommodates a future transit route and a village core that contained the Santa Venitia BRT station. The Draft EIR explains that the City of Chula Vista approved the development of the Monet Attached Villas and Treviana Townhomes with the proposed BRT route in the same location as proposed by the project, and included design considerations for the neighborhoods adjacent to the route, including building orientation to minimize impacts from the adjacent BRT route. Further, development of the Monet Attached Villas and Treviana Townhomes required dedication of the easement area for the guideway right-of-way as proposed between the Monet Attached Villas and Treviana Townhomes. The final tract map recorded for these developments shows the easement route and the developer disclosed the future South Bay BRT project when it sold the units in these neighborhoods.

The Final Second Tier EIR for the Otay Ranch Village Six Sectional Planning Area Plan, which concerns the development of the Monet Attached Villas and the Treviana Townhomes, describes the developments as urban, shows the transit line for the project in its figures, and includes policies for the development that include a light rail route and station, and dedication of the right-of-way route at the tract map levels. Final Tract Map Nos. 14432 and 14446 recorded by the San Diego County Recorder as File Nos. 2002-0744379 and 2002-0798830, respectively, show the right-of-way easement dedication in the location proposed for the project.

### Views

The Draft EIR evaluates potential adverse impacts to views as a result of the South Bay BRT Project. To determine the significance of these impacts, the Draft EIR uses the following sample question provided in Appendix G of the CEQA Guidelines (Question I.a):

“Would the project have a substantial adverse effect on a scenic vista?”

The Draft EIR discusses scenic vistas in the project area and concludes that there are no scenic vistas in or near the Chula Vista segment between Magdalena Avenue and State Route 125 that could be affected by the South Bay BRT project. None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e])<sup>1</sup> that the South Bay BRT project would have a substantial adverse effect on a scenic vista. Because the impact on scenic vistas is not significant, the Draft EIR is not required to identify mitigation measures or alternatives to reduce or avoid this impact (§15126.4, §15126.6).

### Visual Character and Quality

The Draft EIR evaluates the potential for the South Bay BRT Project to harm the aesthetic or visual character of the areas in which it is proposed. To determine the significance of these impacts, the Draft EIR uses the following sample question provided in Appendix G of the CEQA Guidelines (Question I.c):

“Would the project substantially degrade the existing visual character or quality of the site and its surroundings?”

The Draft EIR analyzes potential impacts to existing visual character and quality of the project area and its surroundings and concludes that the following significant and unavoidable impacts would occur as a result of the South Bay BRT project:

- During construction, the temporary noise barriers within the East Palomar Street Guideway between State Route 125 and Magdalena Avenue would result in a significant and unavoidable adverse impact to visual character and quality of the adjacent Monet Attached Villas and Treviana Townhomes. Because the height and materials of the temporary noise barriers are necessary to mitigate noise levels during construction, there are no feasible mitigation measures for the significant adverse effect to visual character and the quality of the site and its surroundings. Therefore, this temporary impact is considered significant and unavoidable.
- The long-term presence of the East Palomar Street Guideway between State Route 125 and Magdalena Avenue would result in a permanent significant and unavoidable adverse impact to visual character and quality of the adjacent Monet Attached Villas and Treviana Townhomes. Figures 3.1-9 through 3.1-12 illustrate how the South Bay BRT project would affect existing visual character and quality between Magdalena Avenue and State Route 125.

As explained in Section 3.10 of the Draft EIR, the guideway has been a planned element of the Otay Ranch Village Six Specific Plan Area, of which the Monet Attached Villas and Treviana Townhomes are a part. Thus, even though the physical presence of the guideway would be a change from the existing condition, the communities were specifically designed and developed taking into account the location of the proposed project.

Notwithstanding, in the event that the proposed project or Alternative 1B is selected by the SANDAG Board of Directors for construction, SANDAG would conduct design workshops with residents of the communities directly adjacent to the proposed transit guideway overcrossing located in the dedicated transit guideway easement between the Monet Attached Villas and Treviana Townhomes.

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<sup>1</sup> As used herein, “substantial evidence” is not argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment” (Public Resources Code §21080[e]).

Although not required by CEQA, SANDAG will invite these residents to participate in the process of determining what type of bridge is selected (bridge construction alternatives), what materials are used, landscaping, and the type of treatments and facades. The design of the South Bay BRT project would incorporate design features such as landscaping, variation in texture and color, or structural and architectural elements to reduce the severity of the adverse effect to visual character and quality. However, these design features would not reduce the impact to a less than significant level, and there are no other feasible design treatments or mitigation measures that could reduce the long-term post-construction impact to visual character and quality to a less than significant level. Therefore, the substantial degradation of visual character and quality between Magdalena Avenue and State Route 125 is considered a significant and unavoidable impact.

None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that the Draft EIR did not adequately analyze the potential for substantial degradation of visual character and quality of the site and its surroundings, or that there are other feasible mitigation measures not included in the Draft EIR that could avoid or reduce the significant effects. As stated in the CEQA Guidelines:

“An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive...” (§15151).

The creation of additional figures depicting the presence of the transit guideway overcrossing between the Monet Attached Villas and Treviana Townhomes from the interior of adjacent residences is not necessary to communicate the environmental consequences of the South Bay BRT project to decision makers. The Draft EIR already includes visual graphics illustrating the dedicated transit easement with and without the proposed guideway as viewed from an adjacent common area, and based in part on these graphics, concludes that impacts to the visual character and quality of this area and its surroundings would be significant and unavoidable during construction and operation of the proposed project.

See Master Response 1 for a discussion of the project alternatives analyzed in the Draft EIR that would reduce or avoid the significant and unavoidable impacts to visual character and quality.

### Lighting

The Draft EIR evaluates potential adverse lighting impacts as a result of the South Bay BRT Project. To determine the significance of these impacts, the Draft EIR uses the following sample question provided in Appendix G of the CEQA Guidelines (Question I.d):

“Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?”

The Draft EIR discloses that the South Bay BRT project would create new sources of lighting between Magdalena Avenue and State Route 125 including construction lighting, security lighting along the proposed guideway, and headlights of buses operating in the proposed guideway. Temporary noise barriers required to reduce construction noise levels also would shield adjacent residents from construction lighting. Security lighting on the proposed guideway would be directed downward and shielded to minimize spillover into the Monet Attached Villas and Treviana Townhomes. Headlights on buses using the proposed guideway would not be directed at residences.

As a result, the Draft EIR concludes that while new lighting sources associated with the South Bay BRT project would be noticeable, the level of lighting would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that the South Bay BRT project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Because the lighting impact is not significant, the Draft EIR is not required to identify mitigation measures or alternatives to reduce or avoid this impact (§15126.4, §15126.6).

### **Master Response 3 - Noise Impacts at the Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)**

The proposed project noise impacts analysis required by CEQA is set forth in Section 3.12 of the Draft EIR. Several comments on the Draft EIR express concern with noise levels that would be generated by the South Bay BRT project, in particular at the Monet Attached Villas and Treviana Townhomes. There are comments that the analysis of noise impacts and consideration of mitigation measures and alternatives to avoid noise impacts are inadequate. Some comments assert that noise impacts at Monet Attached Villas and Treviana Townhomes will be significant due to the proposed operation of buses on the proposed transit guideway overcrossing.

The Draft EIR estimates the noise levels that would be generated by construction and operation of the South Bay BRT project (Technical details are provided in Appendix K of the Draft EIR: *Noise Analysis Report*). The assessment of potentially significant noise effects resulting from construction is based upon the standards and procedures described in the The Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment* guidance manual and the FHWA Roadway Construction Noise Model (RCNM) (for construction noise impacts only). The City of Chula Vista construction noise standards are also addressed. The FTA criteria set forth in the guidance manual take into account factors such as the existing noise environment, absolute noise levels during construction activities, construction duration, and adjacent land uses. Although SANDAG is not obligated to comply with the FTA criteria, because the FTA criteria is the most relevant available criteria for mass transit projects, it is used in the Draft EIR to determine whether noise levels generated by construction or operation of the South Bay BRT project would be considered significant. A specific Traffic Noise Model (TNM) was used to estimate the construction and operation noise levels at the residential buildings of the Monet Attached Villas and Treviana Townhomes. Noise levels were estimated at representative receptors closest to the proposed guideway bridge location.

Using the FTA procedures and criteria, the Draft EIR determines that temporary construction noise levels would significantly affect the Monet Attached Villas and Treviana Townhomes. As a result, the Draft EIR proposes mitigation measures in the form of temporary noise barriers placed between construction noise sources and residences. The Draft EIR explains that installation of the temporary noise barriers is feasible and would reduce construction noise levels at Monet Attached Villas and Treviana Townhomes to less than significant levels. Because the Draft EIR identifies feasible mitigation measures that would reduce construction noise to less than significant levels, SANDAG is not obligated to identify additional mitigation measures.

None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that the Draft EIR did not adequately analyze the potential for significant noise impacts during construction. As stated in the CEQA Guidelines:

“An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive...” (§15151).

See Master Response 1 for discussion of the project alternatives analyzed in the Draft EIR that would reduce or avoid construction noise impacts at the Monet Attached Villas and Treviana Townhomes.

Again using the FTA procedures and criteria, and measuring noise levels specifically at the Monet Attached Villas and Treviana Townhomes, the Draft EIR reports the results of noise modeling that demonstrates bus operations on the proposed transit guideway overcrossing would not result in significant noise levels at the Monet Attached Villas and Treviana Townhomes. Therefore, the Draft EIR concludes that noise impacts at the Monet Attached Villas and Treviana Townhomes during operation of the South Bay BRT project would be less than significant. None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that bus operations on the proposed transit guideway overcrossing would result in significant noise levels at the Monet Attached Villas and Treviana Townhomes. Because the operational noise impact is not significant, the Draft EIR is not required to identify mitigation measures or alternatives to reduce or avoid this impact (§15126.4, §15126.6).

#### **Master Response 4 - Vibration Impacts at Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)**

The proposed project vibration impacts analysis required by CEQA is set forth in Section 3.12 of the Draft EIR. Several comments on the Draft EIR express concern with vibration levels that would be generated by the South Bay BRT project, in particular at the Monet Attached Villas and Treviana Townhomes. There are comments that the analysis of vibration impacts and consideration of mitigation measures and alternatives to avoid vibration impacts are inadequate. Some comments assert that vibration impacts at Monet Attached Villas and Treviana Townhomes will be significant due to the proposed operation of buses on the proposed transit guideway overcrossing.

The Draft EIR estimates the vibration levels that would be generated by construction and operation of the South Bay BRT project at the Monet Attached Villas and Treviana Townhomes. The Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment* guidance manual provides procedures and criteria specifically created for the purpose of evaluating the magnitude of vibration impacts from construction and operation of mass transit projects.

The FTA criteria take into account the types of construction equipment that would be used for construction of the South Bay BRT project and their potential vibration levels, the vibration sensitivity of buildings and structures, and the vibration sensitivity of activities that occur in residential buildings (e.g., sleeping). Therefore, the Draft EIR uses the FTA criteria to determine whether vibration levels generated by construction or operation of the South Bay BRT project would be considered significant.

##### Construction

The Draft EIR evaluates the potential for two types of vibration impacts: annoyance and building damage. Using the FTA procedures and criteria, the Draft EIR reports that construction vibration levels would not exceed the FTA threshold for building damage. However, construction vibration levels would exceed the FTA threshold for annoyance. Residents within approximately 80 feet of construction activity may perceive varying degrees of vibration that may be considered annoying (perception of annoyance is subjective and varies from person-to-person). The Draft EIR considers annoying vibration levels during construction to be a potentially significant environmental impact.

As a result, the Draft EIR proposes the development of a Vibration Control Plan as a mitigation measure to reduce the magnitude of annoying vibration at the Monet Attached Villas and Treviana Townhomes. The Draft EIR establishes vibration level standards to be met by the Vibration Control Plan, and other actions, such as a pre-construction survey of sensitive buildings and construction monitoring, that the construction contractor shall be required to perform prior to and during construction to reduce construction vibration to the extent feasible. While perceptible reductions in construction vibration would occur as a result of the Vibration Control Plan, there is no guarantee that vibration levels would remain below the FTA annoyance threshold at all buildings for the entire duration of construction based on the type of construction equipment and activity that would be necessary to construct the proposed transit guideway overcrossing. There are no other feasible measures available to further reduce or avoid construction vibration levels at the Monet Attached Villas and Treviana Townhomes. Therefore, the Draft EIR concludes that potentially annoying vibration levels during construction at the Monet Attached Villas and Treviana Townhomes would be a significant and unavoidable impact of the South Bay BRT project.

Because the Draft EIR identifies feasible mitigation measures that would reduce construction vibration levels to the extent feasible, and since no other feasible measures are available to further reduce or avoid this impact, SANDAG is not obligated to identify additional mitigation measures.

None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that the Draft EIR did not adequately analyze the potential for significant vibration impacts during construction. As stated in the CEQA Guidelines:

“An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive...” (§15151).

See Master Response 1 for discussion of the project alternatives analyzed in the Draft EIR that would reduce or avoid construction vibration impacts at the Monet Attached Villas and Treviana Townhomes.

### Operations

The Draft EIR analysis of potential vibration impacts during operations of the proposed project inadvertently excluded expansion joints in the design of the proposed transit guideway overcrossing. However, expansion joints may be included in the proposed overcrossing design, and an overcrossing structure with expansion joints would produce more vibration relative to a structure without expansion joints. As a result, SANDAG updated the Draft EIR vibration analysis to assume the presence of expansion joints. Same as the Draft EIR, the updated analysis is based on the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment* guidance manual. The updated vibration analysis of operations is provided in Section 3.12 of the Final EIR.

To provide a conservative estimate of potential vibration impacts during operations, the updated vibration analysis assumes that the support column closest to an expansion joint could be located as close as 10 feet from a residential building (the actual location of the nearest support column to a residential building would be determined during final engineering design, and would likely be more than 10 feet from the nearest residential building; estimate is of a worse-case scenario). Vibration generated by transit vehicles traveling on an elevated structure is transmitted through the support column and into the ground. Consistent with FTA guidance, a -10 vibration decibels (VdB) adjustment factor was applied to account for the fact that vibration would first travel through the support column before entering the ground and arriving at a building facade.

In addition, a +5 VdB adjustment factor was applied to account for increased vibration that would be generated by the presence of expansion joints. In this conservative scenario, transit vehicles using the elevated overcrossing structure would generate approximately 67 VdB at the façade of the closest residential building (a measure of vibration velocity), which is below the FTA vibration annoyance threshold of 72 VdB. Because vibration levels would be below the FTA threshold of annoyance, the operational impact would be considered less than significant, consistent with the conclusion of the Draft EIR.

None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that bus operations on the proposed transit guideway overcrossing would result in significant vibration levels at the Monet Attached Villas and Treviana Townhomes. Because the operational vibration impact is not significant, the Draft EIR is not required to identify mitigation measures or alternatives to reduce or avoid this impact (§15126.4, §15126.6).

## **Master Response 5 – Traffic Impacts in Chula Vista Segment (Magdalena Avenue to I-805)**

The proposed project transportation and traffic impacts analysis required by CEQA is set forth in Section 3.16 of the Draft EIR.

### Access from East Palomar Street to Gould Avenue

The existing left turn pockets on westbound and eastbound East Palomar Street to northbound and southbound Gould Avenue, respectively, would be eliminated by the South Bay BRT project. Several comments on the Draft EIR express concern with how this feature of the proposed project would impact traffic conditions and vehicular access into and out of the residential neighborhoods connected to East Palomar Street by Gould Avenue.

The left-turn pockets on East Palomar Street to Gould Avenue would be removed as part of the project as a safety feature to limit the possibility of traffic accidents involving vehicles turning left through the proposed BRT guideway. Vehicles making this turn would have difficulty seeing a BRT vehicle traveling in the same direction of travel, as a BRT vehicle would approach from left-rear. Typically, drivers turning left do not expect a conflicting vehicle to pass on their left. Left turns across the proposed guideway would remain at signalized intersections because the conflict can be managed by only allowing left turns on a green arrow while BRT vehicles will be stopped.

The ability to make right turns from eastbound and westbound East Palomar Street onto southbound and northbound Gould Avenue, respectively, would remain. The ability to make right turns onto eastbound and westbound East Palomar Street from southbound and northbound Gould Avenue also will remain. There are no existing left turns from Gould Avenue onto East Palomar Street. SANDAG acknowledges that drivers making a left turn onto Gould Avenue in the existing condition would be affected by the proposed project. In lieu of a left turn across East Palomar to access Gould Avenue, vehicles would be able to safely make u-turn movements at one of the following traffic signal-controlled intersections:

- Eastbound East Palomar Street to northbound Gould Avenue – Brandywine Avenue/Medical Center Drive (approximately 300 feet east of Gould Avenue); and
- Westbound East Palomar Street to southbound Gould Avenue – Park View Elementary (approximately 600 feet west of Gould Avenue)



The Draft EIR analyzed potential traffic impacts along East Palomar Street and at the intersections with Brandywine and Park View Elementary and concluded that elimination of the existing left turns and resulting u-turn movements would not result in significant impacts to roadway segment or intersection level of service.

### Parking

Several comments on the Draft EIR express concern that new parking spaces would not be installed at the three transit stations proposed along East Palomar Street between Magdalena Avenue and Heritage Road – Santa Venetia, Lomas Verdes, and Heritage. There are comments that the proposed stations will increase demand for public on-street parking in the neighborhoods surrounding the stations, thus making it more difficult for neighborhood residents and their guests to park their vehicles on the street. Commenters note that existing demand for public on-street parking is high in the neighborhoods surrounding the proposed stations.

Stations are located, and surrounding neighborhoods were designed, to facilitate pedestrian access to the stations. In 1993, the Otay Ranch General Development Plan was approved, which included a significant commitment to “Transit Oriented Design”. The Otay Ranch villages in eastern Chula Vista allocated space for a future regional transit station and were designed so that 100 percent of the residents within 0.75 mile of a station could easily walk to a transit station. To accomplish the goal of walkable communities, the City required the design of the Otay Ranch villages to be pedestrian-friendly, including features such as walkable alley ways, cul-de-sac cut throughs, wider paseo’s and pedestrian bridges that connect communities to the transit stations.

SANDAG anticipates that while some passengers will walk to the proposed stations, it will be convenient for other passengers to drive. According to the SANDAG Series 11 Traffic Volume Forecast, by the year 2030 up to 400 South Bay BRT passengers in eastern Chula Vista are expected to use a vehicle to travel to a station. As a result, the South Bay BRT project includes the designation of 250 parking spaces for transit passengers and designated passenger drop-off areas at the Otay Ranch Town Center, as well as designated passenger drop-off areas at the Lomas Verdes and Heritage Road stations. And while not a part of the South Bay BRT project, Caltrans is constructing a park-and-ride lot with approximately 250 parking spaces and designated passenger drop-off areas as part of the East Palomar Street Transit Station located east of I-805 and north of East Palomar Street, which will be served by the South Bay BRT project and available to South Bay BRT passengers. The approximately 500 parking spaces for transit passengers planned in the Chula Vista segment are anticipated to accommodate parking demand associated with the proposed project. In any event, increased demand for parking on public streets, to the extent it occurs as a result of the proposed project, is not a significant effect on the environment under CEQA (§15131[a]). Public streets within Otay Ranch that allow on-street parking have been designed so that parked vehicles do not inhibit the movement of emergency or law enforcement vehicles.

### Pedestrian safety

Several comments on the Draft EIR express concerns related to the safety of pedestrians using and crossing East Palomar Street, including children and elementary school students. Same as the existing condition, pedestrians would continue to use and cross East Palomar Street if the proposed project is constructed and BRT stations and service are provided along East Palomar Street.

Pedestrian safety in the project area would not be adversely affected as a result of the proposed project for the following reasons. As part of the proposed project, intersections where pedestrian crossings are allowed in the existing condition would be signalized and designed to accommodate safe crossing of pedestrians by providing adequate walking time for pedestrians.

Intersections that would remain unsignalized with implementation of the proposed project and where pedestrian crossings are not allowed in the existing condition, would not be modified to allow pedestrian crossings.

The design of the proposed stations would clearly delineate safe areas for pedestrians and waiting passengers from areas for arriving and departing transit vehicles. Crossing locations would be designed to include features such as pavement markings and signs to communicate to pedestrians a safe means to cross the guideway. Rules regarding pedestrian right-of-way in crosswalks would not change as a result of the proposed project. Transit vehicle operators would be required to obey all traffic signals and traffic laws.

#### General Traffic Concerns and Temporary Construction Impacts

Some comments on the Draft EIR raise unspecified concerns about general traffic impacts during the construction and operation phases of the project. These comments do not raise specific recommendations or objections that SANDAG can respond to in accordance with §15088(c). However, the following is a brief summary of the manner in which the Draft EIR addressed traffic impacts and the conclusions of the analysis: Section 3.16.6.1 of the Draft EIR addresses construction related traffic impacts and concludes that the impacts would be less than significant for the Otay Mesa and Chula Vista Segments, and there would be no impact for the I-805/SR 94 and Downtown San Diego Segments. The Draft EIR also concludes that post-construction traffic impacts related to physical improvements would be less than significant for the Otay Mesa and Chula Vista Segments, and there would be no impacts for the I-805/SR-94 and Downtown San Diego Segments. The Draft EIR further concludes that post-construction traffic impacts related to operations and maintenance of the project would be less than significant for the Otay Mesa and Chula Vista Segments, there would be no impacts for the I-805/SR-94 Segment and there would be less than significant impacts with mitigation measures adopted for the Downtown San Diego Segment.

### **Master Response 6 - Air Quality Impacts at Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)**

The proposed project air quality impacts analysis required by CEQA is set forth in Section 3.3 of the Draft EIR. Several comments on the Draft EIR express concern that the frequency of buses operating as a result of the South Bay BRT project would generate air pollution, and that the close proximity of the proposed transit guideway overcrossing to the Monet Attached Villas and Treviana Townhomes would expose residents to the negative effects of that air pollution. There are comments that the analysis of air quality impacts and consideration of mitigation measures and alternatives to reduce or avoid air quality impacts are inadequate.

#### Project-level Impacts

The Draft EIR evaluates the potential for construction and operation of the South Bay BRT project to generate air pollution (Technical details are provided in Appendix D to the Draft EIR: *Air Quality Assessment Report*). The cities of San Diego and Chula Vista have adopted standards to determine when the amount of air pollution (measured in pounds per day) from construction activity is considered a significant amount. In addition, the San Diego Air Pollution Control District (SDAPCD) and the City of Chula Vista have adopted standards to determine when the amount of air pollution (measured in tons per year) from operation of a project is considered a significant amount.

The Draft EIR uses the adopted standards of these government agencies to determine whether air pollution generated by construction or operation of the South Bay BRT project would be considered significant. The Draft EIR reports the results of air pollution modeling performed for the project. None of the standards described above would be exceeded during construction or during operation. Therefore, the Draft EIR concludes that the air pollution impacts of the South Bay BRT project would be less than significant.

The Draft EIR also evaluates the potential for localized air pollution impacts to sensitive receptors during construction of the South Bay BRT project, including residents at the Monet Attached Villas and Treviana Townhomes. As explained in the Draft EIR, particulate matter emitted by diesel engines (diesel particulate matter or “DPM”) is recognized by the State of California to contain cancer-causing compounds. Risks associated with exposure to such compounds are evaluated over a lifetime of chronic exposure (24 hours per day, 7 days per week, 365 days per year, for 70 years). While diesel engines would be used during construction of the South Bay BRT project in close proximity to Monet Attached Villas and Treviana Townhomes residents, construction duration would not exceed 15 months. Moreover, construction activity would not occur 24 hours per day, or 7 days per week, and it is reasonable to assume that most if not all residents would not be in their homes for each and every hour of construction. Therefore, construction would not expose any Monet Attached Villas or Treviana Townhomes residents to substantial concentrations of DPM such that the risk of exposure would be considered significant.

None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that the South Bay BRT project would generate air pollution levels that would have a significant effect on people or the environment. Because project-level air quality impacts are not significant, the Draft EIR is not required to identify mitigation measures or alternatives to reduce or avoid these impacts (§15126.4, §15126.6).

#### Cumulative Impacts

In addition to project-level impacts, the Draft EIR also considers the potential for cumulative air quality impacts. Cumulative impacts result when similar environmental effects of two or more projects, because of their timing and/or location, combine to result in environmental effects that would be greater than when the projects’ effects are considered in isolation.

The Draft EIR concludes that while construction of the proposed project would not have significant air quality impacts in-and-of-itself, air pollution generated during construction of the South Bay BRT project, in particular the proposed transit guideway overcrossing would, when considered with other nearby projects in Chula Vista with overlapping construction schedules, cause air pollution levels to temporarily exceed the adopted government standards described above. The Draft EIR identifies this as a cumulatively significant impact, and lists the construction specifications and design features that SANDAG will incorporate into construction to reduce this impact to the extent feasible. However, even with these specifications and features, cumulative air pollution levels would remain significant, and there are no other feasible measures available to reduce the amount of air pollution generated by construction. Therefore, the cumulative air quality impact is considered significant and unavoidable for the duration of construction activity.

None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that the Draft EIR did not adequately analyze the potential for cumulatively significant air quality impacts, or that there are other feasible mitigation measures not included in the Draft EIR that could avoid or reduce the significant effects. As stated in the CEQA Guidelines:

“An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive...” (§15151).

See Master Response 1 for a discussion of the project alternatives analyzed in the Draft EIR that would reduce or avoid the significant and unavoidable cumulative air quality impacts.

## **Master Response 7 – Land Use, Population and Housing Impacts at Monet Attached Villas and Treviana Townhomes (Magdalena Avenue to State Route 125)**

The proposed project land use, population, and housing impacts analysis required by CEQA is set forth in Section 3.10 of the Draft EIR. Several comments on the Draft EIR express concern with potential land use, population, and housing impacts of constructing and operating the South Bay BRT project between the Monet Attached Villas and Treviana Townhomes. Specifically, there are comments that the project would displace housing, divide the Monet Attached Villas and Treviana Townhomes, decrease property values, and increase foreclosures.

As required by CEQA, the focus of the Draft EIR analysis is on the physical changes to the environment as a result of the proposed project (§15131[a]). Under CEQA, purely economic and social effects of a project, such as the impact of a project on adjacent or nearby property values, without a physical change in the environment, shall not be treated as significant effects on the environment (§15131[a]). The Final Second Tier EIR for the Otay Ranch Village Six Sectional Planning Area Plan, which concerns the development of the Monet Attached Villas and the Treviana Townhomes, describes the developments as urban, shows the transit line for the project in its figures, and includes policies for the development that include a light rail route and station, and dedication of the right-of-way route at the tract map levels. Final Tract Map Nos. 14432 and 14446 recorded by the San Diego County Recorder as File Nos. 2002-0744379 and 2002-0798830, respectively, show the right-of-way easement dedication in the location proposed for the project. None of the comments provided on the Draft EIR or other information in the record provide substantial evidence that there will be physical impacts to the environment as a result of a decline in property values occurring as a result of the project.<sup>2</sup>

In addition to not being required by CEQA, any attempt by SANDAG to estimate the impact of the proposed project on property values would be speculation. In light of the numerous factors affecting real estate prices, it is not possible for SANDAG to provide a realistic and reliable prediction of changes in future property values in the project area based on their proximity to the proposed project. However, comments from property owners expressing concern with the potential for the project to decrease property values will be included in public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project.

Adopted regional and City of Chula Vista planning documents cited in the Draft EIR explain that a major component of the development of the Monet Attached Villas and the Treviana Townhomes, as well as the entire Otay Ranch Development Plan area, was the inclusion of the South Bay BRT line in the location proposed by the project. The City of Chula Vista conditioned approval of these communities on the dedication of the easement right-of-way necessary for the construction of the guideway. The project would facilitate the walkable transit-oriented design of the two communities and the Otay Ranch General Development Plan area as contemplated by the adopted local and regional plans, thus providing value to the communities for the proximity to transit.

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<sup>2</sup> As used herein, “substantial evidence” is not argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment” (Public Resources Code §21080[e]).

The Draft EIR analyzes the potential for significant impacts resulting from housing displacement and physical division of an established community using the following sample questions provided in Appendix G of the CEQA Guidelines (Questions X.a, XIII.b, XIII.c):

“Would the project physically divide an established community?”

“Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?”

“Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?”

The Draft EIR explains that the City of Chula Vista land use plans and policies governing the area between Magdalena Avenue and State Route 125 identified the space between the Monet Attached Villas and Treviana Townhomes as an easement for a future transit guideway (Otay Ranch General Development Plan/Otay Subregional Plan, as amended). The City conditioned development of the Monet Attached Villas and Treviana Townhomes on building design orientation adjacent to the guideway easement right-of-way area to minimize potential impacts from a future transit system. Because the guideway was a planned element of the community, it would not physically divide an established community. Moreover, existing access between the Otay Ranch Village areas on Magdalena Avenue would remain with implementation of the South Bay BRT project, and the project would include new pedestrian access between the Monet Attached Villas and Treviana Townhomes, and the Otay Ranch Town Center, which are currently physically divided by State Route 125, thus connecting the Otay Ranch communities. Therefore, The Draft EIR explains that while the physical presence of the guideway would be a change from existing conditions, it would not preclude residents from walking between the two residential areas, and the Draft EIR concludes this impact would be less than significant.

The Draft EIR explains that the proposed transit guideway overcrossing between the Monet Attached Villas and Treviana Townhomes would be located in an easement dedicated for a transit route. The easement area currently consists of trees, landscaping, and turf. No housing units or people would be displaced, therefore construction of replacement housing would not be necessary. Therefore, the Draft EIR concludes that no impact would occur.

None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that the South Bay BRT project would have a significant effect on people or the environment related to physically dividing an established community or displacing substantial numbers of people or housing and necessitating the construction of replacement housing. Additionally, there is no substantial evidence presented in the comments or elsewhere in the record that the project would cause housing displacement in the form of residents in the Monet Attached Villas and Treviana Townhomes being foreclosed on as a result of the project, rather the comments only provide speculation and unsubstantiated opinion, which, as explained above, is not substantial evidence. Because these impacts are not significant, the Draft EIR is not required to identify mitigation measures or alternatives to reduce or avoid these impacts (§15126.4, §15126.6).

## **Master Response 8 – Public Safety Impacts in the Chula Vista Segment (I-805 to State Route 125)**

The proposed project public safety impacts analysis required by CEQA is set forth in Section 3.14 of the Draft EIR. Several comments on the Draft EIR express concern that the South Bay BRT project would result in increased crime and harm public safety in the Chula Vista Segment. Specifically, there are comments that crime would increase and public safety would be harmed in the Chula Vista Segment because the South Bay BRT stations and the State Route 125 transit guideway overcrossing (which includes a sidewalk for pedestrians) would facilitate the ability of criminals to access and commit crimes in areas they would not otherwise access and commit crimes in without the project. There are concerns that the height of the transit guideway overcrossing would allow pedestrians and transit passengers to view the interior of Monet Attached Villas and Treviana Townhomes housing units, and therefore facilitate crimes that would not otherwise occur without the project.

As required by CEQA, the focus of the Draft EIR analysis is on the physical changes to the environment as a result of the proposed project (§15131[a]). Under CEQA, purely economic and social effects of a project, such as the impact of a project on increased crime, without a physical change in the environment shall not be treated as significant effects on the environment (§15131[a]). None of the comments provided on the Draft EIR or other information in the record provide substantial evidence that there will be adverse public safety impacts.<sup>3</sup>

In addition to not being required by CEQA, any attempt by SANDAG to estimate the impact of any increase in crime would be speculation, which is not appropriate and/or required under CEQA. However, comments expressing concern with the potential for the project to cause an increase in crime will be included in public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. The Draft EIR analyzes the potential for significant public safety impacts using the following sample question provided in Appendix G of the CEQA Guidelines (Questions XIII.a):

“Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, responses times, or other performance objectives related to police protection?”

The Draft EIR concludes that because the project would not increase demand for police protection services, the project would not affect service ratios, responses times, or other performance objectives related to police protection in the Chula Vista Segment. The existing ability of the Chula Vista Police Department to provide police protection in the area would not change as a result of the project. Moreover, Metropolitan Transit System (MTS) security personnel would routinely patrol the proposed guideway and transit stations. The Draft EIR concludes that no impact would occur.

None of the comments provided on the Draft EIR or other information in the record provide substantial evidence (as defined in Public Resources Code §21080[e]) that the South Bay BRT project would have a significant effect on people or the environment associated with the provision of new or physically altered police facilities. Because this impact is not significant, the Draft EIR is not required to identify mitigation measures or alternatives to reduce or avoid this impact (§15126.4, §15126.6).

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<sup>3</sup> As used herein, “substantial evidence’ is not argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment” (Public Resources Code §21080[e]).

State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
South Coast Region  
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San Diego, CA 92123  
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EDMUND G. BROWN JR., Governor  
CHARLTON H. BONHAM, Director



March 14, 2013

Mr. Andrew Martin, Associate Environmental Planner  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

**Subject: Comments on the Draft Environmental Impact Report for the South Bay Bus Rapid Transit Project (SCH#201004106)**

Dear Mr. Martin:

The California Department of Fish and Wildlife (Department) has reviewed the Draft Environmental Impact Report (DEIR, dated January 2013) for the proposed South Bay Bus Rapid Transit (BRT) Project for which San Diego Association of Governments (SANDAG) serves as the lead agency.

The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA: §§ 15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (Fish and Game Code § 2050 et seq.) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) program. The proposed project area is located within the City of San Diego and City of Chula Vista Multiple Species Conservation Program (MSCP) Subarea Plan planning areas.

The South Bay BRT project includes a 21.6-mile route located between the Otay Mesa Port of Entry and downtown San Diego via eastern Chula Vista, within San Diego County. The route would follow existing highways and arterial roads and includes the construction of an Intermodal Transportation Center, located at the Otay Mesa International Border Crossing Port of Entry. The BRT project is comprised of four major segments: Otay Mesa (City of Diego), City of Chula Vista, Interstate 805/State Route 94, and downtown San Diego. Construction of the project would begin in 2014 and occur in three overlapping phases during a 15 month timeframe.

The Department offers the following comments and recommendations to assist SANDAG in avoiding or minimizing potential project impacts on biological resources.

1. The draft habitat assessment report (Appendix E) identified that the biological field reconnaissance conducted in January and August 2009 included, "determining the potential for nesting or roosting activity by birds and/or bats along the corridor." Table 4-2 cites a low potential for burrowing owl (*Athene cunicularia*; State Species of Special Concern) to occur within the Area of Potential Effect (APE) for the project. Although the analysis cites the potential for burrowing owl to occur in the APE as low, there is disturbed habitat mapped within the area that we believe could provide supporting habitat for burrowing owl. There are also records of burrowing owl within the APE within the California Natural Diversity Database (CNDDB). The survey methodology explains that a pedestrian survey was

**Letter 1**  
**California Department of Fish and Wildlife**

**1-1**

These introductory comments and description of the project are noted. No further response is required.

**1-2**

As described in the Draft EIR, field surveys showed that no sensitive species or habitats occur within area of potential effect (APE) for the proposed project. Nevertheless, SANDAG agrees to perform a preconstruction survey for burrowing owls and special status plant and animal species with potential to occur in the Otay Mesa and Chula Vista segments. If survey results are positive, then a qualified biologist shall prepare a plan for the avoidance or mitigation of potential impacts to the burrowing owls or special status species identified during the survey to the satisfaction of SANDAG and CDFW ("the plan"). The plan shall include feasible measures for the avoidance and/or mitigation of potential impacts to burrowing owl or special status species identified during the preconstruction survey.

**1-1**

Construction activities with the potential to adversely affect any identified burrowing owls or special status species shall not proceed until the plan has been approved by SANDAG and CDFW, and shall proceed in accordance with the requirements of the plan. Construction activities that based on their location, nature, timing, or otherwise do not have the potential to adversely affect any burrowing owls or special status species identified in the preconstruction surveys, as determined by a qualified biologist, shall not be affected in any way by the plan, in the event such a plan is required.

**1-2**

The requirement for the preconstruction survey and related actions described in this response will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project.

conducted; however, it is unclear from the discussion whether the survey performed covered areas within 500 feet of the project impact zone. Because biological field reconnaissance was conducted in 2009 and burrowing owl move around on the Mesa, it is important to reassess their potential presence prior to construction activities to ensure take of burrowing owls is avoided. An evaluation needs to include availability of suitable burrowing owl roosting and/or foraging habitat, and whether there are burrows (such as those provided by ground squirrels and other fossorial mammals) or burrow surrogates present on the property. Burrow surrogates include culverts, piles of concrete rubble, piles of soil, soft banks of ditches and canals, pipes, and similar structures. Department staff have observed burrowing owl several times along the edge of the roadway (within the earthen berm) on the west side of La Media Road even though the vegetative growth in these areas currently happens to be dense and is not typical of habitat normally associated with supporting this species. We have additional reports of owls occupying roadside areas in less than suitable habitat conditions. Therefore, we treat such occurrences as occupied habitat and emphasize that appropriate avoidance and minimization measures are necessary for this project.

The burrowing owl is a covered species under the Cities' MSCP Subarea Plans (Table 3-5), and the continued coverage of this species depends on the implementation of a comprehensive conservation strategy designed to maintain viable populations of owls on Otay Mesa. The Department recommends the following conditions be included within the Mitigation Monitoring and Reporting Program for the South Bay BRT project.

### Burrowing Owl Mitigation and Monitoring Standards

#### Preliminary Assessment

1. Prior to proceeding with any grubbing, clearing, or grading activity, a qualified biologist shall assess the presence of burrowing owl habitat on the project site and include a 500-foot buffer zone around the project boundary, where feasible. If the biologist determines that there is evidence that the site supports burrowing owl then the biologist shall proceed with conducting a minimum of four surveys in accordance with the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife, March 7, 2012) to determine the presence or absence of occupied burrows within the project site and a 500-foot buffer area adjacent to the development that could be impacted.
2. Written results of the habitat assessment and survey results shall be submitted to SANDAG and the Department. If active nests of burrowing owl are detected, the report shall include mitigation to the satisfaction of the Department as described below (mitigation measure No. 5).
3. An inspection of all stored building materials (e.g., culverts, pipes, and debris piles) shall be conducted to determine the presence of burrowing owl. To reduce the opportunity for stockpiled materials to serve as artificial nesting areas, a qualified biologist shall inspect building materials prior to being moved, buried, or capped. All pipes shall be either completely capped or adequately covered to prevent the opportunity for shelter or nesting by burrowing owl.

#### Prior to Start of Construction

4. Prior to 14 days of any ground disturbing activities, a qualified biologist shall

The preconstruction survey described in this response may be combined with the preconstruction survey for nesting birds described in the response to comment 1-6 (if a preconstruction survey for nesting birds is required).



conducted; however, it is unclear from the discussion whether the survey performed covered areas within 500 feet of the project impact zone. Because biological field reconnaissance was conducted in 2009 and burrowing owl move around on the Mesa, it is important to reassess their potential presence prior to construction activities to ensure take of burrowing owls is avoided. An evaluation needs to include availability of suitable burrowing owl roosting and/or foraging habitat, and whether there are burrows (such as those provided by ground squirrels and other fossorial mammals) or burrow surrogates present on the property. Burrow surrogates include culverts, piles of concrete rubble, piles of soil, soft banks of ditches and canals, pipes, and similar structures. Department staff have observed burrowing owl several times along the edge of the roadway (within the earthen berm) on the west side of La Media Road even though the vegetative growth in these areas currently happens to be dense and is not typical of habitat normally associated with supporting this species. We have additional reports of owls occupying roadside areas in less than suitable habitat conditions. Therefore, we treat such occurrences as occupied habitat and emphasize that appropriate avoidance and minimization measures are necessary for this project.

1-2  
Cont.

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#### Burrowing Owl Mitigation and Monitoring Standards

##### Preliminary Assessment

1. Prior to proceeding with any grubbing, clearing, or grading activity, a qualified biologist shall assess the presence of burrowing owl habitat on the project site and include a 500-foot buffer zone around the project boundary, where feasible. If the biologist determines that there is evidence that the site supports burrowing owl then the biologist shall proceed with conducting a minimum of four surveys in accordance with the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife, March 7, 2012) to determine the presence or absence of occupied burrows within the project site and a 500-foot buffer area adjacent to the development that could be impacted.
2. Written results of the habitat assessment and survey results shall be submitted to SANDAG and the Department. If active nests of burrowing owl are detected, the report shall include mitigation to the satisfaction of the Department as described below (mitigation measure No. 5).
3. An inspection of all stored building materials (e.g., culverts, pipes, and debris piles) shall be conducted to determine the presence of burrowing owl. To reduce the opportunity for stockpiled materials to serve as artificial nesting areas, a qualified biologist shall inspect building materials prior to being moved, buried, or capped. All pipes shall be either completely capped or adequately covered to prevent the opportunity for shelter or nesting by burrowing owl.

##### Prior to Start of Construction

4. Prior to 14 days of any ground disturbing activities, a qualified biologist shall

conduct a pre-grading survey of the development area and buffer area (500 feet), in conjunction with mitigation measure No. 1 above.

- A. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-grading survey, the site shall be resurveyed for burrowing owl.
- 5. If active bird burrows/nests are identified during the pre-grading survey, or otherwise noted during the week grading is to commence (see mitigation measure No. 8 below), and project construction has the potential to impact the burrows/nests, then the biologist shall consult with SANDAG and the Department to determine an appropriate mitigation program (i.e., translocation, eviction, buffer, or other strategy).
  - A. Impacts to the species must be avoided to the maximum extent practicable.
  - B. Occupied burrows should not be disturbed during the nesting season (February 1 through August 31), unless a qualified biologist in consultation with SANDAG and the Department verifies through non-invasive methods that either:
    - a. The birds have not begun egg-laying and incubation; or
    - b. Juveniles from the occupied burrows are foraging independently and are capable of independent survival.
  - C. If burrows/nests are required to be protected rather than translocated, weekly biological monitoring of these burrows/nests shall be conducted by the project biologist during construction with written or electronic submission results submitted to SANDAG and the Department.
    - a. No disturbance shall occur within 160 feet of occupied burrows during the non-breeding season of September 1 through January 31 or within 250 feet during the breeding season of February 1 through August 31. Avoidance should include management and enhancement of burrowing owl nesting and foraging requirements at a ratio of no less than 1:1 for the territory of the burrowing owl.
    - b. If buffer areas are used, they must be identified on a biological resources map and flagged in the field so no grading or construction activity can occur in these areas.
  - D. These restrictions shall be noted on all grading and construction plans.
- 6. If no nests are discovered on or adjacent to the project site/development area, no further mitigation is required.

During Construction

- 7. If burrows/nests are discovered during construction activities, the project biologist shall notify SANDAG and the Department.
- 8. The project biologist shall stop work within the vicinity (minimum of 160 feet) of the burrows/nests. The project biologist shall mark all holes, shrubs or those areas that could serve as artificial burrows/nesting areas and delineate the appropriate "no construction" surrounding any nest sites and any buffer area in consultation with SANDAG and the Department.

1-2  
Cont.

## Responses to Comments from Public Agencies and Other Organizations

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<p>9. The project biologist, in consultation with the SANDAG and the Department shall determine an appropriate mitigation program (i.e., translocation, buffer, or other strategy) as described in mitigation measure No. 5 above.</p> <p>10. The project biologist shall be responsible for ensuring that all field notes and reports have been completed, all outstanding items of concern have been resolved or noted for follow up, and that surveys are completed, as appropriate.</p> <p>11. Within 3 months following the completion of monitoring, two copies of the Final Biological Monitoring Report (even if negative) and/or evaluation report, if applicable, which describes the results, analysis, and conclusions of the Biological Monitoring Program (with appropriate graphics) shall be submitted to SANDAG and the Department.</p> <p>12. If the mitigation program included long-term management and monitoring of lands to mitigate the loss of foraging and burrowing habitat, the plan should include success criteria and remedial measures. The report shall be submitted annually and approved to the satisfaction of SANDAG. Supplemental copies of the mitigation proposal shall be provided to the Department.</p>	<b>1-2 Cont.</b>	
<p>2. Accompanying the condition for project-level consultation provided in BIO-2, the Department suggests the following supplemental language be included within the mitigation measure:</p> <p>Prior to commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake that the project applicant shall submit a complete Lake or Streambed Alteration Program notification package and fee to the Department.</p>	<b>1-3</b>	<b>1-3</b> The suggested supplemental language has been added to BIO-2 in the Final EIR.
<p>3. The general habitat assessment of the APE (conducted in 2009) included an updated search of the CNDDDB in 2011. The methodology section mentions that observations of plant and animal species were limited because of the timing of the survey and that focused surveys were not performed. The CNDDDB is a statewide inventory, managed by the Department, and is routinely updated with the location and condition of the state's rare and declining species and habitats. Although the CNDDDB is the most current and reliable tool for tracking occurrences of special status species, it contains only those records that have been reported to the Department. We recognize that portions of the BRT extends through disturbed and marginal habitat conditions; however, given the age/timing of biological survey activities, we believe areas that were previously identified to potentially support special status plant and animal species should have supplemental surveys prior to proceeding with ground disturbing activities for the BRT.</p>	<b>1-4</b>	<b>1-4</b> Please see the response to comment 1-2.
<p>4. Sections 3.4.1.2 and 3.4.5.21 provide a reference to the City of San Diego's Resource Protection Ordinance (RPO). The Environmentally Sensitive Lands Regulations replaced the City's RPO. Please provide the necessary revision.</p>	<b>1-5</b>	<b>1-5</b> References to the Environmentally Sensitive Lands Regulations have replaced references to the City of San Diego's Resource Protection Ordinance in the Final EIR.

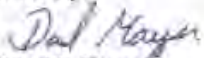
5. Section 3.4.5.1 cites a radius of the required buffer zone can vary depending on the species (i.e., 300 feet and 500 feet for raptors). We recommend a 300-foot buffer for passerines and a 500-foot buffer for raptors. The standard construction bid specifications that SANDAG proposed to address nesting birds and tree removal should be carried forward with the biological mitigation language. In respect to timing of groundbreaking activities that occur within avian breeding season we recommend the following language:

If avoidance of the avian breeding season is not feasible, the Department recommends that, beginning 30 days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project activities. If a protected native bird is found, the project proponent should delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located project activities within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing should be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. The project proponent should provide SANDAG the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why (e.g., species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) to SANDAG and, if requested, the Department. Based on the submitted information, SANDAG (and the Department, if requested) will determine whether to allow a narrower buffer.

We appreciate the opportunity to comment on the DEIR. If you have any questions regarding this letter, please contact Paul Schlitt at (858) 637-5510.

Sincerely,



David A. Mayer  
Acting Environmental Program Manager  
South Coast Region

cc: State Clearinghouse, Sacramento  
Susan Wynn, U.S. Fish and Wildlife Service, Carlsbad

1-6

This comment is noted. Section 3.4.5 of the Draft EIR identifies the actions that SANDAG requires for all construction activities to avoid adverse effects to nesting birds. SANDAG shall implement these requirements prior to and during construction of the proposed project, where required.

1-6

1-7

These closing comments are noted. No further response is required.

1-7

DEPARTMENT OF TRANSPORTATION

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Letter 2  
California Department of Transportation

March 28, 2013

11-SD-125, 905, 805, 94  
PM Var.  
South Bay Bus Rapid Transit  
Draft EIR

Mr. Andrew Martin  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Mr. Martin:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Draft Environmental Impact Report (DEIR) for the South Bay Bus Rapid Transit (BRT) project, to be located in and around State Route 94 (SR-94), South Bay Expressway (SR-125), State Route 905 (SR-905) and Interstate 805 (I-805). Pursuant to the 2050 Regional Transportation Plan (RTP), SANDAG is proposing the South Bay BRT project to implement BRT service between the proposed Otay Mesa Intermodal Transportation Center (ITC) at the Otay Mesa Port of Entry (POE) and Downtown San Diego.

2-1

2-1

These introductory comments are noted. No further response is required.

Caltrans would like to submit the following comments:

**For the ITC in the Otay Mesa Segment of the Project:**

Please note that the State Excess Land Process, as defined in Chapter 16 of the Caltrans Right of Way Manual, will need to be followed for the transfer of ownership of the property located at Siempre Viva Road, where the ITC will be constructed, from the State to SANDAG. Transferral of this property is subject to approval by the California Transportation Commission (CTC).

Mention of the above process should be added where applicable throughout the DEIR, such as:

- **1.1.6 Other Agency Permits and Approvals**  
California Transportation Commission, Excess Land Process for transfer of ownership of State property required for ITC.
- **2.5.2 Project Improvements, Otay Mesa Segment (City of San Diego), Paragraph 6**  
The State Excess Land Process, as defined in Chapter 16 of the Caltrans Right of Way Manual, will need to be followed for the transfer of ownership of the property located at Siempre Viva Road from the State to SANDAG. Transferral of this property is subject to approval by the CTC.

2-2

2-2

Discussion of the State Excess Land Process has been added to the Final EIR.

## Responses to Comments from Public Agencies and Other Organizations

### • 2.7 Other Agency Permits and Approvals

California Transportation Commission, Excess Land Process for transfer of ownership of State property required for ITC.

#### 3.1 Aesthetics and Visual Resources:

Please continue to coordinate with the Caltrans Landscape Architecture Division through the Environmental and Design processes to address potential impacts to visual resources within Caltrans right-of-way (R/W).

##### 3.9.1.1 Federal and State, Caltrans NPDES Permit:

This project, at this stage, will not have any direct storm water impacts to Caltrans R/W. As the project progresses into design and eventually construction, there could be some impacts to the roadways and roadsides that would need to be addressed through the encroachment permit process or by other means as determined by Caltrans. At that time, impacts would be further identified and appropriate Best Management Practices (BMPs) implemented as necessary.

##### 3.17 Utilities/Service Systems and Energy:

Please list the utilities that are existing within Caltrans R/W that will need to be relocated and discuss where the relocations will take place. The environmental impacts and minimization/mitigation measures of the utility relocations within Caltrans R/W should be disclosed.

##### Caltrans Encroachment Permit:

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. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies. If these materials are not included with the encroachment permit application, the applicant will be required to acquire and provide these to Caltrans before the permit application will be accepted. Identification of avoidance and/or mitigation measures will be a condition of the encroachment permit approval as well as procurement of any necessary regulatory and resource agency permits. Encroachment permit submittals that are incomplete can result in significant delays in permit approval.

Improvement plans for construction within State Highway R/W must include the appropriate engineering information consistent with the state code and signed and stamped by a professional engineer registered in the State of California. The Caltrans Permit Manual contains a listing of typical information required for project plans. All design and construction must be in conformance with the Americans with Disabilities Act (ADA) requirements.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

2-2  
Cont.

2-3

Comment noted.

2-3

2-4

Comment noted. SANDAG will comply with mandatory permit requirements, including requirements of the Caltrans encroachment permit. The Draft EIR analyzes all potential stormwater and other environmental impacts of the proposed project as required by CEQA, including potential impacts within Caltrans right-of-way. This comment does not identify any new significant environmental impacts of the proposed project that were not addressed in the Draft EIR, and therefore no additional mitigation measures would be required.

2-4

2-5

2-5

Where the guideway crosses State Route 125, within Caltrans right-of-way, there are no utility relocations. Relocation of drainage facilities would occur along the eastbound to southbound State Route 125 on-ramp at the Siempre Viva Road interchange where the ITC is proposed. Relocations of Caltrans drainage facilities are being coordinated with Caltrans District 11 personnel. Relocating drainage facilities within Caltrans right-of-way would not cause significant effects to the environment and therefore no mitigation measures are required.

2-6

2-6

Comment noted. SANDAG would request approval of an encroachment permit prior to construction of the proposed project. This Final EIR and corresponding technical studies would be included with the encroachment permit application.

2-7

2-7

Comment noted.

Caltrans looks forward to continuing our coordination efforts with SANDAG staff on the BRT Project. If you have any questions, please contact Connery Cepeda, of the Public Transportation/Grant Administration Branch, at (619) 688-6003 or [connery.cepeda@dot.ca.gov](mailto:connery.cepeda@dot.ca.gov).

Sincerely,



FOR  
JACOB ARMSTRONG, Chief  
Development Review Branch

2-8

2-8

These closing comments are noted. No further response is required.



Development Services Department

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Letter 3  
City of Chula Vista

March 29, 2013

Andrew Martin  
Associate Environmental Planner  
SANDAG  
401 B Street, Suite 800  
San Diego, California 92101

Transmitted via email:  
Andrew.Martin@sandag.org

Re: Draft Environmental Impact Report (DEIR) for the South Bay Bus Rapid Transit (BRT) Project

Dear Mr. Martin,

Thank you for the opportunity to review the South Bay BRT Draft Environmental Impact Report (DEIR). As addressed in Table 1-1, the region has been planning the South Bay BRT line since 1991. Table 1-1 shows all of the Regional Plans that include the South Bay BRT. The City of Chula Vista has also anticipated and planned for the South Bay BRT for many years. For more than 20 years the City's planning efforts within planned communities such as Otay Ranch have focused on the provision of transit that would connect Otay Ranch and other parts of Eastern Chula Vista to major job centers in the Region such as Downtown San Diego.

The Otay Ranch General Development Plan/Specific Regional Plan (GDP/SRP) was adopted by the City of Chula Vista and the County of San Diego in 1993. A principal of the GDP/SRP addressed the need to provide multi-modal transportation, such as transit, throughout the Otay Ranch. The South Bay BRT traverses Otay Ranch Villages One, Five, Six and the ORTC. In accordance with the GDP/SRP, the planning for all of these Villages including Sectional Planning Area (SPA) plans and EIRs have encompassed and addressed the BRT line. The City's General Plan Updates in 1993 and 2005 also included the BRT line.

A key component of the BRT is the locations proposed for stations which are centrally/conveniently placed in each one of the Villages and at the ORTC. These stations have been planned to provide ease of access to residents and visitors to Otay Ranch in order to make the BRT favorable to use.

The City of Chula Vista staff has thoroughly reviewed the DEIR. We find that the document is in compliance with the California Environmental Quality Act (CEQA) and

3-1

3-1

These introductory comments are noted. No further response is required.



should be certified by the SANDAG Transportation Committee and Board as adequate and complete to address the proposed project. Given the previously noted 20 years of planning history, the City supports retaining the proposed alignment within the designated corridor through the Santa Venetia community. Considering the concerns raised primarily by residents of the Monet and Treviana developments within Santa Venetia, we want to acknowledge the importance of the need to work with these residents and the properties adjacent to the BRT corridor to develop a design that is sensitive to their concerns.

We have identified some minor technical corrections that we request be included in the Final EIR. We do not find that any of these corrections change the conclusions identified in the DEIR.

Water Quality

1. San Diego Bay is listed for PCBs. However, the use of this pollutant has been banned since the 1970s, so the project does not contribute to this pollution.
2. Other pollutants mentioned in the EIR were on previous lists or the older drafts of the 2010 list but they are not on the final list maintained by the State Board. Please include the most up-to-date list in the Final EIR

Land Development Section

1. Please be aware that the entire corridor must be upgraded to meet the current ADA standards (zero lip ped ramps, level landings, truncated domes, etc).
2. The corridor should be designed to be pedestrian friendly including the use of wide sidewalks (greater than five feet in width) and to the extent possible gentle grades.
3. Please ensure the design vehicle has bike racks or allows bikes internal to the vehicle (like the trolley) and each station has bike lockers similar to 36 E-lockers SANDAG installed for the coaster.
4. Please ensure emergency vehicles can use the lanes.
5. Please strongly consider cool pavement.
6. Any guideway constructed in an existing street needs to preserve class II bike lanes.
7. Please ensure that carpools can use the guideway for freeway entry and exit.

**3-1  
Cont.**

**3-2**

Responses to requested minor technical corrections are provided below (see responses to comments 3-3 through 3-6). SANDAG agrees none of the suggested corrections change the Draft EIR conclusions.

**3-3**

SANDAG agrees that the proposed project does not contribute polychlorinated byphenyls (PCBs) to San Diego Bay. The Final EIR identifies the pollutants and stressors for which surface water bodies in the project area are listed on Clean Water Act Section 303(d) List of Water Quality Limited Segments.

**3-4**

Land Development comments are noted. Features of the proposed project would be constructed in compliance with the Americans with Disabilities Act, emergency vehicles would have access to the dedicated guideway, and construction of the proposed project would preserve existing Class II bicycle lanes. The BRT vehicles operating along the South Bay BRT route would include bicycle racks. Bicycle lockers would be provided at each BRT station constructed as part of the proposed project. Use of cool pavement will be considered. Carpools would not have access to any portion of the dedicated guideway constructed as part of the proposed project. The guideway would be used exclusively by BRT vehicles, with exceptions for emergency vehicles. Cool pavement will be considered but it is not required under CEQA to avoid or substantially lessen a significant environmental effect of the project.

Traffic

1. Page ES-2, modify the figure to show where the BRT line goes when it reaches the downtown San Diego area.
2. Page ES-3, third paragraph mentions BRT turning west on Otay Mesa Road and it should be turning east.
3. Page ES-3, Fourth Paragraph, please add, "BRT vehicles would *exit SR125 and* travel along Birch Road..."
4. Page ES-3, Last Paragraph, last sentence, clarify that retaining walls are along guideway and bridge abutment.
5. Page ES-11, first paragraph, clarify that this project doesn't include construction of the four buffer separated Managed Lanes; they are part of a Caltrans project.
6. Need to clarify and qualify. Second paragraph, should read would "operate".
7. Page ES-46, repeat sentence at top of page please replace. "...deviate..." with "...separate from mixed flow on Olympic Parkway."
8. Page 1-6, Document Terminology; this would be a good location to describe what the BRT is.
9. Please clarify the in the definition of Project Area if the I-805 and SR94 are mixed flow or the interchange of the two is mixed flow?
10. Page 2-4, last paragraph, add "...and exclusive Right of Way..."
11. Page 2-8, clarify what the Otay Ranch Transit Planning Study of 2008 is?
12. Page 2-11, clarify that this project is similar to "Red Car" service not "Yellow Car". At this juncture, why aren't doesn't the EIR describe; exclusive ROW, TSP, next bus, quick boarding?
13. Page 2-12, Bottom half of last paragraph, starting with "Further, the dedication ..." should be repeated as appropriate in other places in document.

**3-5**

Traffic comments are noted. The suggested revisions are incorporated into the Final EIR with the following exceptions:

1. The proposed route within downtown San Diego is already shown on figure ES-8.

11. The Otay Ranch Transit Plan Study was prepared by the City of Chula Vista in 2008. Information about the study is available on the City of Chula Vista website:

[http://www.chulavistaca.gov/City\\_Services/Development\\_Services/Planning\\_Building/About/ChulaVistaOtayRanchTransitStudy.asp](http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/About/ChulaVistaOtayRanchTransitStudy.asp)

15. Comment noted. To clarify, the "I-805/SR-94" segment includes operation of the proposed project along Interstate 805 from the East Palomar Street direct access ramps to the interchange with State Route 94, and along State Route 94 from Interstate 805 to Downtown San Diego.

21. Figure 2-15 depicts the portion of the proposed project between Otay Ranch Town Center and Magdalena Avenue. This portion of the proposed project would include a two-lane guideway bridge. Therefore, a one-lane guideway bridge is not shown on this figure. However, the project alternative of a one-lane guideway bridge (identified as Alternative 1B in the Draft EIR) is shown on Figure 5-1 and described in Section 5.6.

24. Comment noted. To clarify, the term "side running" refers to location of the proposed guideway along the edge of a roadway, as opposed to within the median of a roadway.

25. The proposed project does not propose any improvements related to the State Route 125/Birch Road interchange. Therefore, this interchange is not mentioned on page 2-37 of the Draft EIR.

32. In developing the landscape units for the proposed project, SANDAG decided it was not necessary to include Birch Road and Otay Ranch Town Center (ORTC), between Birch Road and Town Center Drive, as a Landscape Unit in the visual impact analysis. The proposed project would operate buses in mixed traffic on Birch Road and would not physically change the road or its surroundings. The ORTC guideway and transit station was not included because the owner dedicated the land for the purpose of a transit guideway between ORTC and Eastlake Parkway and a transit station.

3-5

## Responses to Comments from Public Agencies and Other Organizations

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14. Page 2-14, Chula Vista Segment, clarify that the station at I-805 is a Park and Ride lot. The description of this parking lot is different throughout the document. Please correct this.
15. Page 2-14, The paragraph titled "I-805/SR94 Segments" is confusing to the reader. It sounds like the interchange between the two. We recommend using the word "and" and breaking up the two segments.
16. Page 2-15, first sentence, replace "rapid transit" rail with "Light Rail Transit service. Then describe it in more detail on bottom of page 2-21.
17. Page 2-15, Stations", mention that the stations are BRT vehicles only
18. Page 2-21, Vehicles, please clarify vehicles will be "ADA" accessible.
19. Page 2-31, the corridor through the ORTC should be identified as a dedicated easement for transit purposes.
20. Second paragraph, delete the words, conduit or pipe.
21. Figure 2-15, Should the single lane bridge be shown here?
22. Page 2-34, last full paragraph; include mentioning that there is a station prior to I-805 with a Park and Ride lot.
23. Figure 2-17, label Oleander Avenue on the figure.
24. Page 2-37, Clarify what "side running" is and if it will be located on East Palomar just east of Oleander Avenue. Clarify where the exclusive transit right of way is listed. If the 1.0 mile stretch is a combination, state it that way. Within and along the ORTC, should not be identified as "side running". Side running infers with mixed flow operations.
25. Page 2-37, missing SR125/Birch Road interchange.
26. Page 2-40, describe the work on Birch Road as "...the left-most east to north left-turn lane, adjacent to and just west of Eastlake Parkway into ..." for clarity.
27. Last sentence on page, "...within the exclusive BRT right-of-way..." for clarity.
28. Page 2-43, within the table heading there is an asterisk but no further reference.
29. Page 2-50, check your dates. I believe they have changed.

The ORTC design and layout anticipate the future implementation of the guideway and station. Construction and operation of the ORTC guideway and station would not cause adverse changes in visual character or quality of the ORTC or its surroundings.

**3-5  
Cont.**

30. Page 2-50, there has been no discussion on how BRT vehicle gets from the northbound HOV lane to the SR94 ramp. Please explain.
31. Page 3-5, the project description is very clear. We recommend it be used throughout the document. There are several descriptions of the Chula Vista segment throughout the document. Use of this description throughout would make the document clearer to the reader.
32. The Chula Vista Segment should include Birch Road from SR125 to ORTC and be listed first.
33. Page 3-23, the sentence that states the "...the expectation that the proposed Project would be developed along the proposed alignment." Along East Palomar through Sunbow is not correct. The alignment from Oleander to Heritage Road was added when the project went from LRT to BRT.
34. Page 3-25, define "MSE" walls.
35. Page 3-284, East Palomar Street is not included in the city's General Plan Circulation Element and therefore is not required to meet LOS standards of review.
36. Page 3-292, The City's General Plan element only includes roads that are four lanes and above. Please remove references to two lane roads in this table.
37. Page 3-294, first paragraph; Clarify what the rationale is for adding "plus four" during the non-peak hours.
38. Page 3-308, spell out TCP.
39. Page 3-309, first paragraph is confusing please clarify how the overall traffic circulation would be improved if the project features were present but the BRT line was not using them. ...
40. Page 5-40, paragraph 3b, is difficult to understand. Please clarify.
41. Page 7-2, position title changes; Frank Rivera - Principal Civil Engineer, Tom Adler (Misspelled in document), Principal Civil Engineer.

Engineering

**3-5  
Cont.**

**3-6**

## Responses to Comments from Public Agencies and Other Organizations

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1. Page 3-104, Seismicity - In last sentence of first paragraph, The Newport-Inglewood-Rose Canyon East fault is west of Chula Vista segment
2. Page 3-108, Construction Phase Impacts - In first sentence of second paragraph, the La Nacion fault is entirely within the Chula Vista segment.
3. Page 3-138, School Facilities - Mater Dei High School should be included. It's within 0.3 miles of the East Palomar segment and within 0.25 miles of the Birch Road/SR-125 segment.
4. Page 3-160, sixth paragraph - Although the City approves the use of Filterra units, bioretention systems that first remove gross pollutants, such as trash, debris, and coarse sediment prior to entering the fine pollutant treatment chamber are preferred for this project. Acceptable treatment BMPs are Kristar Bio-Mod Modular Bioretention System, Filterra Curb Inlet with Pre-Filter Chamber and Internal Bypass, and Bioclean Modular Wetland Systems (no particular order of preference)
6. Page 3-26, Add City Library in Otay Ranch Town Center Shopping Mall
7. With regard to Alternative 2, clarify if it should be "diverge" rather than "deviate"?

### 3-6

Engineering comments are noted. The suggested revisions are incorporated into the Final EIR. With respect to Filterra units and bioretention systems, SANDAG has evaluated all methods of bio-retention and is using above-ground bio-retention (bioswales) where feasible but, below-ground (Filterra units) are proposed where bioswales are infeasible.

### 3-6 Cont.

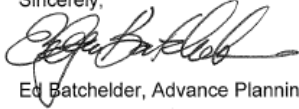
Please contact Marilyn Pongeggi at (619)585-5707 if you have any questions regarding this matter. The City of Chula Vista looks forward to continuing to work with SANDAG towards the completion of the South Bay BRT. Please continue to notify us of upcoming hearings for this project.

### 3-7

### 3-7

These conclusory comments are noted. No further response is required.

Sincerely,



Ed Batchelder, Advance Planning Manager

Cc: Jim Sandoval, City Manager  
Gary Halbert, Assistant City Manager/Development Services Director  
Richard Hopkins, Director of Public Works Operations  
William Valle, Assistant Director of Public Works Operations  
Eric Crockett, Assistant Development Services Director  
Anne Steinberger, Marketing & Communications Manager  
Marilyn Pongeggi, Principal Planner  
Frank Ramirez, Principal Engineer  
Dave Kaplan, Transportation Engineer



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

Letter 4  
Governor's Office of Planning and Research

March 15, 2013

Andrew Martin  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

Subject: South Bay Bus Rapid Transit  
SCH#: 2010041060

Dear Andrew Martin:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 14, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency  
1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

4-1  
Comment noted.

4-1

# Responses to Comments from Public Agencies and Other Organizations

## Document Details Report State Clearinghouse Data Base

**SCH#** 2010041060  
**Project Title** South Bay Bus Rapid Transit  
**Lead Agency** San Diego Association of Governments

**Type** EIR Draft EIR  
**Description** From south to north, the South Bay BRT would originate at the proposed ITC, which is located immediately southwest of the Siempre Viva Road/SR 905 interchange. The ITC would be constructed as part of the proposed Project. From the ITC, BRT vehicles would travel north via SR-905 to the La Media Road interchange, north on La Media Road, and then east on Otay Mesa Road to SR-125 in mixed-flow conditions. BRT vehicles would then continue traveling north on SR-125 in mixed-flow conditions to the SR-125/Birch Road interchange.

### Lead Agency Contact

**Name** Andrew Martin  
**Agency** San Diego Association of Governments  
**Phone** 619 595 5375 **Fax**  
**email**  
**Address** 401 B Street, Suite 800  
**City** San Diego **State** CA **Zip** 92101

### Project Location

**County** San Diego  
**City** Chula Vista, National City, San Diego  
**Region**  
**Lat / Long**  
**Cross Streets** between Otay Mesa Port of Entry & Downtown San Diego  
**Parcel No.** primarily public right-of-ways  
**Township** **Range** **Section** **Base**

### Proximity to:

**Highways** SR 94, 125, 905 & I-805  
**Airports** San Diego Intl  
**Railways** AT&SF (MTS)  
**Waterways** Various  
**Schools** Various  
**Land Use** Project occurs primarily on or adjacent to public transportation uses (street, freeways).

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

**Date Received** 01/29/2013 **Start of Review** 01/29/2013 **End of Review** 03/14/2013

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**Letter 5**  
**Green Bryant & French, LLP on behalf of the**  
**Treviana at Lomas Verde Homeowners Association**

March 29, 2013

† UNSPL  
† N R. GERSTEL\*  
† G S. BICKLER\*

† Professional Corporation  
† Licensed in Colorado  
† Licensed in Washington

VIA EMAIL [ANDREW.MARTIN@SANDAG.ORG](mailto:ANDREW.MARTIN@SANDAG.ORG) & U.S. MAIL

Andrew Martin  
Associate Environmental Planner  
SANDAG  
401 "B" Street, Suite 800  
San Diego, CA 92101

Re: *South Bay BRT Draft EIR (January 2013)*  
*Our File No.: 5572.001*

Dear Mr. Martin:

This firm serves as counsel for the Treviana at Lomas Verde Homeowners Association ("Association") located in the City of Chula Vista. The Treviana development consists of 212 units. As counsel for the Association, we have been requested to supply SANDAG with the following comments concerning the Draft EIR for the BRT Project.

By way of background, the Treviana Project is situated directly adjacent to a portion of the proposed BRT Route. Specifically, the draft EIR presently contemplates a two lane bridge spanning State Route 125 and continuing on through the Treviana Development (exclusive guideway portion between Olympic Parkway and Town Center Drive). The overpass bridge for State Route 125 would be approximately 29 feet high and channel articulated buses through the Treviana Development. The cost of construction for this bridge is \$12.3 million, and it shaves approximately two (2) minutes off of the BRT travel time. The Association believes that the Draft EIR has not sufficiently studied or addressed the potential negative impacts on Treviana associated with this portion of the overall BRT Project. Furthermore, the Draft EIR fails to adequately explore and advance other less intrusive options besides building the currently proposed overpass bridge.

What follows is a list of concerns stemming from our review of the Draft EIR that the Association feels have been inadequately addressed by the Draft EIR:

- **The Draft South Bay BRT EIR Should be put on Hold Pending Resolution of Issues Associated with the EIR for the RTP/SCS:** The South Bay BRT EIR is predicated, in part, upon the illegal EIR for the RTP/SCS. As SANDAG is well aware, the 10/28/11 certification of the EIR for the RTP/SCS was set aside by the San Diego Superior Court

**5-1**

These introductory comments are noted. No further response is required.

**5-2**

This comment is noted. To clarify, the proposed project would not run through the Treviana development, but would be located in a dedicated transit guideway easement that is adjacent to the Treviana development.

**5-3**

As explained in the responses to comments 5-4 through 5-12, none of the concerns raised in this letter constitute inadequacies in the Draft EIR. The Draft EIR complies with CEQA requirements regarding the analysis of potentially significant environmental impacts of the South Bay BRT project, the identification of mitigation measures that would avoid or substantially lessen the potentially significant effects, and the consideration of a range of reasonable alternatives to the project that would avoid or substantially lessen the significant environmental effects of the South Bay BRT while meeting most of the basic project objectives.

**5-4**

The comment that the South Bay BRT EIR is predicated, in part, upon the illegal EIR for the RTP/SCS is incorrect. As described in Section 1.1.3 of the Draft EIR, SANDAG elected to prepare a project-level EIR to evaluate the South Bay BRT. The South Bay BRT EIR is independent from, and not in any part predicated upon, the EIR prepared for the 2050 Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS").

5-1

5-2

5-3

5-4



on or about 12/3/12. Accordingly, the BRT EIR should be put on hold pending correction of the legal and technical defects for the RTP/SCS EIR to the satisfaction of the Court. To proceed otherwise, only invites more challenges since the underlying foundation (RTP/SCS EIR) of the Draft EIR has been deemed deficient as a matter of law.

**The BRT Method of Transport is Outdated:** The Draft EIR fails to adequately analyze whether the BRT is still a viable and efficient method of transportation for the region. Both the Cities of Seattle and Los Angeles are moving away from the BRT in favor of systems such as light rail. Light rail provides a much better alternative, and better dovetails with the goals and requirements of the RTP/SCS. The draft EIR has failed to adequately study and analyze the BRT compared to other modes that might better satisfy the RTP/SCS requirements/goals.

**View Impairment:** Because of the close proximity of the two lane State Route 125 overpass bridge to the Treviana residences, there will be significant view impairment and aesthetic issues for all of the Treviana units. The Draft EIR does not adequately address these issues, nor does it explore adequate mitigation and/or alternatives.

**Noise:** Once again, due to the proximity of the State Route 125 overpass bridge to the Treviana residences, there will be significant noise impact on virtually all of the residences stemming from the operation of the articulated buses on the two lane bridge. Moreover, because of the intervals at which the buses will be utilizing the bridge, the noise impact will be consistent throughout the operational timeframes for the BRT. To date, the Draft EIR has not adequately addressed the noise issues, nor sufficiently explored potential mitigation and/or alternatives that exist.

**Air Pollution:** Because of the frequency of the bus trips on the bridge as well as the proximity of the buses to the Treviana development, it is anticipated that there will be a material increase in air pollution relative to the Treviana development. This will directly impact the quality of life for Treviana residents in a negative manner. The Draft EIR fails to adequately study the overall air pollution impact of the BRT as well as its more localized impact upon the air quality for the Treviana Development. Moreover, the Draft EIR fails to adequately research and address mitigation of the anticipated air pollution and/or adequately study proposed alternatives. Relative to the State Route 125 overpass bridge, one of the alternatives is to re-route the BRT around the Treviana Development by not building the overpass bridge in the first place (“go-around option”). This option would greatly eliminate many of the negative impacts upon the Treviana Development, including air pollution, but the current Draft EIR fails to give adequate consideration to this option.

**Limitation of Greenhouse Gases:** As SANDAG is aware, the Draft EIR must comply with the “Sustainable Community Strategy” designed to meet a greenhouse gas emission

- 5-4 The comments regarding inadequate analysis of the viability and efficiency of BRT for the San Diego region, and supposed BRT trends in the cities of Seattle and Los Angeles are noted and will be included in the public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.
- 5-5 Neither CEQA nor SB 375 require that an EIR include study and analysis of how alternatives to a proposed project (e.g., other transportation modes) might better satisfy specific regulatory requirements such as the greenhouse gas emission reduction targets for passenger vehicles established for the San Diego region by the California Air Resources Board (CARB). As described in Master Response 1, the Draft EIR complies with CEQA by evaluating a range of reasonable alternatives to the project for their ability to attain most of the basic objectives of the project and avoid or substantially lessen any significant effects of the project. Because greenhouse gas emissions generated by the South Bay BRT project would not have a significant impact on the environment, the Draft EIR is not required to identify feasible mitigation measures or evaluate alternatives that could reduce greenhouse gas emissions relative to the South Bay BRT. See Master Response 1 for further discussion of why the Draft EIR does not discuss a light rail alternative.
- 5-6 Additionally, the South Bay BRT project is specifically identified in the 2050 RTP/SCS. CARB determined that the SCS would, if implemented, achieve the 2020 and 2035 greenhouse gas emission reduction targets that CARB established for the San Diego region.
- 5-7 Master Response 2 addresses aesthetic impacts of the proposed project at the Monet and Treviana developments.
- 5-8 Master Response 3 addresses noise impacts of the proposed project at the Monet and Treviana developments.
- 5-9 Master Response 6 addresses air quality impacts of the proposed project at the Monet and Treviana developments.

reduction target as required by Senate Bill 375, Statutes 2008, Chapter 728. This Draft EIR must comply with the 2008 Legislation and meet the requirements of the statute as it interfaces with the requirements of CEQA. Here, the Draft EIR gives inadequate treatment and study of the greenhouse gas emissions issues which surround the proposed BRT Project in contradiction of the requirements set forth in SB 375

- Vibration From Vehicles:** Given the proximity of State Route 125 overpass bridge to the Treviana Development as well as the overall size of the articulated buses, it is anticipated that there will be significant transmission of vibration into the Treviana units. The Draft EIR fails to adequately study and address the vibration issues. Moreover, the Draft EIR fails to fully examine potential mitigation as well as give adequate consideration to viable alternatives which would all together eliminate the vibration issue.
- The Existing Corridor is Inadequate for a Two Lane Overpass Bridge:** The existing corridor between the Treviana and Monet Developments where the proposed bridge will be situated is simply too small to accommodate such a massive two lane concrete bridge. When the original entitlements were created for the possible construction of the BRT Project or some similar transportation project, both the Treviana and Monet Developments were not in existence. Since the creation of the entitlements for the transportation corridor between the two developments, the City of Chula Vista approved and permitted the construction of residential housing on both sides of the corridor. The end result is that both the Treviana and Monet Developments are situated in very close proximity to the transportation corridor in order to maximize each developer's utilization of the land. This has resulted in both projects and their respective residential units being sited within feet of the proposed overpass bridge. Now, after both developments have been built precariously close to the corridor, SANDAG wishes to "shoehorn" a two lane concrete bridge capable of accommodating oversized and articulated buses. Simply put, this corridor is no longer adequate for its intended purposes. When the Treviana corridor is compared to the corridor along East Palomar there is no comparison. The East Palomar corridor is much wider and far more capable of accommodating two lane traffic consisting of massive articulated buses. The Draft EIR fails to take into account the close proximity of both the Treviana and Monet Developments to the corridor and study whether the corridor is still adequate for its intended purposes given the proximity of residential units on both sides. Finally, there is no analysis or discussion comparing the utility or feasibility of the smaller Treviana corridor to others such as the much larger East Palomar corridor.
- Exploration of Alternatives for State Route 125 Overpass Bridge:** With regard to the State Route 125 overpass bridge, the Draft EIR makes cursory mention of three potential options concerning this bridge. The first option is to build the bridge as currently contemplated such that it would be 29 feet high and consist of two lanes ("exclusive guideway portion"). The second option explores the possibility of reducing the bridge down to a one lane bridge so that it fits better between the Treviana and Monet

5-9  
Cont.

5-10

5-11

5-12

5-9

The comment that the Draft EIR must comply with the Sustainable Communities Strategy is incorrect. To clarify, SB 375 requires, in part, that CARB develop regional greenhouse gas emission reduction targets for passenger vehicles for 2020 and 2035 for specified regions including the San Diego region, and that specified metropolitan planning organizations ("MPOs") in those regions, including SANDAG, then prepare a Sustainable Communities Strategy ("SCS") that demonstrates how that region will meet its greenhouse gas reduction target through integrated land use, housing, and transportation planning. MPOs are required to adopt the SCS as part of the regional transportation plan ("RTP"). In November 2011 CARB issued an Executive Order (G-11-114) that determined the 2050 RTP/SCS adopted by SANDAG on October 2011 will, if implemented, achieve the 2020 and 2035 greenhouse gas emission reduction targets. The South Bay BRT is one of the transportation projects identified in the 2050 RTP/SCS that would help the San Diego region achieve its 2020 and 2035 greenhouse gas emission reduction targets. Analysis supporting the conclusion that greenhouse gas emissions generated during construction and operation of the South Bay BRT project would not have a significant effect on the environment is provided in Section 3.7 of the EIR. The CEQA provisions of SB 375 are intended to streamline the CEQA review for projects meeting specified criteria and are not germane to the CEQA review for the South Bay BRT Project.

5-10

Master Response 4 addresses vibration impacts of the proposed project at the Monet and Treviana developments. Master Response 1 addresses alternatives that would avoid the significant vibration impacts of the proposed project.

5-11

Master Responses 1 (Alternatives), 2 (Aesthetics and Visual Impacts), 3 (Noise Impacts), 4 (Vibration Impacts), 6 (Air Quality Impacts), and 7 (Land Use, Population, Housing Impacts) address the issues raised in this comment. The Draft EIR analyzes the potentially significant adverse environmental effects of locating the proposed project within the dedicated transit guideway easement between the Treviana and Monet developments, from State Route 125 to Magdalena Avenue. The environmental impact analysis takes into account the proximity of the proposed project to surrounding development (i.e., Treviana and Monet) where appropriate (e.g., noise levels, visual character).

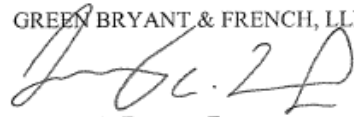
communities (“one-lane guideway”). Finally, the third option proposes that the bridge not be built and that the BRT buses simply be re-routed in a different manner (“go-around” option). Apparently, if the bridge is not built, the absence of the bridge will save the project approximately \$12.3 million, and will only add approximately two minutes to the travel route. The current Draft EIR mainly focuses its attention on the first proposal, and fails to give adequate consideration and study of the competing proposals. Both proposal numbers two and three concerning the State Route 125 overpass bridge deserve further consideration and study because each of these proposals would further mitigate, or all together eliminate, many of the issues and concerns raised above.

Based upon the above, the Association respectfully requests that the current Draft EIR not be further advanced and that SANDAG go back and address both the technical and legal deficiencies associated with the current Draft EIR. While we certainly appreciate the difficulty of preparing any Draft EIR, at the same time we believe that SANDAG has not appropriately prepared the instant Draft EIR such that it fully satisfies CEQA’s and SB 375’s requirements. Accordingly, we urge SANDAG to redo several parts of the Draft EIR consistent with our comments above and that SANDAG better integrate and address the concerns of the Treviana community in a future Draft EIR.

In the meantime, if you have any questions or concerns regarding this correspondence, please do not hesitate to contact the undersigned at any time.

Very truly yours,

GREEN BRYANT & FRENCH, LLP



JEFFREY A. FRENCH, ESQ.

JAF:dcc  
Cc: Treviana Board of Directors

5-12

The Draft EIR identifies potentially significant environmental impacts between State Route 125 and Magdalena Avenue: temporary impacts to visual character and quality during construction, permanent impacts to visual character and quality during operation, temporary noise levels during construction, and temporary vibration levels would exceed the FTA annoyance threshold during construction. The Draft EIR identifies mitigation measures that would reduce temporary noise levels during construction to a less than significant level. The Draft EIR identifies mitigation measures that would minimize temporary vibration levels during construction to the extent feasible, but acknowledges that vibration levels could exceed the FTA annoyance threshold. Therefore, temporary vibration levels during construction are considered significant and unavoidable. The temporary noise barriers required to reduce temporary construction noise levels to less than significant would result in the temporary construction impacts to visual character and quality. The Draft EIR acknowledges that these temporary impacts to visual character and quality would be significant and unavoidable as long as the temporary noise barriers are in place. There are no feasible mitigation measures to avoid the significant visual impact of the temporary noise barriers or reduce it to a less than significant level. The Draft EIR identifies design features incorporated into the proposed project to reduce the permanent impacts to visual character and quality during operation, but acknowledges that even with design features that reduce the visual impact of the proposed guideway bridge, the permanent impacts to visual character and quality would remain significant and unavoidable. There are no other feasible mitigation measures to avoid the significant permanent visual impact of the guideway bridge or reduce it to a less than significant level.

5-13

5-14

The Draft EIR evaluates alternatives that would reduce or avoid the significant and unavoidable environmental impacts of the proposed project while meeting most of the basic project objectives. CEQA does not require an analysis or discussion comparing the utility or feasibility of one portion of a project (“Treviana Corridor”) to the utility or feasibility of another portion of a project (“East Palomar corridor”).

5-12

Master Response 1 fully addresses the comment about project alternatives.

**5-13**

As explained in the responses to comments 5-4 through 5-12, none of the concerns raised in this letter constitute inadequacies in the Draft EIR or meet the criteria for recirculation of a Draft EIR prior to certification (§15088.5). The Draft EIR complies with CEQA requirements regarding the analysis of potential adverse environmental impacts of the South Bay BRT project, the identification of mitigation measures that would avoid or substantially lessen the potentially significant effects, and the consideration of a range of reasonable alternatives to the project that would avoid or substantially lessen the significant environmental effects of the South Bay BRT while meeting most of the basic project objectives.

**5-14**

These closing comments are noted. No further response is required.

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
(916) 657-5390 - Fax



February 5, 2013

Mr. Andrew Martin, Associate Environmental Planner

**San Diego Association of Governments (SANDAG)**

401 "B" Street, Suite 800  
San Diego, CA 92101

RE: SCH# 2010041060; CEQA Notice of Preparation (NOP) – South Bay Bus Rapid Transit Project; San Diego County, California

Dear Mr. Martin:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources, which we know that it has.
  - The Native American Heritage Commission (NAHC) recommends that known cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.
- ✓ If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.
- ✓ Contact has been made to the Native American Heritage Commission for:
  - A Sacred Lands File Check, and cultural resources have been identified to your agency.
  - A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter.
  - Lack of surface evidence of archeological resources does not preclude their subsurface existence once ground-breaking activity begins. If that occurs, the NAHC suggests that inadvertent discoveries be coordinated with the NAHC.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources,

**Letter 6**

**Native American Heritage Commission**

**6-1**

As discussed in Section 3.5 of the Draft EIR, a cultural resources study was conducted for the project (*Draft Cultural Resources Study, South Bay Bus Rapid Transit*), which included a records search at the South Coastal Informational Center, a field survey, and Native American consultation. SANDAG requested that the Native American Heritage Commission (NAHC) conduct a search of their Sacred Lands files. In addition, Native American representatives in the project area (based on a list provided by the NAHC) were contacted by SANDAG to notify them of the project and solicit any concerns. No responses were received by SANDAG. The proposed project would not cause a substantial adverse change in the significance of an historical resource. Section 3.5.4 of the Draft EIR explains that provisions for the accidental discovery of human remains, including compliance with existing laws regarding accidental discovery of human remains, are requirements included in the construction specifications for all SANDAG construction projects, including the proposed project.

6-1

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 384  
SACRAMENTO, CA 95814  
(916) 653-6251  
(916) 657-5390 - Fax



per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton  
Program Analyst  
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts List

6-1

Cont.

## Responses to Comments from Public Agencies and Other Organizations

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### Native American Contacts San Diego County February 4, 2013

Barona Group of the Capitan Grande  
Edwin Romero, Chairperson  
1095 Barona Road Diegueno  
Lakeside , CA 92040  
sue@barona-nsn.gov  
(619) 443-6612  
619-443-0681

Sycuan Band of the Kumeyaay Nation  
Daniel Tucker, Chairperson  
5459 Sycuan Road Diegueno/Kumeyaay  
El Cajon , CA 92019  
ssilva@sycuan-nsn.gov  
619 445-2613  
619 445-1927 Fax

La Posta Band of Mission Indians  
Gwendolyn Parada, Chairperson  
PO Box 1120 Diegueno/Kumeyaay  
Boulevard , CA 91905  
gparada@lapostacasino.  
(619) 478-2113  
619-478-2125

Viejas Band of Kumeyaay Indians  
Anthony R. Pico, Chairperson  
PO Box 908 Diegueno/Kumeyaay  
Alpine , CA 91903  
jrothauff@viejas-nsn.gov  
(619) 445-3810  
(619) 445-5337 Fax

Manzanita Band of Kumeyaay Nation  
Leroy J. Elliott, Chairperson  
PO Box 1302 Diegueno/Kumeyaay  
Boulevard , CA 91905  
ljbirdsinger@aol.com  
(619) 766-4930  
(619) 766-4957 Fax

Kumeyaay Cultural Historic Committee  
Ron Christman  
56 Viejas Grade Road Diegueno/Kumeyaay  
Alpine , CA 92001  
(619) 445-0385

San Pasqual Band of Mission Indians  
Allen E. Lawson, Chairperson  
PO Box 365 Diegueno  
Valley Center, CA 92082  
allenl@sanpasqualband.com  
(760) 749-3200  
(760) 749-3876 Fax

Campo Band of Mission Indians  
Ralph Goff, Chairperson  
36190 Church Road, Suite 1 Diegueno/Kumeyaay  
Campo , CA 91906  
chairgoff@aol.com  
(619) 478-9046  
(619) 478-5818 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010041060; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the South Bay Bus Rapid Transit Project; located in San Diego County, California.

## Responses to Comments from Public Agencies and Other Organizations

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### Native American Contacts San Diego County February 4, 2013

Jamul Indian Village Raymond Hunter, Chairperson P.O. Box 612 Jamul, CA 91935 jamulrez@sctdv.net (619) 669-4785 (619) 669-48178 - Fax	Diegueno/Kumeyaay	Kumeyaay Cultural Repatriation Committee Steve Banegas, Spokesperson 1095 Barona Road Lakeside, CA 92040 sbenegas50@gmail.com (619) 742-5587 (619) 443-0681 FAX	Diegueno/Kumeyaay
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Mesa Grande Band of Mission Indians Mark Romero, Chairperson P.O. Box 270 Santa Ysabel, CA 92070 mesagrandeband@msn.com (760) 782-3818 (760) 782-9092 Fax	Diegueno	San Pasqual Band of Indians Kristie Oroasco, Environmental Coordinator P.O. Box 365 Valley Center, CA 92082 <b>(760) 749-3200</b> council@sanpasqualtribe.org (760) 749-3876 Fax	Diegueno
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Kwaaymii Laguna Band of Mission Indians Carmen Lucas P.O. Box 775 Pine Valley, CA 91962 (619) 709-4207	Diegueno -	Ewiiapaayp Tribal Office Will Micklin, Executive Director 4054 Willows Road Alpine, CA 91901 wmicklin@leaningrock.net (619) 445-6315 - voice (619) 445-9126 - fax	Diegueno/Kumeyaay
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Inaja Band of Mission Indians Rebecca Osuna, Chairman 2005 S. Escondido Blvd. Escondido, CA 92025 (760) 737-7628 (760) 747-8568 Fax	Diegueno	Ipay Nation of Santa Ysabel Clint Linton, Director of Cultural Resources P.O. Box 507 Santa Ysabel, CA 92070 cjlinton73@aol.com (760) 803-5694 cjlinton73@aol.com	Diegueno/Kumeyaay
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## Responses to Comments from Public Agencies and Other Organizations

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### Native American Contacts San Diego County February 4, 2013

Kumeyaay Diegueno Land Conservancy  
Mr. Kim Bactad, Executive Director  
2 Kwaaypaay Court Diegueno/Kumeyaay  
El Cajon, CA 91919  
guassacl@onebox.com  
(619) 445-0238 - FAX  
(619) 659-1008 - Office  
kimbactad@gmail.com

Inter-Tribal Cultural Resource Protection Council  
Frank Brown, Coordinator  
240 Brown Road Diegueno/Kumeyaay  
Alpine, CA 91901  
frankbrown6928@gmail.com  
(619) 884-6437

Kumeyaay Cultural Repatriation Committee  
Bernice Paipa, Vice Spokesperson  
1095 Barona Road Diegueno/Kumeyaay  
Lakeside, CA 92040  
(619) 478-2113  
(KCRC is a Colation of 12  
Kumeyaay Governments

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010041060; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the South Bay Bus Rapid Transit Project; located in San Diego County, California.

**Letter 7**  
**San Diego Metropolitan Transit System**

1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
(619) 231-1466 • FAX (619) 234-3407

March 27, 2013

PC 840.11

Gary Gallegos  
Executive Director  
SANDAG Suite 800  
San Diego, CA 92101

Mr. Gallegos:

The San Diego Metropolitan Transit System (MTS) fully supports the development of the South Bay Bus Rapid Transit (BRT) project.

The South Bay BRT will provide a critical link in our transit network and serve unmet travel needs by providing high-speed service between the Otay Mesa Port of Entry and eastern Chula Vista to downtown San Diego. Ultimately, it will also provide connections to National City, southeastern San Diego, Sorrento Valley, and University Towne Center.

This route will have a higher level of service than traditional bus routes, as there will be better frequencies, fewer stops, new station amenities, and new vehicles. Consequently, it is expected that this route – along with two other bus rapid transit routes in development (the I-15 BRT and Mid-City Rapid) – will spur transit ridership growth across the region.

Thank you for the opportunity to comment on the South Bay BRT Environmental Impact Report. We look forward to working with you further on the development of this project and to serving as its operator.

Sincerely,



Paul Jablenski  
Chief Executive Officer

LMARQUIS-L  
L-GGALLEGOS.SANDAG.SOBAYBRTPROJ.BBOYD.032813

7-1

The comment is noted and will be included in the public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.

7-1



**Letter 8**  
**Alex Napoles**

1 ALEX NAPOLES  
2 My name is Alex Napoles. I live at 2027 Caminito  
3 De La Cruz, Chula Vista, California 91913.  
4 All right. So basically I am directly affected  
5 by this wall that is going to be going up in front of my  
6 house, which is basically going to be like eight feet away  
7 from my doorstep.  
8 There's so much to say here, really. So my  
9 neighbor and I kind of put this together, so I'll start  
10 off here.  
11 So comments on the Draft Environmental Impact  
12 Report, the South Bay Bus Rapid Transit: The DEIR  
13 correctly states that there will be visual impacts on the  
14 Magdalena to SR-125 portion of the proposed route, but it  
15 concentrates heavily on impacts during construction.  
16 Aesthetic impacts post-construction will be permanent and  
17 significant.  
18 In addition, the impacts upon surrounding  
19 residents of lighting the segment are not thoroughly  
20 considered, 3.28, nor are specific and adequate mitigation  
21 measures proposed to shield such lighting.  
22 Regarding land use: While there is ample buffer  
23 for the proposed route along most of its route, the  
24 portion in the proposed transit route between Magdalena  
25 Avenue and SR-125 is unique in that there is no buffer

8-1

**8-1**

This comment is noted. SANDAG acknowledges that the guideway overcrossing proposed between State Route 125 and Magdalena Avenue would be located approximately 13 feet from a residential building at the closest point. Master Response 2 addresses the design process for the guideway if the proposed project or Alternative 1B is selected by SANDAG for construction.

8-2

**8-2**

SANDAG acknowledges that aesthetic and visual effects will be significant and unavoidable during construction and operation (post-construction) of the South Bay BRT project and identified these significant effects in the Draft EIR. The Draft EIR concludes that installation of temporary noise barriers during construction of the proposed project would result in significant and unavoidable temporary adverse effects to visual character and quality of the area between State Route 125 and Magdalena Avenue and its surroundings. In addition, the Draft EIR concludes that long-term operation and presence of the proposed project would result in significant and unavoidable permanent adverse effects to visual character and quality of the area between State Route 125 and Magdalena Avenue and its surroundings. Also see Master Response 2 for a specific discussion of Aesthetic impacts at the Monet Attached Villas and Treviana Townhomes.

8-3

**8-3**

Master Response 2 addresses the lighting impacts of the project at the Monet Attached Villas and Treviana Townhomes.

8-4

**8-4**

Master Response 7 addresses the comments on lower housing values, housing displacement, increased foreclosures. Aesthetic and visual resources impacts, noise impacts, vibration impacts, and air quality impacts at the Monet Attached Villas and Treviana Townhomes are addressed by Master Responses 2, 3, 5, and 6, respectively.

## Responses to Comments from Members of the Public

Transcription of Meeting

SOUTH BAY BUS RAPID TRANSIT PROJECT, SANDAG PUBLIC MEETING

1 cushioning the Treviana and Monet communities; the  
2 dwelling walls of which are as close as eight feet away.  
3 The proximity to dwelling walls will have a very severe  
4 impact upon the residents in these adjacent dwellings  
5 which is reasonable to assume could cause housing  
6 displacement, lowering of housing values, and increase in  
7 foreclosures.

8 The lack of a buffer was clearly a planning error  
9 in the original Cornerstone and Monet subdivision designs  
10 which should not have been approved by the City of  
11 Chula Vista Planning Department in consideration of  
12 appropriate and reasonable setbacks. The fact that it was  
13 approved should not serve to further the error of  
14 construction, a transit corridor which will have permanent  
15 and significant impact to surrounding residents.

16 The Draft EIR correctly states that there will be  
17 noise impacts on the Magdalena to SR-125 portion, but the  
18 analysis concentrates heavily on impacts during  
19 construction. Noise impacts post-construction will be  
20 permanent and significant. The significant impacts of  
21 passing buses upon surrounding residences, some as close  
22 as eight feet away, are not thoroughly considered from the  
23 residents' standpoint, nor are specific and adequate  
24 mitigation measures proposed.

25 The Draft EIR, in fact, states that even with

8-4  
cont

8-5

8-6

8-7

**8-5**

SANDAG acknowledges in the Draft EIR that the proposed project would have significant and unavoidable permanent effects to the visual character and quality of the Monet and Treviana developments and their surroundings. The comment about the Cornerstone and Monet subdivision designs and approvals is noted and will be included in the public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.

**8-6**

Please refer to Master Response 3, which explains how the Draft EIR reached the conclusion that post-construction noise impacts at the Monet and Treviana developments would be less than significant, and therefore, no mitigation measures are required. The Draft EIR identifies potentially significant noise effects at the Monet and Treviana developments during construction, and mitigation measures that would reduce construction noise levels to less than significant.

**8-7**

To clarify, the Draft EIR statement that, "there is no guarantee that impacts would be reduced to a level less than significant" is in reference to vibration levels during construction, which the Draft EIR concludes would exceed the FTA criteria for annoyance, and therefore be considered a potentially significant environmental effect (see Section 3.12.7.10). The Draft EIR identifies a mitigation measure for the construction vibration impact, and concludes that vibration levels could still exceed the annoyance threshold and remain significant with mitigation. Master Responses 3 and 4, respectively, address the noise and vibration impacts of the proposed project at the Monet and Treviana developments.

## Responses to Comments from Members of the Public

Transcription of Meeting

SOUTH BAY BUS RAPID TRANSIT PROJECT, SANDAG PUBLIC MEETING

1 mitigation measures, there is no guarantee that impacts  
2 would be reduced to a level of less than significant.  
3 I'm almost there.  
4 All right. In order for the decision-makers to  
5 adequately access the impacts of the project's transit  
6 route between Magdalena Avenue and SR-125, we request that  
7 a further visual graphics be included showing the guideway  
8 in proximity to the walls of homes in the Treviana and  
9 Monet communities; for example, a view from the Treviana  
10 perspective of Figure 3.1-12 showing the roadway eight  
11 feet from a living room or bedroom window should be  
12 beneficial in visualizing the closeness of project  
13 impacts.  
14 The impacts of public safety with respect to the  
15 transit guideway between Magdalena Avenue and SR-125 are  
16 not adequately considered. With a pedestrian walkway  
17 accompanying the guideway, pedestrian traffic would pass  
18 within eight feet of doors and windows in the Treviana and  
19 Monet communities. While the walkway may be fenced from  
20 the community, passersby would nonetheless be able to  
21 pause and observe, thereby increasing the likelihood of  
22 later criminal activity as well as cause a permanent state  
23 of insecurity and invasion of privacy among families  
24 living adjacent.  
25 While the Alternative 2 along Olympic Parkway may

8-7

cont

8-8

8-9

8-10

8-8

Please see Master Response 2 for a discussion of why additional visual graphics of the project between Magdalena Avenue and State Route 125 are not necessary. The Draft EIR already includes visual graphics illustrating the dedicated transit easement with and without the proposed guideway as viewed from an adjacent common area, and based in part on these graphics, concludes that impacts to the visual character and quality of this area and its surroundings would be significant and unavoidable during construction and operation of the proposed project.

8-9

Master Response 8 addresses comments about public safety and crime.

8-10

The comment about factors that should be considered in the selection of a project alternative is noted and will be included in the public record for the project. The significant environmental effects of the proposed project at the Monet and Treviana developments, along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. Also see Master Response 1 for discussion of the Draft EIR alternatives analysis.

8-11

The comment about consideration of human quality of life factors is noted and will be included in the public record for the project. The Draft EIR identifies the significant environmental effects of the South Bay BRT project, as well as mitigation measures and alternatives to avoid or substantially lessen the significant effects. Human quality of life factors may be considered by SANDAG in making a decision on the project, along with other economic, social, technological, and environmental factors. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.

## Responses to Comments from Members of the Public

Transcription of Meeting

SOUTH BAY BUS RAPID TRANSIT PROJECT, SANDAG PUBLIC MEETING

1 add two minutes to the proposed rapid transit route, this  
2 needs to be considered against a permanent and significant  
3 impacts to the community residents living along the route  
4 between Magdalena and SR-125.

5 Overall, while the Draft EIR by design does a  
6 noteworthy job of analyzing and projecting measurable  
7 variables, such as noise DB and air pollutants, it fails  
8 in giving adequate consideration to human quality of life  
9 factors. These factors are crucial when considering the  
10 location of a rapid transit corridor between the Treviana  
11 and Monet communities where 35 families living immediately  
12 adjacent within feet of the project, as well as a  
13 multitude of other families and homes just behind them.  
14 These families would face significant and unavoidable  
15 adverse impacts.

16 In fact, most of these families moved to that  
17 location specifically to live adjacent to the open space,  
18 green area, and area that was not given signage as a  
19 future site rapid transit corridor until June 2010.

20 Proper land use planning at the time that these  
21 subdivisions' planned unit developments were laid out  
22 would have, one, designated a buffer around the proposed  
23 rapid transit corridor, such as along other portions of  
24 East Palomar; two, assure that there would be appropriate  
25 and reasonable setbacks between dwelling walls and the

**8-10**  
**cont**

**8-11**

**8-12**

The comments about reasons why residents chose to live in the Monet and Treviana developments, and the timing of signage installation are noted and will be included in the public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.

**8-13**

The comment about proper land use planning and notification is noted and will be included in the public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR. See Master Responses 2 (Aesthetic and Visual Impacts), 3 (Noise Impacts), 4 (Vibration Impacts), 6 (Air Quality Impacts), and 7 (Land Use, Population, and Housing Impacts) for discussion of other environmental impacts at the Monet Attached Villas and Treviana Townhomes.

**8-14**

**8-12**

The comment is correct that Alternative 2 would avoid or substantially lessen the significant and unavoidable effects of the project. However, Alternative 2 would not fully meet the objectives of the project as explained in the Draft EIR. Additionally, Alternative 2 would result in greater environmental effects to air quality, greenhouse gas emissions, land use and planning, and transportation and traffic relative to the proposed project. See Master Response 1 for discussion of the project alternatives.

**8-13**

This and other public comments on the project alternatives, along with other economic, social, technological and environmental factors related to the alternatives, will be considered by SANDAG in making a decision on the project.

# Responses to Comments from Members of the Public

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Transcription of Meeting

SOUTH BAY BUS RAPID TRANSIT PROJECT, SANDAG PUBLIC MEETING

1 designated corridor; three, mandated compliance by the  
2 developers; and four, clearly designated the route from  
3 its inception with signage stating its purpose and clearly  
4 without the buried and nonspecific language assured that  
5 the CC&R's would have stated that this project was to  
6 occur in that specific location.

8-13  
cont

7 The only option which avoids these impacts is  
8 Alternative 2 along Olympic Parkway.

8-14

9 That was a lot. I'm finished.

10 - - -

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**Letter 9  
Anna Radlinger**

1 ANNA RADLINGER  
2 Anna Radlinger, 1571 Caminito Zaragosa.  
3 I'm going on the record saying that I do not  
4 agree with the option of the Plan A that they are  
5 initiating because I think it has a lot to cause problems  
6 pertaining to the neighborhoods between Treviana and the  
7 Monets, and it will -- gosh, I'm so tired.

9-1

8 It will be problematic for traffic. It's -- it  
9 is not a good option because I have friends and neighbors  
10 that live right next to where they're talking about  
11 putting it. And I believe that as far as noise and  
12 privacy, and those types of things, and with the giant  
13 wall being up will be more of a nuisance and lose the  
14 neighborhood feel, the peaceful feel of it right now, and  
15 what is being projected as an option will be more of an  
16 eyesore.

9-2

17 And that's it. The end.

9-3

18 - - -  
19  
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23  
24  
25

**9-1**

This comment in opposition to the project for the problems it will cause to the neighborhoods of Treviana and Monet is noted and will be included in the public record for the project. The Draft EIR identifies the potentially significant environmental effects of the proposed project at the Monet and Treviana developments, and identifies mitigation measures and alternatives to avoid or substantially lessen those effects. This comment does not raise any significant environmental issues with the project that were not considered in the Draft EIR. This and other public comments, along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the project alternatives.

**9-2**

The Draft EIR analyzes the potential for the project to result in traffic impacts along its entire route, including in Chula Vista between State Route 125 and I-805. The Draft EIR analyzes the impacts of the project on baseline intersection and roadway segment conditions during peak morning and evening traffic conditions for 2010, 2014, and 2030. For Chula Vista, the Draft EIR concludes that peak period intersection and roadway segment traffic conditions would remain acceptable under City of Chula Vista standards as a result of the project due to the installation of traffic signals and traffic signal coordination. Moreover, to present a conservative projection of traffic impacts, the analysis assumes no reduction in vehicle trips as a result of the project. In actuality, some level of vehicle trip reduction would occur as a result of some people electing to use the BRT service in lieu of driving. Master Response 5 addresses traffic impacts in the Chula Vista segment between Magdalena Avenue and I-805.

**9-3**

Please refer to Master Responses 2, 3, 7, and 8, respectively, describing the Draft EIR analysis of visual character and quality impacts, noise impacts, land use, population and housing impacts, and public safety impacts at the Treviana and Monet developments. This comment is noted and will be included in the public record for the project. However, it does not raise any environmental issues not included in the Draft EIR. This and other public comments, along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project.



Letter 10  
Anna Radlinger

**SOUTH BAY BRT**  
Public Meeting  
February 19, 2013

**Comment Slip**  
Please write clearly


Name Anna C. Radlinger Date 2/19/2013  
Address 1571 Caminito Paragosa  
Phone 619-946-2571 Email cranrad12@gmail.com

I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.

I am upset that plan B is not the choice because that would cost a lot less for the tax payers, be a better option for keeping the community happy at Treviana & the Monets. The area (green belt) is an area that has been used as a park for the residents that live in the community & putting the transit in would eliminate that. The people that live in the community deserve the right to make the choice that would be best for the community. Not city officials that don't live there

Comments must be received by March 29, 2013  
Andrew Martin, Associate Environmental Planner  
SANDAG  
401 B St., Ste. 800 San Diego, CA 92101  
andrew.martin@sandag.org  
619-699-1905 (fax)

KeepSanDiegoMoving.com 

10-1

This comment is noted and will be included in the public record for the project. Please see Master Response 1 for discussion of the alternatives considered in the EIR and Master Responses 2 and 7, respectively, for discussion of aesthetic and visual impacts and land use, population, and housing impacts at the Monet and Treviana developments. To clarify, the Draft EIR presents a preferred alternative, and discusses alternatives that would avoid or substantially lessen the significant effects of the preferred alternative while meeting most of the basic objectives of the project. SANDAG will consider the results of the alternatives analysis, along with this and other public comments, and other economic, social, technological, and environmental factors, in making a decision on the project.

10-1

**From:** Basil  
**To:** Martin, Andrew  
**Subject:** Re: SANDAG Future Plans for SR 125  
**Date:** Wednesday, February 20, 2013 1:38:38 PM

---

**Letter 11**  
**Basil Ohnysty**

Dear Martin,

Thank you very much....I think the best plan would be to expand the 125 sooner rather than later and forget about the bus thing. Not enough people will ride the special buses. In California, people love their cars so expand the 125 in the next two or three years.

11-1

11-1

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

Kind Regards,

Basil

----- Original Message -----

**From:** "Martin, Andrew" <Andrew.Martin@sandag.org>  
**To:** "bohnysty@yahoo.com" <bohnysty@yahoo.com>  
**Sent:** Wed, February 20, 2013 9:32:31 AM  
**Subject:** SANDAG Future Plans for SR 125

Hello,

The attached table from the SANDAG 2050 Regional Transportation Plan shows the future plans for expansion of SR 125 between SR 905 and SR 94.

Also, here is a link to information about SANDAG becoming operator of the South Bay Expressway:

<http://www.sandag.org/index.asp?projectid=399&fuseaction=projects.detail>

I hope you find this information helpful. If you have further questions or would like additional information please email or call. My direct line is (619) 595-5375.

Sincerely,  
Andrew

Andrew Martin  
Associate Environmental Planner  
SANDAG

**Letter 12  
Basil Ohnysty**

**From:** [Basil](#)  
**To:** [Martin, Andrew](#)  
**Cc:** [Basil Ohnysty](#)  
**Subject:** Proposed Bus Route for Treviana.  
**Date:** Saturday, March 16, 2013 6:34:00 PM  
**Attachments:** [img021.jpg](#)  
[img022.jpg](#)  
[img023.jpg](#)

Hi Andrew,

I have a simple question regarding the proposed bus route through our community between Treviana and Monet. Why not go south, take the buses down Birch and turn after the 125 off ramp and swing up behind the baseball field of the Mater Dei High School?

Attached is a propose alternative route for the BRT buses coming into Otay Ranch from the south. My simple and meager plan(I am not an civil engineer) would do the following:

- Eliminate 10 Million in costs to build the bridge. (Yes I am an Accountant!)
- Will keep in place the bus stop at the end of East Palomar. I understand how important this stop is to your master plan and ridership.
- Save the communities of Treviana and Monet from the eyesore, quality of life and decrease in property values that residents will suffer from this crazy idea! (See KUSI Turko Files... we were on the news!)
- Help Mater Dei by buying an easement to run behind their baseball, soccer and parking lot. The high school would need the funds to finally build their church.
- My idea would also move the bus stop in Otay Ranch to the SW side of the mall. Currently you have it on the NE side of the mall. My plan allows better access on and off the 125 and more importantly, it goes right back onto Birch Street(A Three lane road).  
Thus the bus may ultimately be faster as it avoids mall traffic.
- The road behind the baseball and soccer fields is only one lane. I am very confident the timing can be worked so buses are not on that stretch of road at the same time.

I hope the attached pictures from Google Earth with my black outline. I sincerely hope and pray that Sandag will consider this alternative.

I have looked at other cities and they have been flexible with regards to neighborhoods. I hope all of you are as well. Please e-mail with any questions or comments regarding this idea.

Kind Regards,

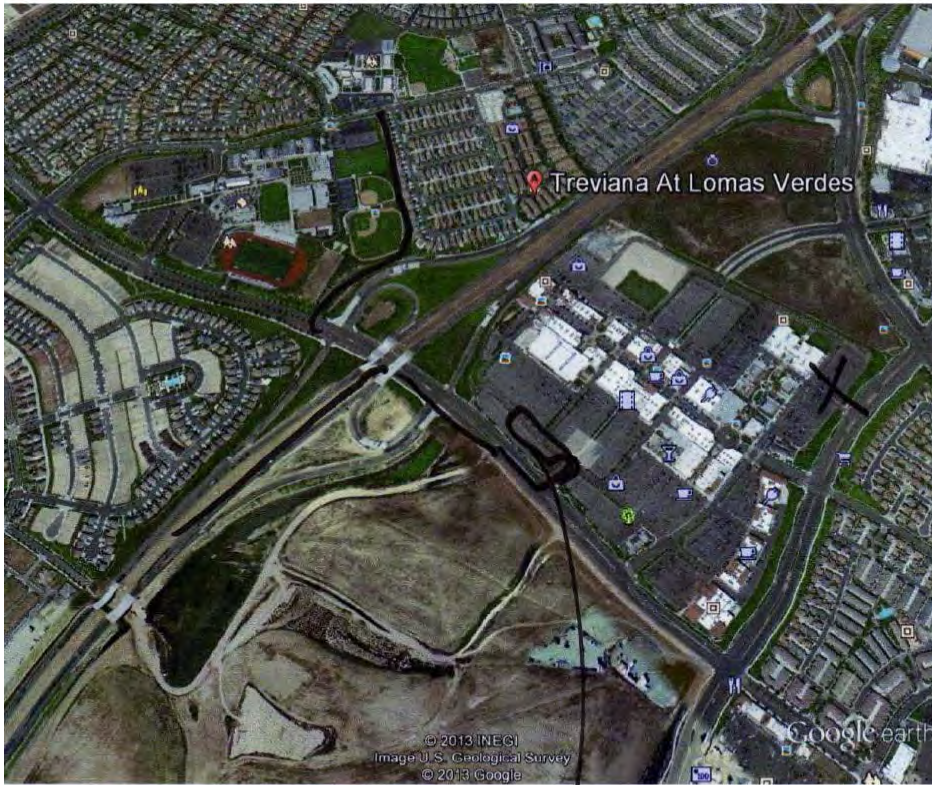
Basil

858-405-5558

**12-1**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Please see Master Response 1 for a discussion of this alternative and why it is not evaluated in detail and compared to the proposed project in the Final EIR. Master Response 2 addresses the aesthetic and visual impacts of the proposed project at the Monet and Treviana developments.

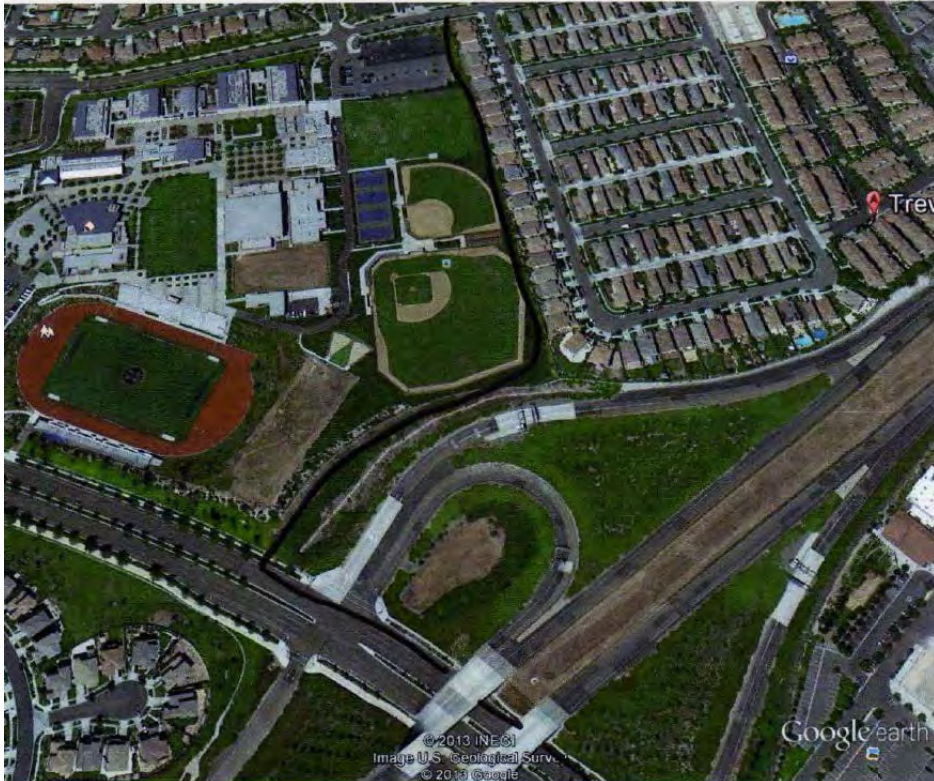
12-1



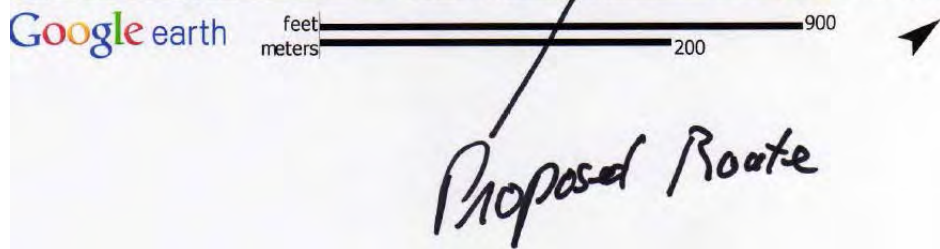
12-1  
cont

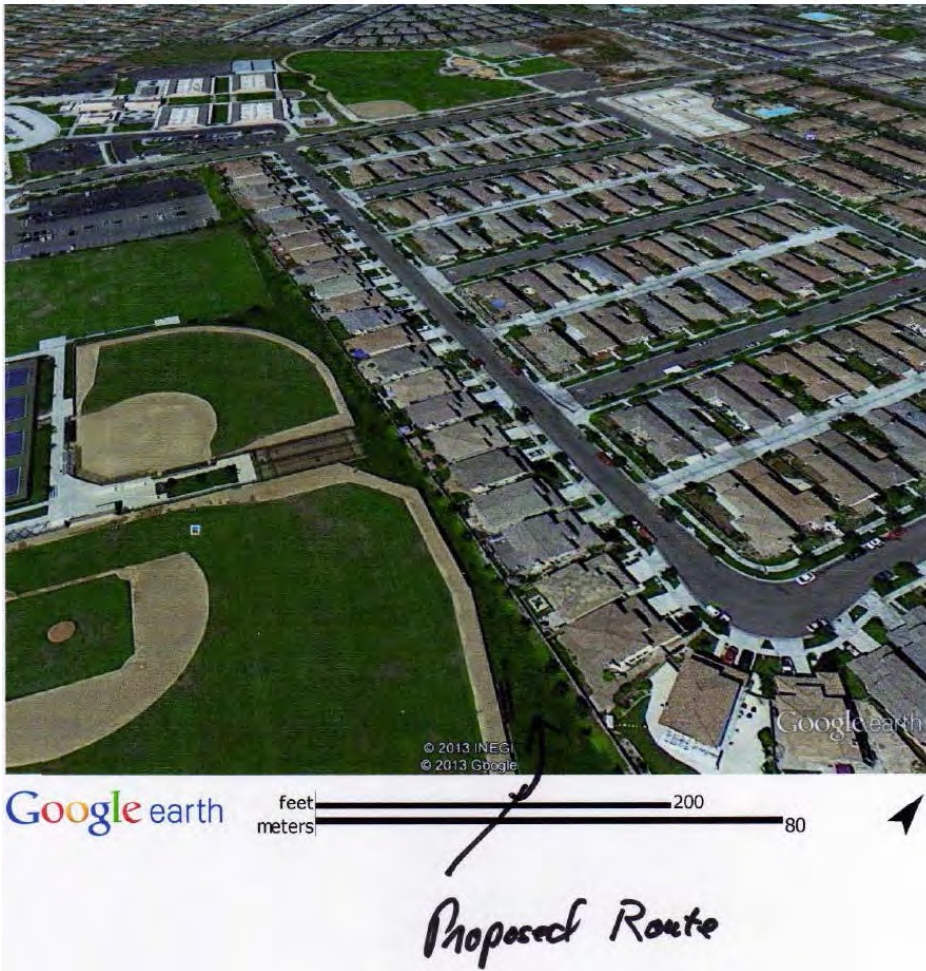


*New  
Proposed  
Bus Stop*



12-1  
cont





12-1  
cont

**Letter 13**  
**Basil Ohnysty**

From: [Basil](#)  
To: [Alex Ocean](#); [Hicks, David](#); [Martin, Andrew](#)  
Cc: [Bob Filner](#); [Bernard Gonzales](#); [Mary Salas](#); [Basil Ohnysty](#); [Anna Radlinger](#); [Peter](#)  
Subject: Proposed Alternate BRT Bus Route for Otay Ranch  
Date: Monday, March 18, 2013 10:23:40 PM  
Attachments: [img021.jpg](#)  
[img022.jpg](#)  
[img023.jpg](#)

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Dear Elected Officials, Members of Sandag, and Alex and Fellow Board Members of Treviana;

We are facing a very difficult problem in the south bay due to the expansion of the BRT Bus system right through the middle of our neighborhood with 29 foot walls that our only approx 10 yards from our houses!!! We fear this will ruin the quality of life in our area and thus I have put together the simple proposal below. It outlines the advantages below and the attachments show the alternative route.

I have a simple question regarding the proposed bus route through our community between Treviana and Monet. Why not go south, take the buses down Birch and turn after the 125 off ramp and swing up behind the baseball field of the Mater Dei High School?

Attached is a propose alternative route for the BRT buses coming into Otay Ranch from the south. My simple and meager plan(I am not an civil engineer) would do the following:

- **Eliminate 10 Million in costs** to build the bridge across the 125 freeway. (Yes I am an Accountant!)
- **Will keep in place the bus stop at the end of East Palomar.** I understand how important this stop is to your master plan and ridership.
- **Save the communities of Treviana and Monet from the eyesore, quality of life and decrease in property values** that residents will suffer from this crazy idea! (See KUSI Turko Files... we were on the news!)
- **Help Mater Dei by buying an easement** to run behind their baseball, soccer and parking lot. The high school would need the funds to finally build their church.
- **My idea would also move the bus stop in Otay Ranch to the SW side of the mall.** Currently you have it on the NE side of the mall. My plan allows better access on and off the 125 and more importantly, it goes right back onto Birch Street(A Three lane road).  
Thus the bus will ultimately be faster as it avoids **mall traffic from the busier north**

**13-1**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Please see Master Response 1 for a discussion of this alternative and why it is not evaluated in detail and compared to the project in the Final EIR.

13-1

side of the mall. Also having the bus stop at the NE side would cause parking issues.

- The road behind the baseball and soccer fields is only one lane. I am very confident the timing can be worked so buses are not on that stretch of road at the same time.
- This new alternative route would not have the devastating impact on our community as the existing plan!

I have attached the pictures from Google Earth with my black outline. I sincerely hope and pray that Sandag will consider this alternative.

I have looked at other cities and they have been flexible with regards to neighborhoods. I hope all of you are as well. Please e-mail me with any questions or comments regarding this idea and let me know if this alternative route will be considered.

Kind Regards,

Basil Ohnysty

Treviana HOA Treasurer

858-405-5558

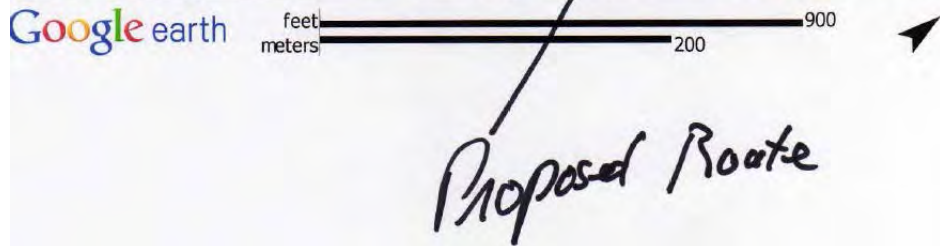
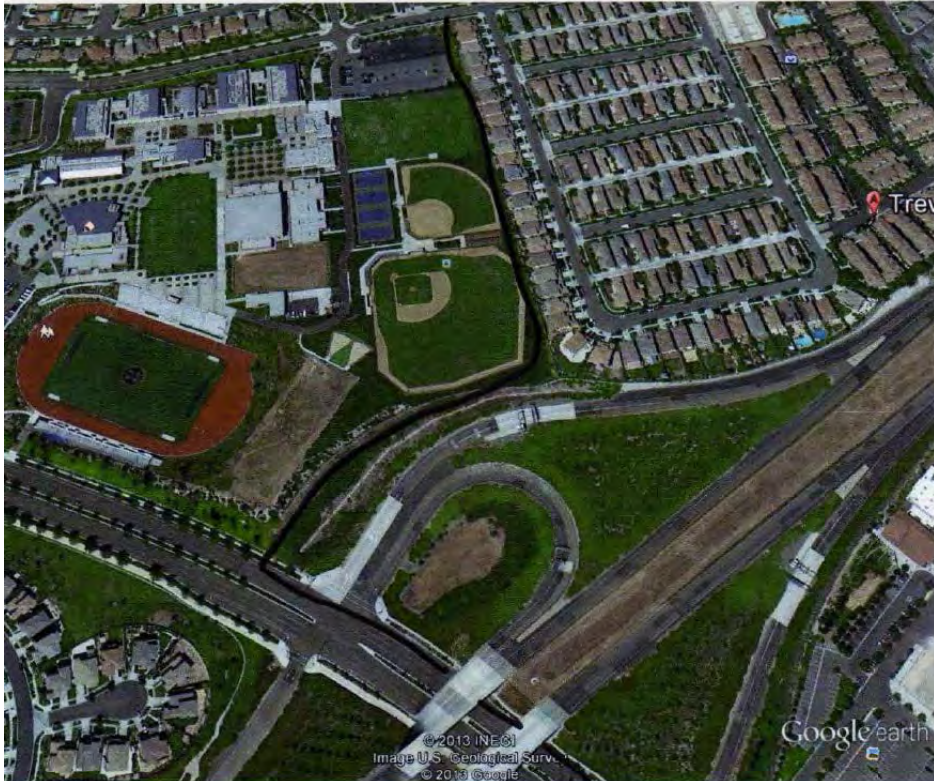
13-1

cont

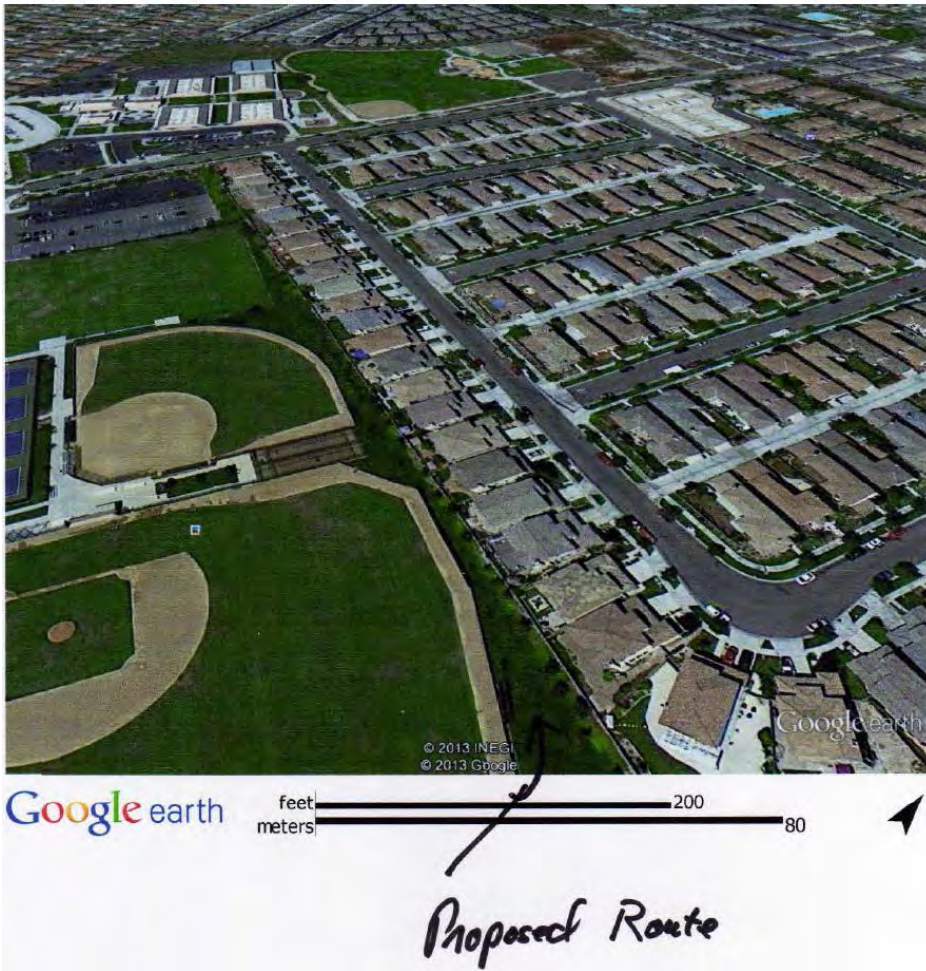




13-1  
cont



13-1  
cont



13-1  
cont

**Letter 14  
Basil Ohnysty**

1                                   BASIL OHNYSTY  
2                   My name is Basil Ohnysty. My address is 1936  
3 Caminito Alcalá, Chula Vista 91913. My phone number is  
4 (858) 405-5558.  
5                   My comment is I think the preferred way of going  
6 over the freeway, the 125, and then cutting through the  
7 community, I don't think the extra \$10 million is worth  
8 it. I think they would do just as good a job as going  
9 around on Olympic. I don't think the traffic would be  
10 that much of a hindrance and there wouldn't be a stop, and  
11 people could easily pick up the bus at either Otay Mesa  
12 Ranch Mall or at the other station, which is up on East  
13 Palomar. I don't think the \$10 million spent is wise.  
14                   That's all. That's all I've got to say.

14-1

**14-1**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Please see Master Response 1 for discussion of the alternatives to the proposed project analyzed in the Draft EIR.

**Letter 15**  
**Basil Ohnysty**

1                   BASIL OHNYSTY  
2           Basil Ohnysty. My final comment is I would like  
3 to make sure that they do a proper noise assessment of  
4 the -- if they decide to go with the buses through between  
5 Monet and Treviana, that they study -- do a proper noise  
6 study on how loud the buses are going to be, what they can  
7 do to mitigate those noises from the buses, you know,  
8 going through there, because the homes are right there.  
9 The homes are -- there's not that much room for a two-lane  
10 road. And one of the things they might want to do is put  
11 up a glass, two glass walls on each side so that would  
12 mitigate the noise.

13           I think that's it.

14                                 - - -  
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25

15-1

**15-1**

Please refer to Master Response 3, which explains that SANDAG prepared a study examining noise levels that would result from project operations, including noise levels in the area between the Monet and Treviana developments attributable to operation of the buses. The Draft EIR reports the noise study conclusion that post-construction noise impacts at the Monet and Treviana developments would be less than significant, and therefore, no mitigation measures are required. The Draft EIR identifies potentially significant noise effects at the Monet and Treviana developments during construction, and mitigation measures that would reduce construction noise levels to less than significant.

From: [kcsmith](#)  
To: [Martin, Andrew](#); "kcsmith"  
Subject: Comments regarding BRT through the sunbow communities  
Date: Tuesday, April 02, 2013 12:22:00 AM

---

Mr. Martin,  
Like many residents of Chula Vista directly affected by these changes I have a number of concerns. My greatest concern has to do with closing our communities access to E. Palomar through the Gould Street entrance and exit. This measure dramatically eliminates our ability to safely, and efficiently enter and exit our community. The traffic on southbound Brandywine is often traveling at an accelerated speed making exit south bound difficult and turning to travel northbound dicey and unwise. We often see the CVPD waiting at the fire station to catch speeders in a speed trap as they descend down the hill from Brandywine and East Palomar. Closing the access to Gould for both communities on east Palomar ( More than 250 households) will dramatically increase the traffic flow on this through fare and make leaving our neighborhood virtually impossible for us. The morning commute will turn us into sitting ducks waiting for an opportunity to leave and enter Brandywine. Conversely for those of us who are hoping to travel anywhere in northern Chula Vista ( not near the freeway), we will have to make a **left** and **cross 3 lanes of traffic** traveling at a high rate of speed.

We hope that the addition of the BRT to our community will make traveling to work better for our community as well as those working in San Diego.

Please consider the implications of closing the East Palomar at Gould street. This will restrict our access and severely limit our ability to move around Chula Vista. Thank you.

Cortiss and Kevin Smith

**Letter 16**  
**Cortiss and Kevin Smith**

16-1

**16-1**

As explained in more detail in Master Response 5, the existing left turn pockets on westbound and eastbound East Palomar Street to northbound and southbound Gould Avenue, respectively, would be eliminated by the South Bay BRT project as a safety feature in order to limit the possibility of traffic accidents involving vehicles turning left through the proposed BRT guideway. There are no existing left turns from Gould Avenue onto East Palomar Street. The ability to enter the residential areas (i.e., make right turns from eastbound and westbound East Palomar Street onto southbound and northbound Gould Avenue, respectively) would remain. The ability to exit the neighborhoods (i.e., make right turns onto eastbound and westbound East Palomar Street from southbound and northbound Gould Avenue, respectively) also will remain. Gould Avenue would still connect with East Palomar Street with implementation of the proposed project.

In lieu of a left turn across East Palomar to access Gould Avenue, vehicles would be able to safely make u-turn movements at one of the following traffic signal-controlled intersections to access the residential areas:

- Eastbound East Palomar Street to northbound Gould Avenue – Brandywine Avenue/Medical Center Drive (approximately 300 feet east of Gould Avenue); and
- Westbound East Palomar Street to southbound Gould Avenue – Park View Elementary (approximately 600 feet west of Gould Avenue)

The Draft EIR analyzed potential traffic impacts along East Palomar Street and at the intersections with Brandywine and Park View Elementary and concluded that elimination of the existing left turns and resulting u-turn movements would not result in significant impacts to roadway segment or intersection level of service.

**SOUTH BAY BRT**  
Public Meeting  
» February 19, 2013

**Comment Slip**  
Please write clearly

Name Craig Radlinger Date 2-19-13  
Address 1571 Caminito Zaragoza  
Phone 619-946-2571 Email crarad@gmail.com





I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.

Major concern is about the noise, vibrations, and traffic  
coming into what is currently a quiet, beautifully  
landscaped area. Some residents have homes which will  
be approx. 8 feet from the proposed I25 overpass.  
Traffic, noise, and vibrations will greatly affect these  
people.

Currently, the greenbelt between the Monets and Trevianna  
is enjoyed by the many residents in the area. The local  
residents do not want to lose that area to a noisy  
transit system.

**Comments must be received by March 29, 2013**  
Andrew Martin, Associate Environmental Planner  
SANDAG  
401 B St., Ste. 800 San Diego, CA 92101  
andrew.martin@sandag.org  
619-699-1905 (fax)

KeepSanDiegoMoving.com    

**Letter 17**  
**Craig Radlinger**

**17-1**

The comment expressing preference for the existing look of the dedicated transit easement (i.e., turf, landscaping, trees) (which is referred to as the No Project Alternative in the Draft EIR) in lieu of the proposed project is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

Please see Master Responses 3, 4, and 5, respectively, for discussion of the potential noise, vibration, traffic impacts of the proposed project in the area between the Monet and Treviana developments. Please see Master Response 1 for a discussion of alternatives to the proposed project included in the Draft EIR (including the No Project Alternative).

17-1

Letter 18  
Craig Radlinger

**SOUTH BAY BRT**  
Public Meeting  
February 19, 2013

**Comment Slip**  
Please write clearly

Name Craig Radlinger Date 2-19-13  
Address \_\_\_\_\_  
Phone \_\_\_\_\_ Email \_\_\_\_\_





I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.

Another concern is of the manner in which various "options" for route planning were considered. I realize that the original plan called for the transit route. However, alternate plans have not seem to be given serious consideration.

If the goal of the transit project is to serve the community, should it not listen to the people of that community? Should it not serve those people in a way in which is acceptable to them?

Comments must be received by March 29, 2013  
Andrew Martin, Associate Environmental Planner  
SANDAG  
401 B St., Ste. 800 San Diego, CA 92101  
andrew.martin@sandag.org  
619-699-1905 (fax)

KeepSanDiegoMoving.com    

18-1

The comment about the transit project serving the community and its acceptability to the community is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

Please see Master Response 1 for discussion of the level of consideration for project alternatives required under CEQA and provided in the Draft EIR.

18-1



**From:** [cgbautis1978](#)  
**To:** [Martin, Andrew](#)  
**Subject:** BRT  
**Date:** Friday, February 15, 2013 5:42:48 PM

---

Hello  
I would like to voice my opinion by saying that i am in favor of this proposal. I believe it will facilitate the commute for many families and students who attend public schools and community college in the Otay ranch area and downtown.  
Sincerely  
Cristina Bautista  
Otay ranch resident

19-1

**Letter 19**  
**Cristina Bautista**

**19-1**

The comment expressing preference for the proposed project is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

Sent from Samsung Galaxy Note on T-mobile. America's First Nationwide 4G Network

From: [danatwell@cov.net](mailto:danatwell@cov.net)  
To: [Martin, Andrew](#)  
Subject: COMMENTS ON SOUTH BAY BUS RAPID TRANSIT DEIR  
Date: Wednesday, March 27, 2013 7:50:30 PM  
Attachments: [COMMENTS ON SOUTH BAY BUS RAPID TRANSIT DEIR.doc](#)

---

Andrew,

Attached are my wife (Doris Abran) and my comments concerning the South Bay Bus Rapid Transit DEIR. Please enter them in the official comments.

Thank you,  
Dan Atwell

20-1

**Letter 20**  
**Dan Atwell and Doris Abran**

**20-1**

Responses to the specific comments are provided below.

**20-2**

The comment about lack of notification about the proposed project by the seller during the real estate transaction is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

**20-3**

SANDAG acknowledges in the Draft EIR that the proposed project would result in significant and unavoidable impacts to visual character and quality of the site and its surroundings at the Monet and Treviana developments during construction and operation. Additional detail is provided in Master Response 2.

**20-4**

The comment expressing support for Alternative 2 is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR. Please see Master Response 1 for a discussion of alternatives to the proposed project included in the Draft EIR (including the No Project Alternative).

**20-5**

The comments expressing concern with the lack of new parking spaces planned for the Santa Venetia station and limited street parking in the area near the Monet and Treviana developments are noted and will be included in

COMMENTS ON SOUTH BAY BUS RAPID TRANSIT DEIR

We bought our home in 2009 based on the beautiful green landscaping. We were NOT informed the green area separating Monet and Treviana would be made into a rapid transit route.

20-2

The impact for us will be an unsightly wall and paved area which we have used to walk our dog as well as enjoying the peace and quiet of this area.

20-3

We support rapid transit and feel the Alternative 2 option going on Olympic Parkway is much more viable for all of the residents in our area. Parking for us and others in our area who want to use this bus will be available at the Otay Ranch Town Center stop. We will happily go to the Otay Ranch Town Center Shopping area with available parking. No parking at the envisioned station near our complex is unacceptable. People coming to the envisioned station near our complex will take the limited street parking which is available. We are unable to park our vehicles on the street within Treviana and many of us use the limited available street parking on Magdalena, East Palomar and Wellbrook for our extra vehicles. We don't know where we will park when all these spots are taken by people driving near us to ride this new bus.

20-4

The impact of walling off the Monet and Treviana communities from one another is unacceptable. The sight of this compared to what we have now is not at all what we had in mind when we moved to this tranquil community.

20-6

The green area separating Monet and Treviana is just too narrow to have any kind of vehicles travelling through. A walking bridge over I-125 Toll Road would have been acceptable to us but was not presented as an option in this DEIR.

20-7

We don't know any other part of this route where it is in such close proximity to people's homes. This is not good. We will be looking out our windows to see a huge wall and a bus travelling by with riders on the bus being able to see into our homes.

20-8

There are many small children walking to school in this area and I see this bus causing safety issues for these children.

20-9

In conclusion, please seriously consider the Alternative 2 option so the tranquility of our neighborhood is not destroyed.

Sincerely,

Dan Atwell & Doris Abran  
1929 Caminito De La Cruz  
Chula Vista, CA 91913

March 27, 2013

the public record for the project. These comments, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR. Please see Master Response 5 for the responses to these and other parking comments received on the Draft EIR.

20-6

SANDAG acknowledges in the Draft EIR that the proposed project would result in significant and unavoidable impacts to visual character and quality of the site and its surroundings at the Monet and Treviana developments during construction and operation. Additional detail is provided in Master Response 2.

20-7

The Draft EIR analyzes the potentially significant adverse environmental effects of locating the proposed project within the dedicated transit guideway easement between the Treviana and Monet developments, from State Route 125 to Magdalena Avenue. The environmental impact analysis takes into account the width of the dedicated easement and the proximity of construction and operation of the proposed project to surrounding development (i.e., Treviana and Monet).

The comment about the acceptability of a walking bridge is noted. To clarify, the proposed project and Alternative 1B One Lane Guideway Bridge would include a sidewalk for pedestrians in the design of the State Route 125 overcrossing. The sidewalk would provide pedestrian access from Magdalena Avenue to the Otay Ranch Town Center. This new pedestrian access would not be included in Alternative 2 Olympic Parkway Go Around or in the No Project Alternative.

20-8

The comment about the proximity of the proposed project to residences is noted. Please see Master Response 2 for explanation of the process for the design of the transit guideway overcrossing if that feature is included in the approved project, Master Response 8 for response to the comment about transit passengers being able to view the interior of Monet and Treviana housing units, and Master Response 7 for discussion of safety issues for pedestrians.

**20-9**

The comment expressing support for Alternative 2 is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR. Please see Master Response 1 for a discussion of alternatives to the proposed project included in the Draft EIR (including the No Project Alternative). Master Response addresses the safety of pedestrians, including school children.

## Responses to Comments from Members of the Public

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**From:** David Danciu <dpdanciu@aol.com>  
**Sent:** Thursday, March 28, 2013 11:23 AM  
**To:** Martin, Andrew  
**Subject:** SBBRT

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Mr. Martin,  
I would like to add the following remarks regarding the SBBRT project:

As a community representative on the board of two civic associations, I attended two public meetings on the Bus Rapid Transit and 2050 transportation plan. I did not have an understanding of the preferred route along an easement through the Monet and Treviana developments until seeing local media reports. After holding a small public meeting of our own, the consensus is a recommendation that Sandag use the alternate route as represented by the dotted blue map line in Eastern Chula Vista. There is not a logical reason to insist on the route that would be so disruptive. Please reconsider your preferred plan.  
Thank you for your consideration,

David Danciu  
president, CrossroadsChulaVista.org - secretary SWCVCA

### Letter 21 David Danciu

#### 21-1

The comment expressing support for Alternative 2 is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR. Please see Master Response 1 for a discussion of alternatives to the proposed project included in the Draft EIR (including the No Project Alternative).

21-1

From: [David Danciu](#)  
To: [Martin, Andrew](#)  
Subject: SBBRT  
Date: Friday, March 29, 2013 5:03:43 PM

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**Letter 22**  
**David Danciu**

If the deadline for comments has not passed yet, I highly recommend alternative #2 for the SBBRT project. There is no reason to disrupt the affected families lives.

David Danciu

22-1

**22-1**

The comment expressing support for Alternative 2 is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR. Please see Master Response 1 for a discussion of alternatives to the proposed project included in the Draft EIR (including the No Project Alternative).

**Letter 23**  
**Dawn Evans**

**From:** [Dawn](#)  
**To:** [Martin, Andrew](#)  
**Subject:** South bay BRT project  
**Date:** Tuesday, February 12, 2013 6:12:03 AM

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Hi Andrew,  
I live in the Monet complex and vote for alternative 1A. It would be great to have a walkway to Otay Ranch center and quick access to the BRT for downtown access.

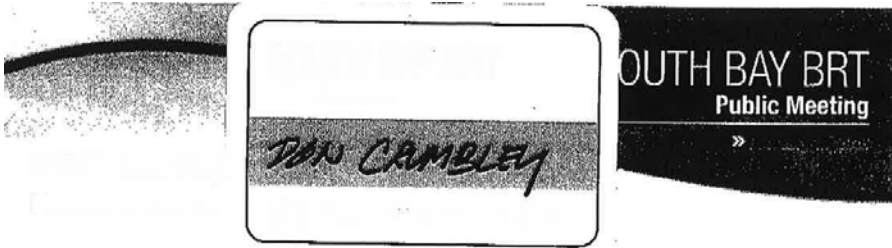
Thank you,  
Dawn Evans

**23-1**

**23-1**

The comment expressing preference for the proposed project is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

Letter 24  
Don Crumbley



DON C. CRUMBLEY Date 29 MARCH 2013  
1204 TWATER ST, CIVILIA VISTA CA 91913  
no 619-946-5666 DCCRUMBLEY@ATT.

PLEASE FIND THE ATTACHED COMMENTS  
DRAFT-EIR

9 PAGES FAXED COUNCIL STREET

A handwritten signature in black ink that reads "A.P. Wang". The signature is written in a cursive style and is positioned on a set of horizontal lines.

Comments must  
Andrew Martin, Associate  
401 B St.,  
andrew.martin@sandag.org  
619-699-1905 (fax)

KeepSanDiegoMoving.com



Responses to Comments from Members of the Public

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21 March 2013

Mr. Andrew Martin  
Associate Environmental Planner  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Subj: South Bay Rapid Transit Draft EIR, dated 29 January, 2013; Comments Concerning

Dear Mr. Martin,

As per SANDAG instructions, for the record comments concerning the subject SBRT Draft EIR for the SANDAG Transportation Board are hereby submitted, as follows:

As background, we have resided in the Heritage Village Section of the Otay Ranch Villages development since 2000 (over 13 years), as we are the original purchasers of the property located at 1204 Atwater St., Chula Vista, CA 91913.

Our overall SBRT Draft EIR recommendation is to strongly object to the planned use of East Palomar St., as being the primary SBRT alignment, between Heritage Road and Otay Ranch Town Center in the Otay Ranch area of Chula Vista, CA. If anyone should ever ask specifically, the SANDAG Transportation Committee should not approve the SBRT primary alignment transiting through the Otay Ranch Villages of Heritage, Lomas Verdes and Santa Venetia, as currently outlined in the subject Draft EIR. Overall rationale for this recommendation is based, as follows:

1. Our property, located in Heritage Village, a highly well planned, middle-income family and gated development community, is more than a 10 minute walking distance from a designated easement right-of-way, which was set aside on East Palomar St. (the only access street to Heritage Village) to accommodate a future local light-rail trolley transit system. As told to us by the developer/builder (Shea Homes) in sales information, at the time of our property purchase, the Heritage Village development allowed for a future planned local light-rail trolley tie-in with Eastern Chula Vista (CV) shopping areas, as well as the existing MTS "Blue Line" trolley, traveling between downtown San Diego proper and the Mexican Border, at Tijuana (TJ), Mexico.

1a. It has since been learned, (actually over five years ago at this point in time), that the existing Otay Ranch local light-rail trolley right-of-way on East Palomar St. is going to be changed from its previously planned use in the CV1993 GDP, as a localized transit trolley to being part of a SD regional mass transit system. It is now being proclaimed to be able to accommodate up to 3500 passengers per day, each way, for a total of approximately 7000 passengers through Otay Ranch, as part of a distinct and integrated mass Rapid Transit Bus System, called Southbay Rapid Transit (SBRT). This new part of the MTS system is to transit directly between the Otay Mesa Border POE,

24-1

These background comments are noted.

24-2

This comment in opposition to the proposed route of the project on East Palomar Street between Heritage Road and Otay Ranch Town Center through the Otay Ranch villages of Heritage, Lomas Verdes, and Santa Venetia is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Please see Master Response 1 for a discussion of alternatives to the proposed project considered in the Draft EIR.

24-1

24-3

These comments are noted and will be included in the public record for the proposed project. These comments, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project.

24-2

24-3

primarily using SH-125 to Otay Ranch Town Center, then transiting through three Otay Ranch Villages, using the previously set-aside East Palomar St. light-rail trolley right-of-way, to Heritage Road, then continuing on a new dedicated East Palomar St. right-of-way to the I-805 freeway access ramp and then north to downtown San Diego proper, using I-805 and other freeways. This SBRT alignment "will not" tie into the existing MTS SD-TJ "Blue Line" Trolley system here in CV. The reversal of this same SBRT alignment route is used as well, in the return route from downtown SD to the Otay Mesa Border POE station.

1b. This East Palomar St. light-rail trolley right-of-way easement has now become a "bait and switch" gambit for all original purchasers from the developers of the Otay Ranch Community. There is a great world of difference between a localized Village light-rail trolley system and that of a mass rapid-transit articulated bus system running, each way, every 10 or 15 minutes, between the hours of 5:00 AM and 10:00 PM, 7-24, directly between the Mexican Border, downtown San Diego and return. Had we known of this planned "switch" in Chula Vista's transportation 1993 GDP, with SBRT station stops in the three Otay Ranch Villages, coupled with the now obvious "direct access" to the these Villages from the Otay Mesa POE, we would not have purchased our Heritage Village property in 2000.

2. SANDAG has failed miserably in its transportation planning mission by equating a "one shoe fits all" solution in its "Smart Growth" approach to planning its SBRT System. The demographic, property value and physical location differences in North County are quite different from those in South County, especially in relation to the Border area. The margins in South County are much tighter than those found in North County. SANDAG is trying to selectively integrate a previously planned, long range 1993 GDP, by encompassing a planned localized Village commuter light-rail trolley system, within a mass Rapid Transit Bus Corridor System. This plan is anything but "Smart Growth".

2a. SBRT, as stated in the Draft EIR has the primary purpose of moving Otay Mesa POE passengers, as fast as possible, using an "articulated" bus system, to Downtown San Diego and points north in the morning hours and a return to the POE in the afternoon and evening hours, every day of the week. We have no quarrel with the idea. However, the primary purpose of our localized light-rail trolley system was to give Otay Ranch Villages community residential users access to the MTS "Blue Line" trolley, as well as local major shopping areas within the City of Chula Vista. It will not now be possible under the SBRT plan that has a totally different primary purpose.

2b. The result being presented in the SBRT Draft EIR fails in meeting reasons and benefits to either. The routing of SBRT through three Otay Ranch Villages slows (up to 35 MPH max) and extends the total SBRT commute time from "portal to portal" by up to an estimated 25 minutes, per bus. This defeats the overall primary purpose of the SBRT in moving approximately 3500 Border passengers to access North SD County, in the least amount of time possible, at the highest speed (up to 50 MPH max) as safely as possible.

**24-4**

This comment about the primary project purpose is noted. To clarify, the Draft EIR identifies five project objectives, all of which would be met by the proposed project as described in Chapter 5 of the Draft EIR. Further, as discussed in Section 2.2 of the Draft EIR, a previously planned light rail system (connection with the existing trolley system in the region) was replaced by a BRT system as part of SANDAG's South Bay *Transit First!* The South Bay BRT was incorporated into SANDAG's 2004 RCP, 2050 RTP/SCS and other adopted regional planning documents. The City of Chula Vista incorporated the South Bay BRT system, including the guideway location and station locations, in the Otay Ranch General Development Plan/Subregional Plan, as amended in 2004.

24-3  
cont

**24-5**

SANDAG acknowledges that the proposed project would serve the Otay Ranch communities of Heritage, Lomas Verdes, and Santa Venetia. CEQA does not require an analysis of project costs and benefits, and therefore, such information was not included in the Draft EIR. However, this comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project.

24-4

2c. In attempting to accommodate our localized light-rail trolley requirement within the mass rapid transit plan, SANDAG is planning to open up and directly expose three (3) Otay Ranch Village Communities to the SBRT system. Using a justification of only five (5) to eight (8) percent (175 to 280 passengers, each way per day) in estimated Village walk-on commuters, as part of the estimated 3500 passengers transiting per day, each way, as planned SBRT capability; something is terribly wrong between costs to implement and value received trade-offs. Tax funds are to be used judiciously and there is no accounting for that type of cost/trade-off in use in the entire SBRT Draft EIR.

24-5

2d. A valued point being missed by SANDAG in the SBRT alignment is that opening up the Otay Ranch Villages to the outside "mass passenger world", means exactly that. The three Village station stops allows anyone, not resident to the Villages, to not only get on the SBRT, but to also get off the SBRT, as well in either direction. Yet, a missing SBRT station stop in the SBRT Planning, which would be the most highly beneficial to Otay Mesa POE passengers, South Bay Residents along I-805 Stations and particularly medical employees residing along the entire SBRT alignment, is a rapid transit access to the Sharp, Chula Vista Medical Center and its Emergency Room Services.

24-6

2e. This major South Bay medical complex is within a five minute walking distance of East Palomar St., and yet, a SBRT station is not included in the current SBRT plan. So much for humanitarian and commuting walk-on reasons in allowing access to three Otay Ranch Villages, but not the primary South Bay hospital in the Otay Ranch area west of I-805. Logic used begs to be answered, as to why not, in the SBRT Draft EIR? Certainly added project cost is not the answer. Rational for the different planning treatments is missing in the Draft EIR. Is all of this a politically incorrect issue to discuss?

2f. It is further difficult to understand the logic in SANDAG's SBRT alignment planning to utilize and construct three Village stops over a distance of 2.2 miles (eastern section) on East Palomar St. and yet, install "zero" station stops over a distance of 2 miles (western section) between the planned Heritage Station and the I-805 Park and Ride. The SBRT alignment transverses through the same types of communities, housing densities, parks and elementary schools in each section. Why is this specific "western" section of East Palomar St. treated differently for walk-ons, if commuter walk-ons are the justification for the three Village area station stops in the "eastern section" of East Palomar St.?

24-7

3. The primary current alignment of running the SBRT, right through the middle of Otay Ranch's Santa Venetia Village, on East Palomar St., is a city planning disaster and non-starter, regardless of any previous 1993 GDP. Constructing an SBRT station, then ramping SBRT up on to 30 ft. high sectioned walls, (walls that are leaving less than 25 ft. clearances, on each side, over to an already densely planned existing town house complex), then on to a "new bridge", (incorporating a dangerous 5 ft. wide life-safety hazard sidewalk, directly adjacent to the SBRT guide-way) and over the top of SH-125 to directly reach Otay Ranch Town Center is ludicrous planning at best.

24-8

**24-6**

SANDAG acknowledges that passengers would be able to board and exit busses at the planned stations in the Otay Ranch villages. A station is not proposed at Medical Center Drive because SANDAG ridership projections were too low to justify a station prior to 2020. Including a station with insufficient ridership would create delay for through passengers, increase travel times and project expenses. Staff will continue to monitor ridership at the existing MTS bus stop at this location. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

**24-7**

The proposed stations along East Palomar Street were originally identified in the Otay Ranch General Development Plan. The Heritage, Lomas Verde, and Santa Venetia communities were developed as transit-oriented, walkable villages with a centrally located transit station. The communities include features like wide sidewalks, paseos, and cul-de-sacs cut-throughs to facilitate direct pedestrian access to the planned transit stations. In general, the developments along East Palomar Street between Heritage Road and I-805 do not include similar pedestrian- and transit-oriented features that would allow for direct pedestrian access to transit.

**24-8**

The comments about the proposed transit guideway overcrossing between the Treviana and Monet developments are noted and will be included in the public record for the proposed project. These comments, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

3a. This plan is without doubt, the worst convoluted and most unsatisfactory transit planning effort we have found in the SBRT's entire physical alignment. (Shades of Chicago's infamous Eil). Who in SANDAG or CV City Council for that matter, wants to own and look at a 30 ft. high concrete wall, that is less than 25 ft. from their front door and bedroom windows. Who in the world wants to virtually watch/hear two RTBs simultaneously crossing past each other, going north and south, every 10 to 15 minutes, seven days per week and thinking the noise is coming through your home? This is clearly a sterling example of community planning at its worst or how to mess up community Village values and environment, which is definitely not "Smart Growth".

24-9

24-9

The Draft EIR analyzes the potentially significant adverse environmental effects of locating the proposed project within the dedicated transit guideway easement between the Treviana and Monet developments, from State Route 125 to Magdalena Avenue. The environmental impact analysis takes into account the width of the dedicated easement and the proximity of construction and operation of the proposed project to surrounding development (i.e., Treviana and Monet). Please Master Response 2 for a discussion of the visual and aesthetic impacts of the proposed project to the Monet and Treviana development and Master Response 3 for a discussion of the noise impacts of the proposed project to the Monet and Treviana developments.

3b. Is there no apparent consideration for the actual Village environmental living conditions and "real world real estate value damage", that this alignment will do to any adjacent Santa Venetia Village owner, who wants to sell their property later on? I doubt that anyone on the SANDAG Transportation Committee or CV City Council will agree to make these Village owners whole, when it comes time to sell adjacent properties at a huge discount, if not give it away. (See TV Station KUSI Turko Files, Over The Top) 3/14/2013.

24-10

4. East Palomar St., which is being considered for the use of SBRT through the three Otay Ranch Villages, just happens to have nine elementary schools (seven public and two church sponsored) within less than .25 (point two five) miles of the SBRT center line right-of-way. You have to wonder why East Palomar St. has so many elementary schools associated with it? Were they part of the 1993 GDP? The environmental impact of the SBRT on these schools and their students/parents was never discussed in the Draft EIR, except to state...."there is no impact" because the SANDAG criteria for planning only required a discussion as to "physical impact", in the context of having to build more schools. Since the number of Village residences will remain relatively static and there is no projected increase in students, the "no physical impact" declaration is a "no brainer". Why was this the only criteria?

24-11

24-10

The Draft EIR identifies the potentially significant environmental effects of the proposed project, including those at or near the Monet and Treviana development, mitigation measures that would avoid or substantially lessen the potentially significant effects, and considers a range of reasonable alternatives to the project that would avoid or substantially lessen the significant environmental effects of the South Bay BRT while meeting most of the basic project objectives. Please see Master Response 7 for response to the comment about the impact of the proposed project on property values.

24-11

The Draft EIR identifies the direct and reasonably foreseeable indirect physical changes in the environment which may be caused by the proposed project, including impacts related to schools. To assess the potential for significant environmental impacts related to schools in the Draft EIR, SANDAG used the following sample question from the environmental checklist provided in Appendix G of the CEQA Guidelines:

4a. What about the elementary student impact on the heavier morning and evening commutes, especially during school days, which is not discussed at all? Why is there not even a mention of how many elementary students that are attending these schools or the actual population in the Villages for that matter, which has a significant bearing on all of the environmental issues? How do the majority of elementary students arrive at the schools? What is the left turn impact at every cross street that an RTB approaches or with children in East Palomar St. crosswalks? With nine elementary schools there must be several of them out there. Who has the right-of-way in school cross walks? What is the impact on SBRT travel time?

24-12

4b. The same comment holds true for other environmental impacts in transportation, safety, medical and health issues. It's a very well known old environmental game, when first developing the EIR, never ask a question, about which you do not know the answer. This axiom seems to apply across the board, as you review the SBRT criteria and the corresponding Draft EIR answers. The lack of transparency in un-asked and answered questions is glaring.

5. Why is there no discussion in the SBRT Draft EIR of what happens to the Chula Vista (CV) MTS (local bus system) in place now? How will it be impacted in its operation, actual location or relocation of existing bus stops, access and ridership numbers? Is there any impact in serving a different types of ridership? From years of observation, the current CV ridership is not over whelming the current local bus system in the Villages. It does serve a definite localized need in connecting with other essential local services, tying-to the MTS "Blue Line" and other MTS bus route services, as well as providing transportation services for lower income riders. No real discussion. Why not?

5a. It can be argued that SBRT will not have any real impact on CV MST service (but it should be clearly discussed in the Draft EIR) because each of these types of transportation have their own separate type of ridership needs. CV MTS is primarily a localized service to several Village and CV community areas, using connecting bus/rail transportation services. SBRT is primarily mass rapid transit for an estimated 3500 passengers from the Otay Mesa Border to downtown SD and return, which takes some pressure off of the estimated 20,000 MTS "Blue Line" Light-Rail Trolley ridership passengers, each way, between TJ and downtown SD, as well as into North SD County, all as rapidly as possible. Yet, SANDAG is proposing to integrate mass rapid transit needs with localized transit needs, when these two objectives are different. Why?

5b. The SBRT Draft EIR needs to address this difference in primary transit services use and why it is a better use of valued tax funds or not?

6. Why was there no mention or discussion of Telecommuting made in the SBRT Draft EIR, with reference to the SANDAG 2030 plan (with a now remaining 15 year-out SBRT usage window) about any related impact on SBRT, due to the increase of telecommuting in the three Otay Ranch Villages and potential 5% to 8% ridership (SANDAG's estimate), as part of the 3500 SBRT passengers, each way, each day? It only makes common logic that the utilized 5% to 8% walk-on numbers will decrease, as telecommuting increases.

6a. If the above is true, then why will we need the SBRT Village stations, along with all of the extra fiscal costs to accomplish the alignment, using this part of East Palomar St.? Will there be a continuing valid justification for using an "all in the name of providing local Village walk-on access" for a mass rapid transit system through the three Villages, if Villages walk-on numbers decrease in the out years?

6b. Thirty years ago we didn't even have cell phones and now employees are using smart phones, tablets and computers to do their work tasks from home and away from their employers. What will happen technologically in the next 15 years? Where is the study? Where is the discussion on telecommuting?

7. Why is there no mention or discussion made in the SBRT Draft EIR of any potential future "Village parking magnet" issues? Who is going to resolve numerous future parking issues or pay the additional costs for these issues, when they arise in the future

24-13

- Would the proposed project result in substantial adverse impacts associated with provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools.

The CEQA Guidelines direct lead agencies, in this case SANDAG, to address the questions from Appendix G that are relevant to the project's environmental effects. CEQA also requires lead agencies to consider substantial evidence of other potential environmental effects that are not addressed by the checklist.

As described in the Draft EIR, there is no evidence that the proposed project would require a new or physically altered facility, and therefore, it would not cause significant environmental effects related to the construction of a new or physically altered facility. Moreover, the Draft EIR identifies the potential physical changes in the environment that may be caused by the project, including changes to the environment in the project area where several schools are located. For example, the Draft EIR examines potential changes to air quality, noise levels, and traffic conditions in the Otay Ranch communities that would be served by the project. The Draft EIR analysis identifies potentially significant physical changes related to these and other environmental factors, and identifies feasible measures and project alternatives that would avoid or substantially lessen potentially significant environmental effects. Pedestrian safety is discussed in Master Response 5.

24-14

There is no substantial evidence in the Draft EIR, this public comment, other public comments submitted on the Draft EIR, or elsewhere in the public record that the proposed project would have direct or indirect significant environmental effects to elementary schools and/or their student populations, and that such environmental effects have not been identified by SANDAG. Therefore, further analysis of environmental impacts related to schools or student populations is not necessary or required.

24-15

of each Village area? Being possibly realistic, let's say, (for the sake of discussion), that gasoline does go to eight dollars or more per gallon and walk-on ridership increases? At that time, should it ever come to pass, SBRT could become much more of a "home-to-downtown and return" commuter need, unless telecommuting continues to go to the next level and offset or compensate for the potential increase in ridership. Just so many walk-ons are going to want to ride SBRT to downtown SD or to the future "Millenia" Project. Those are two very specific destination targets that don't begin to cover the far greater majority of SD area business locations.

7a. If the answer happens to be increased ridership, even with telecommuting and beyond that number now estimated, then without doubt, far more riders will show up in the three Villages. They will not only show up by walking, bicycling and in vehicles of one sort or another from the three Villages, but also from other local CV residential areas, wanting to avail of SBRT as well. Should that happen, there is no planned place to park vehicles in the three Villages. There is nothing planned to accommodate such increases and no "Park and Ride" facilities being planned, such as those for SBRT currently being planned for Otay Ranch Town Center and I-805 on/off ramps. There is not even a discussion of a potential "Village parking magnet" issue in the SBRT Draft EIR. If it comes to pass, this will become a "big ticket" item. If you don't plan for this now (if you believe that passengers levels will increase) the three Villages internal streets will become strangled. Fire and safety protection will decrease. HOA costs will increase, because there is no plan now to resolve such a future issue.

7b. If SANDAG is going to look out 15 years into the future with SBRT and construct a system to accommodate same, then this issue needs to be addressed now, as to how it will be resolved and not wait another five or ten years out to face the issue. (We understand this issue already exists up in North County and SANDAG is now having to take financial steps to accommodate same). This lack of planning is a case of "you want it bad, you will get it bad" in the rush to provide the SBRT for funding purposes and disregard the obvious. If you don't believe it will happen, then why do you need the Village Stations to start with?

7c. The case for including Village walk-on and walk-off stations in the Villages has not been made in the SBRT Draft EIR. It only states the proposed plan of doing so and what will be involved in combining the SBRT system with the previously planned localized trolley system. I do not believe there is a valid case for the current alignment through the three Villages that can be made cost wise to do so. The logic is missing for any other reason, other than to say "it will be" and then go through the motions of checking off all the squares on the forms and go forward, come "hell or high water", regardless of it being in the best interest of the three Village communities or not.

8. We previously recommended in 2011 an alternative SBRT route structure to SANDAG to maximize the use of Olympic Parkway, transiting both east and west, between the Otay Ranch Town Center "Park and Ride" and the I-805 "Park and Ride". In 2011, we met with SANDAG Representatives, along with CV City Reps at the same time, to go over planning issues we had with the earlier SANDAG proposed plans. We

The Draft EIR acknowledges that the proposed project would serve primarily residential communities in Otay Ranch. Identifying the student population of each school in Otay Ranch or the population of each Otay Ranch village would not change any of the environmental impact analysis or conclusions of the Draft EIR and therefore were not provided in the Draft EIR.

CEQA does not require SANDAG to consider the impact of elementary students on the morning and evening commutes. Assumptions made by SANDAG about travel times for the South Bay BRT assume that transit vehicles would obey all traffic laws, including laws related to pedestrian crosswalks.

#### 24-12

The Draft EIR identifies direct and indirect physical changes to the environment that may occur as a result of the proposed project. There is no substantial evidence in the Draft EIR, this public comment, other public comments submitted on the Draft EIR, or elsewhere in the public record that the proposed project would have direct or indirect significant environmental effects related to transportation, safety, medical, or health issues, and that such effects have not been identified by SANDAG. Please see Master Response 5 for discussion of potential effects to traffic and pedestrian safety.

#### 24-13

Metropolitan Transit System (MTS) Route 712 currently stops in the center of the dedicated guideway easement along East Palomar at Heritage Station. This bus stop would be relocated from the median to a curb side stop at the same location. There are no other bus routes or stops that would be affected by the proposed project. The proposed project is intended to provide rapid regional bus service to complement, not replace or duplicate, existing local bus service. CEQA does not require a lead agency to justify why the expenditure of funds on a proposed project would be better than other potential uses of those funds. While not a CEQA issue, SANDAG does consider the proper allocation of funds in several ways, such as in the Regional Transportation Plan, Regional Transportation Improvement Program, and when approving specific projects such as the South Bay BRT.

24-15

cont

24-16

were told in writing by SANDAG Reps that the alternative use of Olympic Parkway would be reviewed in the SBRT Draft EIR, yet there was not one iota of discussion mentioned in the current SANDAG DRAFT EIR. Why was the SANDAG affirmative written statement to agree to study the proposed Olympic Parkway alternative and report back on same, not honored? Is transparency another politically incorrect issue?

9. A major missing element in the SBRT plan to provide three separate station stops in the Otay Ranch Villages has to do with a serious "medical health" issue, which is just now becoming transparent. This issue, related to San Diego's regional access to Mexico and its resultant cross-border trafficking, is not mentioned, addressed or discussed in the environmental section of the SBRT DRAFT EIR. We therefore, strongly recommend that SANDAG and CV Reps read the recently published Wall Street Journal Article, "Risk of Deadly TB Exposure Grows Along U.S.-Mexico Border", written by Betsy McKay, WSJ reporter.

9a. This WSJ article details the issue of the Border, Tuberculosis (TB) and Multiple Drug Resistant Tuberculosis (MDR-TB). Texas and California (based on 2011 data) are experiencing a significant increase in the number of MDR-TB diagnosed patients, often with a Mexico connection. San Diego is already experiencing twice the National average in MDR-TB cases. In fact, the San Diego experience is being looked at as to what can be expected in the future of the "heartland" of the USA.

9b. TB is not a social disease nor a social drug issue and is curable, but due to relaxation in TB treatment protocol cases in the need to contain, treat and thereby prevent TB from mutating into MDR-TB, it is evolving into becoming a serious and possibly deadly, world-wide public health issue. Some believe this "elephant in the room" issue is not politically correct to be discussed openly in public forms or documents, as it might offend some or raise other issues related to cross-border trafficking, thereby causing disruption in local area political processes and plans. I am of the opinion that this environmental medical issue is relevant to the project and should be discussed in the SBRT-EIR. Otay Ranch Recipients of the SBRT have a right-to-know of the issue, when their families could be placed at added risk over the next 20 years.

9c. It is fact that World Health Organizations are currently seeking an additional \$1.6 billion to fight TB worldwide and Mexico, now no longer receiving US funds to combat this deadly issue, is in the fight to contain TB. Although MDR-TB is not at epidemic proportions in Tijuana, Mexico, as is currently the case in other parts of the world, Tijuana General Hospital Tuberculosis Clinic and Laboratory is "ground zero", with over 1000 TB cases, for treating TB and preventing MDR-TB in Baja California, Mexico. They are having an influx of new MDR-TB cases and some cases with a history of patients that have transited the Border on a daily basis, before becoming aware that they were MDR-TB contagious. In 2011 (most recent year with data) Mexico had 467 MDR-TB cases and the U.S. had 124 MDR-TB cases and almost half of the U.S. cases were in Texas and California.

24-16  
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24-14

The comments about telecommuting are noted. To clarify, SANDAG projections for future transit ridership assume that a certain level of the population would telecommute instead of use transit.

24-15

Please see Master Response 5 for responses to parking comments. The other comments are noted and will be included in the public record for the proposed project. These comments, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, the other comments do not raise any environmental issues that CEQA requires be addressed in an EIR.

24-16

Please see Master Response 1 for discussion of two Olympic Parkway alternatives and the reasons these alternatives were not evaluated in detail in the Draft EIR.

24-17

24-17

The comments about Tuberculosis are noted and will be included in the public record for the proposed project. These comments, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project.

Approximately 340,000 people cross the border between California and Baja California each day at three border crossings, including the Otay Mesa Port of Entry.<sup>1</sup> To the extent that cross border travel between California and Baja California is related to the number of Tuberculosis infections in San Diego, there is no evidence that operation of the proposed rapid bus service would increase the likelihood that residents of San Diego and Otay Ranch could become infected. The amount of cross-border travel between California and Baja California would

<sup>1</sup> Source:

<http://www.sandag.org/index.asp?projectid=253&fuseaction=projects.detail>

9d. TB and MDR-TB is transmitted through the air we breathe. The smaller the confinement space, the greater the danger for contagious transmission from the unsuspecting infected to the non-infected. One of the more dangerous places for contamination is found in a bus because of the smaller personal resultant available space, especially with increased passenger levels. The problem comes from the TB/MDR-TB carrier not being aware that they are contagious for a period of time, as well as the lack of adhering to a required long term (up to five years) medical drug protocol to cure MDR-TB. In Mexico, taking a TB or MDR-TB drug protocol is voluntary, not mandatory. Often, a near term TB cure is defeated by the lack of adhering to required, long term, protocol treatment and enter into the issue of MDR-TB. Patients then become active MDR-TB carriers, thwarting medical prevention requirements to contain and cure the disease.

9e. If SANDAG is going to allow SBRT Station stops in the three Otay Ranch Villages for "walk-ons and walk-offs", SANDAG is then creating an additional "direct" pathway for highly contagious TB/MDR-TB infections to reach the residents of the three Otay Ranch Villages proper. Thereby, there is the distinct possibility of the commuter "walk-ons and walk-offs" in the Villages, becoming infected from any contagious Otay Mesa Border transiting passengers and then unknowingly transmitting a very contagious and possibly deadly issue to their own families.

9f. In one year, based on SANDAG ridership estimates for SBRT, from and back to the Otay Mesa Border POE, there will be over 2,000,000 passengers accommodated. The mixing of a currently estimated 130,000 SBRT walk-ons in the Villages in the same time frame, will present a highly possible contagious transfer risk of TB/MDR-TB. For this reason alone, the SANDAG Transportation Committee needs to be as 100% sure as possible, that SBRT is not going to become an additional contagious risk pathway for MRD-TB. SBRT, as now planned, will have the ability to induct TB/MDR-TB, from the TJ Border directly into the Otay Ranch Villages, using the planned Village stations for Santa Venetia, Lomas Verdes and Heritage.

9g. Omitting the three Otay Ranch Village stations, will not preclude TB/MDR-TB from reaching the Villages through other pathways, as Southbay and Tijuana are in a regional multi-cross-border area. The 30 year old MTS "Blue Line" Trolley and connecting CV bus system is another "indirect" pathway to Otay Ranch, as is any vehicle that transits the Border POEs from either side, where one works or shops on one side and lives on the other.

9h. However, SBRT, a Rapid Transit system, will have the distinct ability to deliver a contagious TB/MDR-TB carrier "directly" into the heart of the three Villages and allow potential direct contagious transfer to any unsuspecting Village "walk-on" using the SBRT, in either direction. I strongly believe this is a serious "environmental flaw" in SANDAG's planning for the SBRT and must be discussed in the SBRT Draft EIR, as to how this medical health issue is going to be addressed and handled. Sweeping this public health issue under the rug or attacking the messenger is not the correct answer.

essentially be the same, with or without the proposed project. The contention that the proposed project would increase tuberculosis infections is speculation and further analysis in the EIR is not required (§15145).

**24-18**

As described in the response to comment 24-4 and Master Response 1, the project objectives are broader than moving passengers between the Otay Mesa Port of Entry and downtown San Diego, and alternatives along Olympic Parkway between Otay Ranch Town Center and I-805 or Otay Ranch Town Center and Heritage Road would not meet most of the basic project objectives. Master Response 1 addresses the project alternatives considered in the Draft EIR.

**24-19**

This comment is noted and will be included in the public record for the proposed project. The comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

**24-20**

The CEQA Guidelines require a lead agency, in this case SANDAG, to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review but before certification (§15088.5). New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. The Final EIR for the proposed project, including these responses to comments, does not include any significant new information. As a result, SANDAG is not required to prepare and recirculate for public review a revised Draft EIR and will not do so.

24-17  
cont



In summary, can all undetermined issues, increased risks and those outlined above in paragraphs 1 through 9, be off-set in some manner that is in the best interest of the Otay Ranch Village communities and the SBRT primary mission of moving passengers between Otay Mesa POE and downtown San Diego and return? I believe there is a way to satisfy all sides by using common logic in maximizing use of Olympic Parkway. This is currently a six-lane parkway, with bike lanes, and has limited intersections to inhibit traffic flows. It has a workable basis for being approved as the main SBRT alignment between Otay Ranch Town Center "Park and Ride" and Heritage Road, then over to East Palomar St. and then on west to the I-805 "Park and Ride". Olympic Parkway is workable because of it currently being relatively open for guide-way expansion, (think I-805) compared to that of other previous initial non-starter SBRT alignment improvements, such as Telegraph Canyon Road. The current East Palomar St. alignment plan through the Villages is flawed.

24-18

The 60-day public review period for the Draft EIR exceeded the 45-days required by the CEQA Guidelines (§15105). The comment does not raise any environmental issues that CEQA requires be addressed in an EIR.

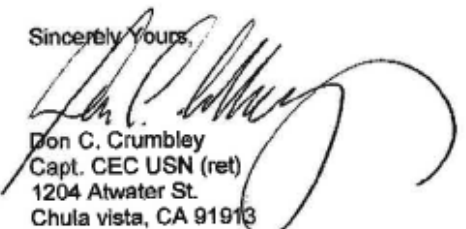
It will take unusual strength of character on the part of the SANDAG Transportation Committee to admit at this stage, that there is a better and less costly way to meet the primary objective of establishing a valid mass transit SBRT system in the Otay Ranch area, between the Otay Mesa POE and downtown SD.

24-19

In its current state, I am personally of the strong opinion that the subject Draft EIR is not ready for "prime time" and needs to be returned to its authors for stated corrections, discussions, additions and deletions, all of which are required to be addressed in order to improve the plan to a satisfactory and workable level of effort. Further, the time frame for submission of comments on this subject EIR, should have been extended, due to extenuating circumstances, as allowed by law, to include whatever additional re-submittal time is required to allow for a proper review of a revised Draft EIR product. The SBRT Draft EIR is considered unsatisfactory for its stated purpose in its current form.

24-20

Sincerely Yours,



Don C. Crumbley  
Capt. CEC USN (ret)  
1204 Atwater St.  
Chula vista, CA 91913

Phone 619-946-5666  
Email dccrumbley@att.net

**Letter 25**  
**Ed and Veronica Rodriguez**

**From:** [Network Realty](#)  
**To:** [Martin, Andrew](#)  
**Cc:** [Hicks, David](#)  
**Subject:** south bay BRT  
**Date:** Friday, February 15, 2013 9:25:20 AM

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Mr. Martin,

We have read the mail we received regarding the subject project and after a careful review, both my wife and I have concluded that this BRT project should NOT implemented; we see this as a huge waste of taxpayer money.

I have worked at the US/Mexican border for years at both the Otay Mesa and San Ysidro border crossings. I know from experience that tourists from Mexico come to San Diego to shop. The top 10 places to shop are:

1. Las Americas outlet mall,
2. the San Ysidro Swap Meet,
3. the Corando/Imperial Beach swap meet
4. the Spring valley swap meet
5. Plaza Bonita,
6. SD zoo & museums
7. PETCO park
8. Seaworld
9. Horton Plaza, and
10. Otay ranch mall

All areas are already served by walking or mass transit. It would be nice to have buses to go from the Otay Mesa border crossing to Otay Ranch mall, Plaza Bonita, then downtown directly, but this does not require building anything! Just assign a new bus route to go to these places using the CA-905, CA-125, CA-54, I-805, etc. The same is true for tourists to the Spring Valley swap meet, that go there weekends and holidays only, a bus could use the CA-905 and CA-125. We believe tax dollars could be better spent on other projects.

Regards,

Ed and Veronica Rodriguez

**25-1**

This comment is noted and will be included in the public record for the proposed project. The comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires be addressed in an EIR. While not a CEQA issue, SANDAG does consider the proper allocation of funds in several ways, such as in the Regional Transportation Plan, Regional Transportation Improvement Program, and when approving specific projects such as the South Bay BRT.

**25-1**

From: [Elroy Kihano](#)  
To: [Martin Andrew](#)  
Cc: [Williamson Jennifer](#)  
Subject: DRAFT South Bay BRT EIR Public Comments  
Date: Sunday, March 24, 2013 10:03:29 PM

Aloha Andrew,

My name is Elroy Kihano. I am a impacted homeowner in Sunbow Community as a result of the forthcoming South Bay BRT Project.

Below are some of my public comments that I am submitting. I will be submitting more public comments during the week before the 29 March 13 deadline.

**Issue: Section 2.5.1 Intersection/Signal Modification Page 2-21**

Comment:

New traffic signals installed on East Palomar must all be synchronized so that traffic congestion is not created during normal BRT operating hours and after normal operating hours, weekends and holidays.

**Issue: Section 2.5.1 Intersection/Signal Modification Page 2-21**

Comment:

Make point of contact information available to residents to report problems with newly installed traffic signals.

**Issue: Section 2.5.1 Advanced Vehicle Sensors Page 2-21**

Comment:

Will city of Chula Vista have access to traffic data pattern information that the advance vehicle sensors transmits so it can identify traffic flow/congestion problem areas on East Palomar?

**Issue: Section 2.5.1 Park and Ride Lot Page 2-21**

Comment:

Graffiti is a recurring 24 hour a day, 7 days a week, 365 days a year problem. Point of contact information must be accessible, available and current to residents to report graffiti. Responsible agencies (e.g. SANDAG and/or Caltrans) must be flexible, agile and responsive in removing graffiti from park and ride lot.

**Issue: Section 2.5.1 New or Relocated Local Bus Transit Stops Page 2-21**

Comment:

Public outreach via web site, Nixle, e-mail, public forums of which bus stops on East Palomar will be relocated and when.

**Issue: Section 2.5.1 Park and Ride Lot Page 2-21**

Comment:

SANDAG and City of Chula Vista Police Department need to plan, communicate, collaborate and coordinate public safety of Park and Ride Lots. Public outreach with residents to communicate, collaborate and coordinate responsibilities of each agency regarding public safety

**Letter 26  
Elroy Kihano**

**26-1**

Traffic signals along East Palomar Street would be synchronized. For Chula Vista, the Draft EIR concludes that peak period intersection and roadway segment traffic conditions would remain acceptable under City of Chula Vista standards as a result of the project due to the installation of traffic signals and traffic signal coordination. Moreover, to present a conservative projection of traffic impacts, the analysis assumes no reduction in vehicle trips as a result of the project. In actuality, some level of vehicle trip reduction would occur as a result of some people electing to use the BRT service in lieu of driving. The comment does not raise any issues that CEQA requires be addressed in an EIR.

26-1

**26-2**

This comment is noted and will be included in the public record for the proposed project. The comment does not raise any issues that CEQA requires be addressed in an EIR. The City of Chula Vista Public Works Department can be reached at [pwops@chulavistaca.gov](mailto:pwops@chulavistaca.gov) or (619) 397-6000.

26-2

**26-3**

The City of Chula Vista would have access to traffic data within City limits, and would be responsible for monitoring and any modifications. The comment does not raise any issues that CEQA requires be addressed in an EIR.

26-3

**26-4**

Station maintenance including graffiti removal would be done by Metropolitan Transit System (MTS) through a contract with SANDAG. SANDAG would designate levels of maintenance and graffiti removal. Monitoring will be done via camera's and MTS personnel. MTS has an existing telephone number and website where graffiti and security issues can be reported. The comment does not raise any issues that CEQA requires be addressed in an EIR.

26-4

**26-5**

Metropolitan Transit System (MTS) Route 712 currently stops in the center of the dedicated guideway easement along East Palomar at Heritage Station. This bus stop would be relocated from the median to a curb side stop at the same location. There are no other bus routes or stops that would be affected by the proposed project. The comment does not raise any issues that CEQA requires be addressed in an EIR.

26-5

26-6

## Responses to Comments from Members of the Public

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**Issue:** Section 2.5.2 East Palomar Street Guideway Overcrossing (Town Center Drive over SR-125 to Magdalena) Page 2-31

**Comment:**

If this solution is selected schedule public forums with Santa Venetia residents prior to start of construction. Recommend Santa Venetia residents are provided name, phone number, e-mail address of BRT Project Manager and Chula Vista point of contact for residents' complaints. Additionally recommend BRT Project Manager be on-site to observe construction progress of BRT overcrossing and be available to communicate with residents who have complaints

**Issue:** Section 2.5.2 East Palomar Street Guideway (Magdalena Ave to Heritage Road) Page 2-34

**Comment:**

Construction of BRT Guideway on East Palomar should not add additional landscaping acreage.

**Issue:** Section 2.5.2 East Palomar Street Guideway (Heritage Road to Oleander Ave) Page 2-34

**Comment:**

Construction of BRT Guideway on East Palomar should not add additional landscaping acreage.

**Issue:** Section 2.5.2 East Palomar Street Guideway (Heritage Road to Oleander Ave) Page 2-34

**Comment:**

East Palomar Street will be widened to support two 12 foot wide lanes with 11 foot buffers. Recommend SANDAG and City of Chula Vista City Engineer, Open Space and Public Works schedule public forum outreach with impacted residents, Parkview and Hedenkamp Elementary School to answer questions and concerns before start of construction to widen East Palomar.

**Issue:** Section 2.5.2 East Palomar Street Guideway (Heritage Road to Oleander Ave) Page 2-34

**Comment:**

Existing bike paths on East Palomar Street today must be included when widening East Palomar Street

Regards,

*Elroy K. Kihano, MBA, Security +, CNA  
Global IT Professional*

26-7

**26-6**

This comment is noted and will be included in the public record for the proposed project. The comment does not raise any issues that CEQA requires be addressed in an EIR.

**26-7**

Master Response 2 explains how SANDAG would conduct workshops with residents of the Treviana and Monet developments on the design on the transit guideway overcrossing structure if the proposed project or Alternative 1B are selected for construction. The comment does not raise any issues that CEQA requires be addressed in an EIR.

26-8

**26-8**

This comment is noted and will be included in the public record for the proposed project. The comment does not raise any issues that CEQA requires be addressed in an EIR.

26-9

**26-9**

This comment is noted and will be included in the public record for the proposed project. The comment does not raise any issues that CEQA requires be addressed in an EIR.

26-10

**26-10**

Existing bike lanes along East Palomar Street will be preserved as part of the proposed project. The comment does not raise any issues that CEQA requires be addressed in an EIR.

**From:** [Elroy Kihano](#)  
**To:** ["Elroy Kihano"; Martin, Andrew](#)  
**Cc:** [Williamson, Jennifer](#)  
**Subject:** Second DRAFT South Bay BRT EIR, Public Comments  
**Date:** Thursday, March 28, 2013 11:47:57 PM

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**Letter 27**  
**Elroy Kihano**

Andrew,

This is my final Draft South Bay BRT EIR Public Comments.

Regards,

*Elroy K. Kihano, MBA, Security +, CNA*  
*Global IT Professional*

**Issue: Section 2.5.3 East Palomar Street Guideway (Magdalena Ave to Heritage Road) Page 2-42**

**Comment:**  
Public outreach by SANDAG and City of Chula Vista with residents regarding construction equipment staging areas. Provide residents contact information for SANDAG BRT and city of Chula Vista for complaints. Recommend SANDAG BRT Project Manager be on-site to monitor construction progress and be available to meet with residents who have complaints.

**Issue: Section 2.5.3 East Palomar Street Guideway (Heritage Road to Oleander Avenue) Page 2-42**

**Comment:**  
Public outreach by SANDAG and City of Chula Vista with residents about where construction equipment will be staged and impact to school traffic for Hedenkamp, Parkview and Greg Rogers Elementary Schools. Public and traffic safety of school children is a concern when they walk to and from these Elementary Schools.

**Issue: Section 2.5.3 East Palomar Street Guideway (Magdalena Ave to Heritage Road to Oleander Ave) Page 2-42**

**Comment:**  
When construction of BRT Guideway begins the Open Space Contractors will not be required to maintain the open public space landscape. Public outreach by City of Chula Vista Open Space Department to inform residents' plans for open public space cost savings during BRT Guideway construction

**Issue: Section 2.5.3 East Palomar Street Guideway (Heritage Road to Oleander Avenue) Page 2-42**

**Comment:**  
Public outreach to Plaza at Sunbow property owner and businesses of new route for all delivery and gas trucks before BRT Guideway construction begins. City of Chula Vista public outreach with residents of new Plaza at Sunbow entrance and exit on East Palomar

**27-1**

These comments are noted and will be included in the public record for the proposed project. The comments do not raise any issues that CEQA requires be addressed in an EIR.

27-1

Issue: Section 2.5.3 East Palomar Street Guideway (Heritage Road to Oleander Avenue) Page 2-42

Comment:

City of Chula Vista (Parks and Recreation, CVPD, Public Safety subcommittee) public outreach to Sunbow Community residents regarding BRT Guideway to Veterans Park and Recreation activities and access

Issue: Section 2.5.3 East Palomar Street Guideway (Heritage Road to Oleander Avenue) Page 2-42

Comment:

City of Chula Vista (Parks and Recreation, CVPD, Public Safety subcommittee) public outreach to Sunbow Community residents regarding BRT Guideway to Veterans Park and Recreation activities and access

Issue: Section 2.5.4 Project Operational and Maintenance Activities Chula Vista Segment Page 2-47

Comment:

City of Chula Vista & SANDAG provide residents contact information for graffiti removal and public safety (in operable parking and street lights, property theft, etc.)

27-1

Cont.

Letter 28  
Fermin Garcia

**SOUTH BAY BRT**  
Public Meeting  
February 19, 2013

**Comment Slip**  
Please write clearly. *East palomar - Magdalena Avenue*

Name *Fermin Garcia* Date *2/18/2013*  
Address *1927 Caminito de la Cruz Ahula Vista, CA*  
Phone \_\_\_\_\_ Email *fermingarcia@gmail.com*




I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.

*\* Please do not build a transit system between  
Trenxiana Home Towns and Monet complex, it's not space  
for this project. and  
\* This project decrease the value for my property, I will very  
afect for visual environment, ~~raise~~ noise levels because  
I live in the end properties next to the transit system.  
\* Home owners must be compensate for building this project  
very close to our properties.  
\* I don't see any benefit for our community only for cross border  
people*

Comments must be received by March 29, 2013  
Andrew Martin, Associate Environmental Planner  
SANDAG  
401 B St., Ste. 800 San Diego, CA 92101  
andrew.martin@sandag.org  
619-699-1905 (fax)

*\* This transit system  
will be increase  
crime in my community*

KeepSanDiegoMoving.com   

28-1

This comment requesting that the project not be constructed (the No Project Alternative) is noted and will be included in the public record for the proposed project. The comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Please see Master Response 7 for response to the comment about property values, Master Response 8 for response to the comment about increased crime, Master Response 2 for response to the comment about visual impacts of the proposed project, and Master Response 1 for discussion of project alternatives considered in the Draft EIR.

28-1

**Letter 29**  
**Fermin Garcia**

1                                   FERMIN GARCIA  
2                   My name is Fermin Garcia. My address is 1927  
3 Caminito De La Cruz, Chula Vista, California 91913. My  
4 e-mail is fermingarciag@gmail.com.  
5                   The comment I have is about the Alternative Route  
6 Project 2, 1B. Those two alternative routes, they will  
7 affect my property -- or my living in my property because  
8 I'm living very close to the project. I am concerned  
9 about the wall they want to build. The wall is too high,  
10 and it could be a very disturbing view from my windows on  
11 my visitors.  
12                   Also, I'm concerned about the grass area because  
13 we have a beautiful grass area just for play with the kids  
14 and walk the dogs, and with the project we don't want --  
15 we won't have that area anymore.  
16                   Another concern I have is if I have to sell my  
17 property, I see there's no very attractive project next to  
18 my property just to help me to sell my property, the  
19 value.  
20                   This is it.

29-1

**29-1**

The comments expressing concern with proposed project and Alternative 1B, are noted and will be included in the public record for the proposed project. The comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Please see Master Response 2 for discussion of the process for working with the community on the design of the proposed transit guideway overcrossing if the proposed project or Alternative 1B is approved for construction. Master Response 2 also responds to the comment about the visual character and quality impacts of constructing and operating the proposed project within the dedicated transit easement between the Monet and Treviana developments, which currently features grass, landscaping, and trees. Master Response 7 responds to the comment about property values.



From: [Francisco Gomez](#)  
To: [Martin, Andrew](#)  
Subject: EIR Comments on South Bay BRT  
Date: Friday, March 29, 2013 10:36:19 PM

**Letter 30**  
**Francisco Gomez**

Mr. Andrew Martin,

As an owner of a townhouse in the Treviana community I'm completely opposed to the BRT passing through the green belt that divides the Treviana and Monet communities. My house is about 11 feet from the green belt where the buses are going to go through and where you intend to build a 30 feet wall. I support the BRT project as a whole but this portion of the route was ill-planned from the beginning. I don't understand how the city could allow the builder to put homes as close as 11 feet to the proposed bus route. Even though there were signs all along the East Palomar St. inner divide stating that was the future route of the BRT there were never any signs in this green belt in front of Treviana. I bought my house in February 2009 and there were no signs at all. We found out about the BRT in 2010 when we received a flyer about a meeting. At one of those Sandag meetings we were told that initially there were signs but were removed by Cornerstone the Treviana builder. Of course the builder didn't want people to know that the BRT was going pass through the green belt. The city knew that the signs were removed and didn't put them back until 2010 when Treviana and Monet residents started going to the meetings and complaining about the route. I wouldn't have purchased my house if the signs had been there. I bought a foreclosed property so I wasn't given any disclosures about the BRT.

The green belt provides a way for our 2 communities of Treviana and Monet to interact. Our kids can safely play in the greenbelt, we can walk our dogs and we can talk to our neighbors. Both are attached homes communities that have none or very small patios. The green belt is an excellent place for our kids to safely play without having to take them to the park when parents or guardians are busy. This green belt has become an integral part of these 2 thriving communities and the impact of building the route and the 30 feet bridge here will be detrimental to the value of our houses and to the overall quality of living of our residents. We will no doubt have noise, visual and safety issues if the route goes through the green belt.

Sandag has a viable alternative route through Olympic Pkwy. Why have the route pass through the green belt and force it up our throats when you know a lot of people oppose it. Recently even the local media (KUSI 51) did a story on this outrageous idea of having the bus route 11 feet from people's bedrooms. The alternative route through Olympic Pkwy doesn't affect anyone and the BRT still meets its goal to reach the Otay Ranch Town shopping center. If anyone from our communities wants to ride the BRT they can easily get to the nearest station since it will still be within walking distance.

Please listen to the people that oppose this small segment of the BRT route and don't cause irreparable damage to our community, the value of our houses and most importantly our quality of life.

**30-1**

The comments expressing concern with transit guideway overcrossing feature of the proposed project and Alternative 1B and signage and disclosures related to the dedicated transit easement are noted and will be included in the public record for the proposed project. The comments, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Please see Master Response 2 addressing the aesthetic and visual impacts for discussion of the process for working with the community on the design of the proposed transit guideway overcrossing if the proposed project or Alternative 1B is approved for construction.

30-1

**30-2**

Master Response 2 also responds to the comment about the visual character and quality impacts of constructing and operating the proposed project within the dedicated transit easement between the Monet and Treviana developments, which currently features grass, landscaping, and trees. Master Response 7 responds to the comment about property values. The noise and public safety comments are addressed in Master Responses 3 and 8, respectively.

30-2

**30-3**

Alternative 2, the Olympic Parkway Go-Around, is addressed in Master Response 1.

30-3

**30-4**

This comment is noted and will be included in the public record for the proposed project. The comments, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires be addressed in an EIR. Master Response 7 addresses comments about property values.

30-4

Thank you.

Francisco J Gomez

Treviana Home Owner

P.S. Please confirm receipt of my comments.

**SOUTH BAY BRT**  
Public Meeting  
February 19, 2013

**Comment Slip**  
Please write clearly


Name Gerald G Soltero Date 2/19/13  
Address 1306 Fieldbrook St  
Phone 619 424-0457 Email g.soltero@sandag.gov

I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.

*There is no clear and concise explanation of any impact on the communities due to noise and additional traffic created by this project. The information presented is vague and deceiving to the public and homeowners affected by this project*

Comments must be received by March 29, 2013  
Andrew Martin, Associate Environmental Planner  
SANDAG  
401 B St., Ste. 800 San Diego, CA 92101  
andrew.martin@sandag.org  
619-699-1905 (fax)

KeepSanDiegoMoving.com 

**Letter 31**  
**Gerald Soltero**

**31-1**

The potential noise and traffic impacts of the proposed project are evaluated in the Draft EIR. For Chula Vista, the Draft EIR concludes that peak period intersection and roadway segment traffic conditions would remain acceptable under City of Chula Vista standards as a result of the project due to the installation of traffic signals and traffic signal coordination. Moreover, to present a conservative projection of traffic impacts, the analysis assumes no reduction in vehicle trips as a result of the project. In actuality, some level of vehicle trip reduction would occur as a result of some people electing to use the BRT service in lieu of driving. Please see Master Response 3 for discussion of the project's noise impacts and Master Response 5 for discuss of traffic impacts in the Chula Vista segment.

31-1

**Letter 32  
Gerald Soltero**

1 GERALD SOLTERO  
2 My name is Gerald Soltero. My address is 1306  
3 Fieldbrook Street. My phone number is (619) 424-0453,  
4 e-mail address is gsoltero@sandiego.gov.  
5 And my comment is this: There is no clear and  
6 concise explanation of any impact on the communities due  
7 to noise and additional traffic created by this project.  
8 The information presented is vague and deceiving to the  
9 public and homeowners affected by this project.  
10 Thank you. That is my comment.

**32-1**

**32-1**

The potential noise and traffic impacts of the proposed project are evaluated in the Draft EIR. For Chula Vista, the Draft EIR concludes that peak period intersection and roadway segment traffic conditions would remain acceptable under City of Chula Vista standards as a result of the project due to the installation of traffic signals and traffic signal coordination. Moreover, to present a conservative projection of traffic impacts, the analysis assumes no reduction in vehicle trips as a result of the project. In actuality, some level of vehicle trip reduction would occur as a result of some people electing to use the BRT service in lieu of driving. Please see Master Response 3 for discussion of the project's noise impacts and Master Response 5 for discuss of traffic impacts in the Chula Vista segment.

**Letter 33**  
**Guillermo Cordero**

1                                   GUILLERMO CORDERO  
2                   My name is Guillermo Cordero. I live at 609  
3 Harlan Court in Chula Vista, phone number is  
4 (619) 691-6957.  
5                   And my concerns are in the park and shuttle  
6 areas, the security that they're going to have there in  
7 the one by my house, which is about a, I would say,  
8 mile -- less than a mile away, with security and having  
9 homeless people staying there and maybe not being able to  
10 have it locked up or enough security to protect the people  
11 in our neighborhood. We have a nice quiet community, and  
12 we'd like to keep it like that.

33-1

**33-1**

This comment is noted and will be included in the public record for the proposed project. To clarify, Caltrans is currently constructing the East Palomar Direct Access Ramp (DAR) park-and-ride and transit station located at East Palomar Street and I-805 as part of the I-805 Managed Lanes Project. While BRT vehicles would serve the transit station as part of the South Bay BRT project, Caltrans will be responsible for security at the East Palomar DAR park-and-ride station.

13                   Thank you.

14                                   - - -

**Letter 34**  
**Guillermo Escobar**

1 GUILLERMO ESCOBAR  
2 My name is Guillermo Escobar. I live at 1476  
3 Levant Lane, Unit Number 6. My phone number is  
4 (619) 992-4094, and my e-mail is  
5 guillermo.escobar@att.net.  
6 My concern is my condominium is the most impacted  
7 of the project. It's the closest one that is to the  
8 bridge that they're going to construct. I voiced my  
9 concerns at the previous meetings and sent e-mails, and I  
10 have yet to have a formal response addressing my concerns.  
11 The concerns are the construction, the  
12 construction noise, the project as far as placing the  
13 bridge and the wall right in front of our condo. I  
14 want -- I would like for my specific condominium be  
15 addressed and evaluated and see if it makes sense for  
16 SANDAG to construct the -- the bridge through my -- in  
17 front of my condominium.  
18 I'm seriously concerned because of the noise and  
19 because once it's constructed, it's going to block our  
20 view. We're going to lack privacy because our condominium  
21 is on the second floor. Our value of our property is  
22 going to devalue because of it.  
23 So there's plenty of concerns for not wanting the  
24 project -- or the bridge being constructed through that  
25 avenue. And I would strongly voice our objections to it

34-1

**34-1**

The comments expressing concern with the proximity of the condominium to the proposed project and preference for an alternative route are noted and will be included in the public record for the proposed project. The comments, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses alternatives to the proposed project. Please see Master Response 2 for response to the comment about the visual character and quality impacts of constructing and operating the proposed project within the dedicated transit easement between the Monet and Treviana developments. The construction noise comments are addressed in Master Response 3. Master Response 7 responds to the comment about property values.

# Responses to Comments from Members of the Public

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Transcription of Meeting

SOUTH BAY BUS RAPID TRANSIT PROJECT, SANDAG PUBLIC MEETING

1 and would like to please use the alternative route which  
2 is Plan B.

34-1

3 Thank you.

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**From:** [Ingrid Velasquez](#)  
**To:** [Martin, Andrew](#)  
**Subject:** South Bay BRT Draft EIR  
**Date:** Thursday, February 07, 2013 10:29:57 AM

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I live at 1873 Rouge Drive, Chula Vista, CA 91913, near the proposed Santa Venetia station. I prefer either the original plan or alternative 1B for three main reasons. First, I would use the Santa Venetia station, but I would be less inclined to walk to the Lomas Verdes station in order to use the BRT. Second, with the proposed bridge over the 125 toll road, I would be able to easily, quickly, and safely be able to walk to the Otay Ranch Town Center (ORTC). Currently, if I want to walk to the ORTC, I must walk along either Olympic Parkway or Birch Road. Both of these are high speed main arteries through the community. This makes walking along these roads undesirable. Third, eliminating the station at Santa Venetia would have a negative economic impact in my neighborhood. Our neighborhood was planned with the station and small shops at the station. These shops rely on the foot traffic that the BRT will bring. If the Santa Venetia station is eliminated, these shops will not survive. Vacant businesses will become a blight in our neighborhood. For these reasons, I prefer the original plan or alternative 1B for the BRT. Thank you for your time.

Thank you,  
Ingrid Velasquez  
(619) 519-0278

**Letter 35**  
**Ingrid Velasquez**

**35-1**

The comment expressing preference for the proposed project or Alternative 1B is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the project alternatives.

35-1



**Letter 36  
Ingrid Velasquez**

1 CHULA VISTA, CALIFORNIA, TUESDAY, FEBRUARY 19, 2013,  
2 6:00 P.M.  
3 - - -  
4 INGRID VELASQUEZ  
5 My name is Ingrid Velasquez, and my address is  
6 1873 Rouge Drive, Chula Vista, California 91913. My phone  
7 Number is (619) 519-0278. My e-mail is  
8 gicevelasquez@gmail.com.  
9 And my comment is I'm concerned that if  
10 Alternative 2 is picked and Santa Venetia Station is not  
11 built, then there are shops that are there currently and  
12 there are shops that are planning on being built in the  
13 vacant lot next to it, and those shops will suffer  
14 financial hardship and probably become vacant due to a  
15 lack of foot traffic in the area. And I'm worried that  
16 vacant shops will be a blight on my community and attract  
17 crime.  
18 Thank you.

36-1

**36-1**

The comment expressing concern with Alternative 2 is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the project alternatives.

From: Irma Elshafei <[irma\\_delvalle@yahoo.com](mailto:irma_delvalle@yahoo.com)>  
Date: March 23, 2013 10:43:22 PM PDT  
To: "Hicks, David" <[David.Hicks@sandag.org](mailto:David.Hicks@sandag.org)>, "Pbensoussan@chulavistaca.gov" <[Pbensoussan@chulavistaca.gov](mailto:Pbensoussan@chulavistaca.gov)>, Pat Aguilar <[Paguilar@chulavistaca.gov](mailto:Paguilar@chulavistaca.gov)>, "Rramirez@chulavistaca.gov" <[Rramirez@chulavistaca.gov](mailto:Rramirez@chulavistaca.gov)>  
Subject: South Bay Rapid Transit System  
Reply-To: Irma Elshafei <[irma\\_delvalle@yahoo.com](mailto:irma_delvalle@yahoo.com)>

Dear Sir,  
I was wondering if there is a pedestrian bridge in plans for the community, since Heritage Elementary School and Calvary Academy are on the East Palomar. I have witnessed first hand an elementary school child being struck by a car while on his bicycle. Another incident I witnessed was a friend of my son being struck by a car as well. If this community is going to have this heavy traffic, I hope the children of the community is still going to be a priority in these plans.

I know the value of our property is going to sink with this project; in part due to the quality of air and the noise. I think this is a BIG mistake because the community that surrounds Heritage Park has only two exits. In the morning it is already hard to get out of the community, and with this project it is going to be harder.

So far, Otay Ranch Town Center has not attracted the visitors they dreamed about it. People of the community still prefer to go to Mission Valley Mall. Otay Ranch Town Center and the South Bay Expressway - Route 125 have not been successful. The investment of a South Bay Bus Rapid Project will be a failure from the start. I have seen buses waiting for passengers in East Palomar and La Media. I don't think a project without a real study will be successful at all. If Otay Ranch Town Center has not attracted the multitude it was expected, I predict the same with this project.

The best investment will be to put the money in Stem Cell Research Facility and University in the South Bay. It will bring people to the area, it is what this area need. Destroying a community is not the way to go.

I invite Mr. Hicks to be in our community looking at the community and see if we need this, especially in the Heritage Park community with only two exits. Please let me know if you wish to meet with me, I will gladly show you the negative impact to the community.

Sincerely,

Irma Elshafei  
1305 Traver Ct.  
Chula Vista, CA 91913  
619 838 6803

**Letter 37**  
**Irma Elshafei**

**37-1**

The proposed transit guideway overcrossing that would travel over State Route 125 to connect the area near the Monet and Treviana developments with the Otay Ranch Town Center would include a sidewalk for use by pedestrians. Master Response 5 responds to the concerns about safety of pedestrians, including children.

**37-2**

The comments about property values are addressed in Master Response 7. The air quality and noise comments are addressed in Master Responses 3 and 6, respectively. For Chula Vista, the Draft EIR concludes that peak period intersection and roadway segment traffic conditions would remain acceptable under City of Chula Vista standards as a result of the project due to the installation of traffic signals and traffic signal coordination. Moreover, to present a conservative projection of traffic impacts, the analysis assumes no reduction in vehicle trips as a result of the project. In actuality, some level of vehicle trip reduction would occur as a result of some people electing to use the BRT service in lieu of driving.

**37-1**

**37-2**

**37-3**

**37-3**

The comments are noted and will be included in the public record for the project. These comments, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, these comments do not raise environmental issues that CEQA requires be addressed in an EIR.

**From:** Irma Elshafei [[mailto:irma\\_delvalle@yahoo.com](mailto:irma_delvalle@yahoo.com)]  
**Sent:** Saturday, March 23, 2013 10:41 PM  
**To:** Gao, Helen  
**Subject:** South Bay Rapid Transit System

**Letter 38**  
**Irma Elshafei**

Dear Sir,  
I was wondering if there is a pedestrian bridge in plans for the community, since Heritage Elementary School and Calvary Academy are on the East Palomar. I have witnessed first hand an elementary school child being struck by a car while on his bicycle. Another incident I witnessed was a friend of my son being struck by a car as well. If this community is going to have this heavy traffic, I hope the children of the community is still going to be a priority in these plans.

I know the value of our property is going to sink with this project; in part due to the quality of air and the noise. I think this is a BIG mistake because the community that surrounds Heritage Park has only two exits. In the morning it is already hard to get out of the community, and with this project it is going to be harder.

So far, **Otay Ranch Town Center** has not attracted the visitors they dreamed about it. People of the community still prefer to go to Mission Valley Mall. Otay Ranch Town Center and the South Bay Expressway - Route 125 have not been successful. The investment of a South Bay Bus Rapid Project will be a failure from the start. I have seen buses waiting for passengers in East Palomar and La Media. I don't think a project without a real study will be successful at all. If Otay Ranch Town Center has not attracted the multitude it was expected, I predict the same with this project.

The best investment will be to put the money in Stem Cell Research Facility and University in the South Bay. It will bring people to the area, it is what this area need. Destroying a community is not the way to go.

I invite Mr. Hicks to be in our community looking at the community and see if we need this, especially in the Heritage Park community with only two exits. Please let me know if you wish to meet with me, I will gladly show you the negative impact to the community.

Sincerely,

Irma Elshafei  
1305 Traver Ct.  
Chula Vista, CA 91913  
619 838 6803

**38-1**

Please see the responses to comments 37-1 to 37-3 above.

**38-1**

1 JACK CHU  
2 My name is Jack Chu, and I live at 804 Wetherly  
3 Street in La Mesa, California. And my phone number is  
4 (619) 460-9315.  
5 And my primary comment is that I'm representing  
6 the Cleveland National Forest Foundation, and we had asked  
7 SANDAG that in its public participation process, that  
8 SANDAG start out by revealing that their 2050 RTP is in  
9 litigation, and that these projects, such as this BRT may  
10 be affected because the EIR for the 2050 RTP has been  
11 found to be not sufficient and needs to be decertified;  
12 thus, the public will have a better understanding of where  
13 we are in the planning process, and that project, such as  
14 this BRT project should be put into question whether it is  
15 the best investment of public dollars.  
16 With regards to this BRT project, we feel that it  
17 is a move that could cost the taxpayers \$1.2 billion going  
18 down a path that really won't provide the kind of transit  
19 that will truly serve South Bay -- or, I'm sorry, South  
20 County.  
21 Studies have shown and SANDAG's own plan shows  
22 that a light rail system would better serve South County.  
23 Though it's more costlier in the long run, a light rail  
24 system would better serve the residents in the south part  
25 of the county.

39-1

The draft Environmental Impact Report that was prepared for the South Bay BRT project does not tier off of, or rely on the EIR that was certified by the SANDAG Board of Directors for the 2050 RTP/SCS. While that environmental document was found deficient by the Superior Court of San Diego County, an appeal in that case was filed which suspends the Superior Court ruling until the Appeals Court hears the case. Regardless of the outcome of that case, the South Bay BRT EIR is an independent document that does not rely on the EIR prepared for the 2050 RTP/SCS.

39-1

39-2

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any environmental issues that CEQA requires be addressed in an EIR. Further, as discussed in Section 2.2 of the Draft EIR, a previously planned light rail system (connection with the existing trolley system in the region) was replaced by a BRT system as part of SANDAG's South Bay Transit First! The South Bay BRT was incorporated into SANDAG's 2004 RCP, 2050 RTP/SCS and other adopted regional planning documents. The City of Chula Vista incorporated the South Bay BRT system, including the guideway location and station locations, in the Otay Ranch General Development Plan/Subregional Plan, as amended in 2004.

39-2

Responses to Comments from Members of the Public

1 Investing money in a BRT system now would make it  
2 harder to make that change in the future where we would  
3 have expended valuable funds in a BRT system which would  
4 not be what is in the ultimate plans that SANDAG has.

5 So we would advocate that SANDAG curtail moving  
6 forward on any of its plans with this BRT project until we  
7 do two things: One is to await the findings of the  
8 litigation of its BRT, as well as get additional input as  
9 to when we may be able to move forward on a light rail  
10 system. And if that's something that can be done sooner  
11 than later, we should abandon the BRT alternatives and  
12 move straight into a light rail system.

13 I think that's it.

14 - - -

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**39-3**  
This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise environmental issues that CEQA requires be addressed in an EIR.

**39-4**  
Master Response 1 addresses a light rail alternative to the proposed project. See 39-1 above for response to the comments about the legal status of the EIR for the 2050 RTP/SCS.

**From:** [Jo Anne Springer](#)  
**To:** [Martin, Andrew](#)  
**Cc:** [Pat Aguilar](#); [Leslie Wolf Branscomb](#)  
**Subject:** EIR public meeting  
**Date:** Thursday, February 21, 2013 4:18:48 PM

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Dear Mr. Martin,

To my great disappointment, I was not able to attend the public meeting to review the EIR for SBRT. Since SBRT will have a major impact on my neighborhood, I am most anxious to provide input. I am further hampered by the fact that I just received a print out of the EIR yesterday, and as you know, it is huge. My computer screen size combined with my eyesight is such that reading the EIR online was not working. Some aspects were too small to read, etc. I did send an email to SANDAG inquiring as to where/how I might obtain a print-out of it. After a week of no response whatsoever, I contacted Councilmember Pat Aguilar's office to see she might assist in locating a copy. Her office provided me with a copy of the one they printed out for her, but I only received it yesterday.

I would like to know if there are future public meetings planned to review the EIR. Are there? When representatives of SANDAG met with Pat, Rudy Ramirez, and a small group of neighborhood residents (myself included) at the Chula Vista council offices many months ago, the members of SANDAG agreed to Pat that they include studies that we were requesting in the EIR. At that time, Pat also said that she would be looking forward to reviewing the EIR in detail when it was ready. Knowing that her office only recently received the EIR as well, I do not know if she has had an opportunity to make that review, or what means will be established to discuss them. I would like to be involved.

I would appreciate hearing from you. Thank you.

Jo Anne Springer

**Letter 40-1**  
**Jo Anne Springer**

**40-1**

Extensive public outreach was done for this project, including distribution of 14,000 notices to residents within 0.5 mile of the proposed transit guideway, door hangers were left on the doors of residents within the Trevina and Monet communities, four public workshops were held at different points during the environmental process, 12 email blasts were sent with project updates and links to the project webpage, prior to the public meeting on the Draft EIR a newsletter was mailed to 9,000 Chula Vista residents within 0.25 mile of the project, the notice of availability of the Draft EIR was published in the Union Tribune, Daily Transcript, Star News, La Prensa San Diego, and San Diego Voice and Viewpoint, 14 briefings were done with elected officials, and 31 presentations were given to area groups and stakeholders during the environmental process including five just prior to the public meeting on the Draft EIR. The four points identified in the David Hicks email referring to issues that would be included in the EIR are addressed in the Master Responses to Comments. Master Response 1 addresses the Olympic Parkway Alternative from Heritage Road to Otay Ranch Town Center and explains why it was evaluated in detail in the Draft EIR. The comments about parking and the safety of pedestrians, including elementary school students, are addressed in Master Response 5. Master Response 8 addresses comments about public safety and crime. This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise environmental issues that CEQA requires be addressed in an EIR.

40-1

## Responses to Comments from Members of the Public

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**From:** [Jo Anne Springer](#)  
**To:** [Martin, Andrew](#)  
**Cc:** [Williamson, Jennifer](#)  
**Subject:** EIR comment/input  
**Date:** Friday, March 29, 2013 11:39:37 AM  
**Attachments:** [PDF-EIR\\_input\\_3\\_29\\_13.pdf](#)  
[South Bay BRT follow up.msg](#)

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**Letter 41**  
**Jo Anne Springer**

Dear Mr. Martin:

Attached is my comment/input to the SBRT Draft EIR (SCH # 2010041060) for the record. Also attached is an email that was received from David Hicks on May 19, 2011, and is a referenced document in my comment to the EIR.

In order to ensure delivery of my comments, it is my intention to also fax these documents. Please confirm receipt of either (or both) by email to me. It would be much appreciated.

Sincerely,

Jo Anne Springer

**41-1**

Responses to the specific comments in the attachments to this email are addressed below.

**41-1**

March 29, 2013

Mr. Andrew Martin, Associate Environmental Planner  
Ms. Jennifer Williamson, Project Manager  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

**RE: Public Comment for the Record Regarding the Draft Environmental Impact Report, South Bay Bus Rapid Transit (SBRT) (SCH# 2010041060)**

Dear Mr. Martin and Ms. Williamson:

As a resident and original owner since Dec., 2000 of a house in the Heritage Village Section of the Otay Ranch Villages; and per SANDAG directions regarding input to the above named Draft EIR, please consider the following points of opposition and objections to the implementation of this project as it is detailed in the EIR:

1. The EIR is 559 pages of technical, code, and legal information that has been prepared over a two or more year period by professionals trained in the information contained within. It has been released to a public that does not have the same professional background, and therefore cannot be adequately reviewed for accuracy or compliance within a 60 day timeframe, particularly by a public that does not have the luxury to dedicate itself to the effort in lieu of its daily employment time. This restriction regarding a document of this size conflicts directly with the objective of an EIR as described in the first paragraph of the Executive Summary under the heading "Purpose and Use of the EIR." This process also begs the question what the "public comment and input period" means if the very process is designed to defeat responsible comment and input.
2. Due to the very large size of the EIR, the perception is that there will be a strong reliance on the Executive Summary by those people who will vote on the implementation of the project. Yet there is a glaring error on page ES-14 under the heading "Public Services" that claims that there are two elementary schools within the East Palomar corridor of the proposed Project. There are **nine!** If there has been any correction to this egregious misrepresentation of a potential negative impact, it has not been done with the level of visibility that the Executive Summary has. In fact, I am unaware of it having been done at all. Due to the time constraints placed on fact checking, there may be additional significant errors in the Executive Summary of which I am unaware.

**41-2**

The 60-day public review period for the Draft EIR exceeded the 45-days required by the CEQA Guidelines (§15105). Moreover, extensive public outreach was done for this project, including distribution of 14,000 notices to residents within 0.5 mile of the proposed transit guideway, door hangers were left on the doors of residents within the Trevina and Monet communities, four public workshops were held at different points during the environmental process, 12 email blasts were sent with project updates and links to the project webpage, prior to the public meeting on the Draft EIR a newsletter was mailed to 9,000 Chula Vista residents within 0.25 mile of the project, the notice of availability of the Draft EIR was published in the Union Tribune, Daily Transcript, Star News, La Prensa San Diego, and San Diego Voice and Viewpoint, 14 briefings were done with elected officials, and 31 presentations were given to area groups and stakeholders during the environmental process including five just prior to the public meeting on the Draft EIR. This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise environmental issues that CEQA requires be addressed in an EIR.

41-2

**41-3**

As described in the Executive Summary to the Draft EIR, the reference to two elementary schools provided on page ES-14 is a summary of public comments that were provided on the Notice of Preparation (NOP) for the proposed project. Table 3-14 of the Draft EIR identifies 18 schools in the project area. SANDAG regrets the confusion caused by the text of the Executive Summary.

41-3



3. Attached is an email from David Hicks dated May 19, 2011 detailing the follow up from a meeting that occurred on May 4, 2011 that I attended hosted by Chula Vista Council Member Pat Aguilar that included Council Member Rudy Ramirez, SANDAG staff members Cheryle Hodge, David Hicks, and Jennifer Williamson; local residents and other City Staff members. In the email Mr. Hicks detailed four (4) points not previously included in this project with a promise that they would be added to the analyses in the EIR. THEY WERE NOT. This is a serious breach of confidence between the public and government sectors, and serves to reinforce the perception that public outreach efforts that preceded the EIR were not actually meant to obtain public input, but rather, to inform the public what would be implemented without regard to the interests of the impacted sector. This is not government of, by or for the people.
4. The SBRT project was initially conceived 20 years ago. The plan has been defended repeatedly by members of SANDAG and the mayor of Chula Vista based on this fact. However, 20 years ago the plan was to build a light rail line along E. Palomar to connect with the existing Trolley System. That is no longer the current plan; therefore, it can no longer be defended on the basis of the 20 year "planning period." Additionally, the General Plan for Chula Vista has undergone updates during the 20 year interim which do not align with the current SBRT plan. The neighborhoods developed as family oriented, middle class neighborhoods. The City of Chula Vista was complicit in a deception of potential homeowners within the corridor of the Project by presenting E. Palomar as a well landscaped road with bike lanes and no parallel parking. It was entirely conducive to the perception of a family neighborhood. The light rail was restricted in its planned length to E. Palomar, and its purpose to provide the E. Palomar villages access to the Blue Line Trolley, and local shopping. That is no longer the plan. As such, E. Palomar is no longer the most appropriate corridor.
5. The Project plan includes three stations in the Otay Ranch Villages between the intersection of E. Palomar/Olympic Parkway and the intersection of E. Palomar/Heritage Rd. There is no planned parking for these stations. With only an estimated 5-8 % (five to eight percent) of the total projected ridership to be resident walk-on passengers using these stations, there is no return on investment (ROI) justification for the construction of stations that will accommodate such a low percentage of the usage. Of greater importance is the fact that the City of Chula Vista's revised plan for the Eastern Urban Center of Otay Ranch projects 35,000 *additional* car trips PER DAY that were not originally planned for in the EUC villages (source: City Staff). The commuter grid lock that will ensue should cause a significant increase to the currently projected 7,000 daily riders of SBRT. These riders will be attracted to the closest station, regardless of the availability of park and ride facilities. They will avail themselves of the parking lots at the parks on E.

41-4

41-4

The four points identified in the David Hicks email are addressed in the Master Responses to Comments. Master Response 1 addresses the Olympic Parkway Alternative from Heritage Road to Otay Ranch Town Center and explains why it was evaluated in detail in the Draft EIR. The comments about parking and the safety of pedestrians, including elementary school students, are addressed in Master Response 5. Master Response 8 addresses comments about public safety and crime. This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project.

41-5

41-5

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Alternative locations to East Palomar Street are addressed in Master Response 1.

41-6

41-6

Master Response 5 addresses the comments about parking. CEQA does not require an evaluation of return on investment in an EIR. SANDAG ridership estimates for the proposed project reflect, in part, land use and development plans and assumptions (including the Eastern Urban Center) provided by the City of Chula Vista. While not a CEQA issue, SANDAG does consider the proper allocation of funds in several ways, such as in the Regional Transportation Plan, Regional Transportation Improvement Program, and when approving specific projects such as the South Bay BRT.

<p>Palomar, rendering the parks unavailable to local residents, as well as turning the residential areas adjacent to the stations into parking lots that will hinder emergency response times, school drop-off traffic, and the general ability of residents to navigate within their own neighborhood.</p>	<p>41-6</p>	<p><b>41-7</b> Master Response 5 addresses comments related to the safety of pedestrians using and crossing East Palomar Street, including children and elementary school students.</p>
<p>6. The large, articulated buses that SBRT will utilize will pose a hazard to school children from the nine (9) schools who cross E. Palomar, often in a negligent manner. That is simply the nature of children. The buses will be attempting to maintain their <i>rapid</i> transit objectives in direct conflict with school traffic, both pedestrian and vehicular. The plan is a recipe for disaster.</p>	<p>41-7</p>	<p><b>41-8</b> Master Response 5 addresses comments related to the safety of pedestrians using and crossing East Palomar Street, including children and elementary school students. Master Response 2 addresses comments regarding impacts to the visual character and quality of the Monet and Treviana developments and its surroundings. Metropolitan Transit System (MTS) Route 712 currently stops in the center of the dedicated guideway easement along East Palomar at Heritage Station. This bus stop would be relocated from the median to a curb side stop at the same location. There are no other bus routes or stops that would be affected by the proposed project. The proposed project is intended to provide rapid regional bus service to complement, not replace or duplicate, existing local bus service. Master Response 1 addresses the basic objectives of the proposed project, and describes several alternatives to the proposed project that were evaluated by SANDAG, in part for their ability to meet most of the basic objectives of the project.</p>
<p>7. The demographics provided in the previous two points do not align with a 20 year old plan that has basically only changed the type of conveyances while greatly expanding the route. The EIR does not consider the impact of the dangers to school age pedestrians nor the impact to the residents who were lured to purchase homes in the area based in part on the ambiance in place at the time they purchased. It also ignores the role of the local MTS buses that already accommodate the local walk-on ridership. Chula Vista Mayor Cheryl Cox publicly stated as recently as the SANDAG BOD meeting on 3/22/13 the importance of meeting the needs of the people who have been adamantly in support of this plan [note: she was referring to it as it now exists] who are trying to figure out how to get people from the international border crossing(s) to downtown San Diego, and get vehicles off of the freeways. This will be best realized by <i>rapid</i>, direct transit, not by meandering through villages, cross traffic, school traffic, and most important, pedestrian traffic which always has the right of way.</p>	<p>41-8</p>	<p><b>41-9</b> Master Response 1 addresses the basic objectives of the proposed project, and describes several alternatives to the proposed project that were evaluated by SANDAG, in part for their ability to meet most of the basic objectives of the project. Master Response 1 also addresses multiple project alternatives that would utilize Olympic Parkway. This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project.</p>
<p>8. The plan to build a bridge through the Santa Venetia Village on E. Palomar displays an arrogant disregard on the part of SANDAG for the well being of the residents who currently live there. More important, the projected cost is more than double that of the Olympic Parkway alternative rendering it egregious on many levels that defy rational understanding. Mayor Cheryl Cox's statement in support of the current plan emphasizes the need to move what was described by her as literally thousands of people waiting to utilize this system to get from the border crossings to downtown San Diego. The question that begs is <i>why</i> do the needs of the people from the border crossings take precedence over those of the established residents whose homes will be devalued and whose quality of life greatly diminished? Where is the justice in that? Especially when the needs of both can be met by creating a truly <i>rapid</i> transit system with a transit only guideway utilizing Olympic Parkway. The cost-effectiveness of implanting the alternative that abandons the guideway bridge between Treviana and Monet alone is sufficient to recommend it as the preferred choice.</p>	<p>41-9</p>	<p><b>41-9</b> Master Response 1 addresses the basic objectives of the proposed project, and describes several alternatives to the proposed project that were evaluated by SANDAG, in part for their ability to meet most of the basic objectives of the project. Master Response 1 also addresses multiple project alternatives that would utilize Olympic Parkway. This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project.</p>

9. The stated, eponymous objective of this Project is *RAPID* transit. Despite what was considered 20 years ago, a dynamic, updated plan designed to accommodate both current and future public transportation needs would best be served by building appropriate sized park and ride facilities at either end of the Chula Vista portion of the Project, and putting the buses on Olympic Parkway for the entire route from the border crossing to Heritage Park Rd. The 50 m/h speed limit on Olympic Parkway is conducive to the *rapid* objective (vs 35 m/h on E. Palomar). Cross streets would be eliminated from the route. E. Palomar will need to undergo considerable alteration despite having been designated as the Project corridor; the cost of this alteration could be transferred to creating a designated corridor in the center of Olympic Parkway.

10. Adhering to a plan that conflicts with the manner in which the communities along it have developed and that no longer serves the projected usage is poor government. The continuing growth of the eastern portion of Chula Vista absolutely requires an efficient public transportation alternative to current vehicular traffic. Traffic thresholds will not be met if there is no means to get people onto SBRT from all over the eastern sector of Chula Vista. Park and ride facilities at either end with rapid transit in between is the obvious choice to best serve this objective.

SANDAG wishes to implement its proposed plan and has created a list of criteria that maps precisely to that plan. By definition, no other alternative will satisfy that criteria. That is stacking the deck, and raises concerns as to motive. At a minimum, it is simply unacceptable. As stated in the first point, the conflicts of the size and the brevity of the public comment period of this EIR by definition make this comment an incomplete document.

Respectfully,

Jo Anne Springer  
1211 Atwater St.  
Chula Vista, CA 91913

41-10

**41-10**

Master Response 1 addresses the Olympic Parkway alternative from Heritage Road to Otay Ranch Town Center. Master Response 1 also addresses the basic objectives of the proposed project, and describes several alternatives to the proposed project that were evaluated by SANDAG, in part for their ability to meet most of the basic objectives of the project.

41-11

**41-11**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses project alternatives and their ability to accomplish most of the basic objectives of the proposed project.

41-12

**41-12**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR. Master Response 1 address the project alternatives.

## Responses to Comments from Members of the Public

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**From:** [Hicks, David](#)  
**To:** [Patricia Aguilar \(PAguilar@chulavistaca.gov\)](#); [Rudy Ramirez \(r Ramirez@chulavistaca.gov\)](#); [Don Crumbley \(dcrumbley@sbcglobal.net\)](#); [Jo Anne Springer](#)  
**Cc:** [Williamson, Jennifer](#); [Leslie Wolf Branscomb \(LWBranscomb@chulavistaca.gov\)](#)  
**Subject:** South Bay BRT follow up  
**Date:** Thursday, May 19, 2011 6:22:40 PM

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Hi Councilmembers Aguilar and Ramirez, and Mr. Crumbley and Mrs. Springer –

The South Bay BRT project team wanted to follow up with you regarding our recent meeting. (As I'm sure you recall, at the meeting we discussed concerns of residents about the project, as well as issues that will be covered in the Environmental Impact Report being done on the project.) We wanted to let you know that as a result of the meeting, we are working on these four steps:

- 1) Add an Olympic Parkway Alternative to the alternatives analysis in the EIR. This alternative would operate on East Palomar between I-805 and Heritage Road. From there it would travel south to Olympic Parkway, operate on Olympic Parkway with a stop at the Otay Ranch Town Center. This alternative is being evaluated against the project criteria that was used to evaluate all the alternatives.
- 2) Add a discussion of parking in the EIR. This has been added to the project description portion of the EIR.
- 3) Add a discussion of security in the EIR. This will be addressed in the public services section of the EIR.
- 4) Address safe routes to school, pedestrian safety in the EIR. Pedestrian circulation and safety on the roadways is addressed in the traffic study done for the EIR.

Thank you very much – if you have any questions, please contact me. (Also, I do not have email addresses for the other two residents who were at the meeting – can one of you please forward this note on to them?)

David

David Hicks  
Senior Public Information Officer  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  
Office: (619) 699-6939  
Cell: (619) 481-7802  
[dhic@sandag.org](mailto:dhic@sandag.org)  
[www.sandag.org](http://www.sandag.org)

\*Email attached to Letter 41 provided by Jo Anne Springer and addressed in the response to comment 41-4.

Andrew Martin,  
Associate Environmental Planner,  
SANDAG,  
401 B Street, Suite 800,  
San Diego, CA 92101

February 07, 2013

**Letter 42**  
**Joan Van der Hoeven**

Re: South Bay Bus Rapid Transit Draft EIR / Downtown San Diego Segment

Dear Mr. Martin,

I have reviewed the Draft EIR and would like to comment on the following items as they relate to rapid bus travel from South County to Downtown:

1. Traffic volumes along Broadway downtown are already high, and the incoming buses could be routed from SR94 to the 12<sup>th</sup> & Imperial Transit Center where passengers could transfer to existing trolley and bus lines. It is not difficult to transfer, and this could be accommodated using existing infrastructure.

42-1

2. The commercial Greyhound bus company recently relocated its facility from First and Broadway in the Sophia Hotel to a site adjacent to the 12<sup>th</sup> & Imperial Transit Center. Downtown property has high value, and it makes both economic and environmental sense to concentrate facilities at existing transportation centers.

42-2

3. The California Coastal Commission gave approval for the Bay Front Hotel in the North Embarcadero on the NE corner of Broadway & Harbor Drive. The area is a tourist destination, just a block from San Diego's waterfront, and would not be enhanced with a multitude of buses, engines off or not.

42-3

4. Figure 2-23 of the Draft EIR shows bus routing to remain south of C Street. Prior proposals for bus transit centers have been shown to immediately abut residential condominiums in Little Italy on Ash Street and State Street. Clearly, high volumes of bus traffic would have a severe negative impact on existing residential development. An unacceptable level of traffic, pollution, noise generation would be some of the negative consequences of funneling bus traffic into the residential areas north of B street. Prior public hearings with strong input from the public, including the Little Italy community, should have made this abundantly clear.

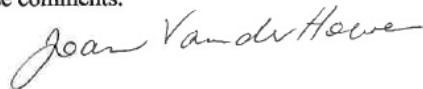
42-4

5. There has been no public meetings proposed for the Downtown area on this EIR.

42-5

Thank you for the opportunity to present these comments.

Joan Van der Hoeven, AICP  
2330 1<sup>st</sup> Ave #406  
San Diego CA 92101



**42-1**

The project would operate along Broadway to provide a high level of access for users of the system. Ridership modeling shows destination points for users occur closest to Broadway between Park and Kettner Boulevards (San Diego Downtown Transit Study – Broadway Corridor, June 2010). Transit studies show that introducing a transfer to a transit trip results in a penalty usually evidenced in reduced ridership and longer travel times (see <http://pubsindex.trb.org/view.aspx?id=475177>). An extensive study was conducted for downtown and Broadway was selected as the primary transit corridor because it provides the best access to all uses within downtown (San Diego Downtown Transit Study – Broadway Corridor, June 2010). Moving the corridor north or south of Broadway would reduce overall ridership potential and increase walking distances for users. Additional analysis looking at requiring passengers to transfer from the proposed project to the trolley at 12th and Imperial and/or Smart Corner indicate that this isn't feasible because the trolley cannot accommodate the projected ridership of the proposed project arriving downtown. Passengers could be passed by the trolley because of limited capacity into downtown.

**42-2**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR.

**42-3**

The western extent of the proposed project in Downtown San Diego would be Kettner Boulevard. Bus service would not be provided to Broadway and Harbor Drive as part of the proposed project.

**42-4**

The proposed project would not provide bus service north of B Street, and does not include any bus transit centers in downtown San Diego.

**42-5**

CEQA does not require that public meetings be held for a Draft EIR. Nevertheless, SANDAG held a public meeting on the Draft EIR at Heritage Elementary School in Chula Vista during the public review period. SANDAG also accepted comments on the Draft EIR during a 60-day public review period. Moreover, the South Bay BRT is identified in the 2050 Regional Transportation/Sustainable Communities Strategy, which was developed with public outreach and public input, including public meetings, over an approximately two year period. The Public Involvement Plan for the 2050 RTP/SCS is available online: [http://www.sandag.org/uploads/projectid/projectid\\_349\\_11107.pdf](http://www.sandag.org/uploads/projectid/projectid_349_11107.pdf)

**SOUTH BAY BRT**  
Public Meeting  
February 19, 2013

**Comment Slip**  
Please write clearly





Name JoAnn Henderson Date 2/19/2013  
 Address 589 Lee Circle  
 Phone 619 216-8285 Email Already registered with Sandag.

I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.

*Noise is my concern and after the completed project I hope addition of readings will be done for home owners. I realize traffic needs improvement to flow but not to the displeasure of the papers. If the landscape is lessened will maintenance costs be lowered. the traffic plant buffer being removed will impact housing structures, noise and debris. losing access to my housing development because of bus realignment is not helpful for school buses, ambulance, fire trucks. A no build is my preference.*

Comments must be received by March 29, 2013  
 Andrew Martin, Associate Environmental Planner  
 SANDAG  
 401 B St., Ste. 800 San Diego, CA 92101  
 andrew.martin@sandag.org  
 619-699-1905 (fax)

KeepSanDiegoMoving.com    

**Letter 43**  
**JoAnn Henderson**

**43-1**

Master Response 3 addresses the noise impacts of construction and operation of the proposed project. Landscaping removed as part of the proposed project in Chula Vista would be replaced within the same landscaping district. Changes in future maintenance costs for landscaping would be determined by the entity responsible for the affected landscaping districts, such as a Homeowners Association, or the City of Chula Vista. Master Response 5 addresses access from East Palomar Street to Gould Avenue.

**43-2**

The preference for the no build alternative (also called the No Project Alternative) is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the project alternatives.

43-1

43-2

## Responses to Comments from Members of the Public

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**From:** [John Mantey](#)  
**To:** [Martin, Andrew](#)  
**Subject:** BRT through Otay Ranch  
**Date:** Friday, March 29, 2013 9:52:18 AM

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**Letter 44**  
**John Mantey**

Dear SANDAG Rep,

Putting the BRT route through Otay Ranch is the wrong idea. I am a resident and homeowner of Eastlake and I want you to know that I oppose this development.

Regards,

John Mantey

**44-1**

**44-1**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR.



Letter 45  
John McColl

**SOUTH BAY BRT**  
Public Meeting  
February 19, 2013

**Comment Slip**  
Please write clearly

Name John McColl Date \_\_\_\_\_

Address 2260 CAVE FRIEZONA 92037


Phone (858) 735-3221 Email John@TRUITYSD.COM

I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.

I SUPPORT THE PROJECT AND HOPE THERE ARE  
NO DELAYS IN GOING FORWARD.

Comments must be received by March 29, 2013  
Andrew Martin, Associate Environmental Planner  
SANDAG  
401 B St., Ste. 800 San Diego, CA 92101  
andrew.martin@sandag.org  
619-699-1905 (fax)

KeepSanDiegoMoving.com 

45-1

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR.

45-1

## Responses to Comments from Members of the Public

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**From:** [joycelyn thomas](#)  
**To:** [Martin, Andrew](#); [Williamson, Jennifer](#)  
**Subject:** Chula Vista Bus Route @ Otay Ranch over Route 125  
**Date:** Thursday, March 28, 2013 2:14:39 PM

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**Letter 46**  
**Joyce Gomez**

SANDAG:

I am HOA President for McMillin Loams Verdes, a community of over 400 homes. Although the proposed route does not come directly into MY community, I am opposed to the route cutting through the communities of Monet and Treviana and traveling onto East Palomar Street.

I have seen a proposal for an "alternate" route to follow Olympic Parkway at the north side of the Otay Ranch Towne Center. This is the route I am encouraging SANDAG to chose. I know we do need public transportation, and I have lived in this area since 2005. The Monet and Treviana communities are the only "segment" of the route that was laid out with POOR PLANNING (in my estimation). My reasoning for this is quite simple. The rest of the East Palomar route lies within a parkway, with streets buffering it on the north and south.

The current proposed segment of the route has no buffering and cuts extremely close to homes. I worry about noise, pollution and the IMPACT the transit station proposed near View Park and E. Palomar will have on traffic, which is already excessive for a community of homes with an elementary school and a Catholic High School nearby.

I did receive a flier from SANDAG in February outlining the proposed route. The line outlining the route on the 4 page flier was DECEPTIVE. It did not show the community you are proposing to put the transit route through.

I AM OPPOSED TO THIS ROUTE CUTTING THESE COMMUNITIES IN HALF AND DESTROYING PROPERTY VALUES!

Joyce Gomez

### 46-1

This comment in opposition to the proposed project is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR.

46-1

46-2

### 46-2

Master Response 1 addresses multiple project alternatives along Olympic Parkway.

46-3

### 46-3

Master Responses 3 and 6 address the noise and air quality impacts of the proposed project at the Treviana and Monet developments. The existing median of East Palomar Street was planned to accommodate the proposed transit station at East Palomar Street between View Park and Magdalena Avenue (Santa Venetia Stations). The proposed station improvements would occur within the existing area and would not reduce traffic capacity on the surrounding roadways. There would be a temporary impact to local traffic during construction due activities like construction equipment staging, but the impact would be less than significant.

46-4

### 46-4

The flier distributed in February shows the project at a regional scale. This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 7 addresses comments about property values and dividing the Monet and Treviana communities.

Letter 47  
Kathryn O'Brien

SOUTH BAY BRT  
Public Meeting  
February 19, 2013

**Comment Slip**  
Please write clearly





Name Kathryn O'Brien Date 2/19/13  
 Address 1452 Carnas DR. #1, Chula Vista, CA 91913  
 Phone 619/947-6623 Email KC1OBRIEN@aol.com

I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.

*the bridge carrying Buses thru very little land clearance. An accident will happen. My value of my home will decrease. Sandag & the city did very little planning on the project. there should be sufficient acreage ~~to~~ 4 lanes between 2 condo complexes. Air quality, noise & safety will be compromised. I am frustrated with Sandag continually pushing & recommending this project. ~~you~~ you are not listening to the residents & tax payers.*

Comments must be received by March 29, 2013  
 Andrew Martin, Associate Environmental Planner  
 SANDAG  
 401 B St., Ste. 800 San Diego, CA 92101  
 andrew.martin@sandag.org  
 619-699-1905 (fax)

KeepSanDiegoMoving.com    

47-1

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR. Master Response 5 addresses pedestrian safety and Master Response 7 addresses comments about property values.

47-2

Master Responses 3, 6, and 8 address noise, air quality, and safety, respectively.

47-1

47-3

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR.

47-2

47-3

## Responses to Comments from Members of the Public

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**From:** [Kiks Armstrong](#)  
**To:** [Martin, Andrew](#)  
**Subject:** No Build on East Palomar!  
**Date:** Tuesday, February 26, 2013 4:08:12 PM

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Dr. Mr Martin,

I'm writing you to express my deep concern for the proposed rapid transit system along East Palomar in the Otay Ranch family community. I firmly believe that this option should no longer be considered for my community.

Quite frankly, there really is not a need for any additional mass transit and/or streets, terminals or stations to accommodate more transportation that the residents of Otay Ranch will not utilize. We enjoy our cars, the many bike paths and the wonderful pedestrian friendly walkways that are the way we already, and will continue to, commute around our peaceful and clean family friendly neighborhood.

I strongly urge a NO BUILD option for East Palomar!

Sincerely,

Kristine Armstrong  
Resident of Otay Ranch 1 – Heritage

**Letter 48**  
**Kristine Armstrong**

### **48-1**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR. Master Response 1 addresses the project alternatives.

48-1

**Letter 49-1**  
**Kristine Ferguson**

1 KRISTINE FERGUSON  
2 My name is Kristine Ferguson, 597 Lee Circle,  
3 Chula Vista 91911, (619) 656-1401.  
4 My comment is about the street behind our house,  
5 which is East Palomar Street, and the changes that they're  
6 going to do on our street to widen the street to  
7 accommodate the rapid transit. I think they're going to  
8 widen the street to have two lanes in the middle of the  
9 street. And I'm concerned because my understanding is  
10 they're going to add two lanes, take out the green space  
11 and the plants and the trees on the side of each -- you  
12 know, each side of the street. And I am concerned about  
13 noise pollution, air quality because of more cars and  
14 they're going to be closer, you know, the streets -- the  
15 street will be closer to the houses.  
16 And I'm also concerned because our community has  
17 right now we have plants and trees and sidewalks where  
18 people walk and walk their dogs, and I just think that it  
19 will have a big impact on the community and the -- what is  
20 the word? -- the aesthetic of the community.  
21 And I guess that's about it.  
22 I just -- I'm very concerned. I think it will  
23 change the feeling of the neighborhood. And I'm also very  
24 concerned about the noise even though I'm told that it  
25 won't affect the noise -- the noise volume. I'm

49-1

**49-1**

SANDAG acknowledges that a portion of East Palomar Street would be widened to accommodate the proposed guideway, and that landscaping and trees located within the existing right-of-way between the existing sidewalk and the existing walls along the rear yards of adjacent residences would be removed where required. East Palomar Street would continue to have sidewalks with implementation of the proposed project. However, the proposed project would not increase the number of cars using East Palomar Street. The Draft EIR analyzes the air quality and noise impacts resulting from shifting the travel lanes over to accommodate the proposed guideway and running buses along it. These air quality and noise impacts would be less than significant. The Draft EIR also analyzes how the project would change the aesthetic of East Palomar Street. While landscaping and trees would be removed where required, the existing visual character and quality of East Palomar Street would not be substantially degraded by the proposed project.

**49-2**

The proposed project would not add a ramp to I-805. That ramp is being constructed by Caltrans as part of the I-805 Managed Lanes Project. However, the proposed project would use that ramp to access I-805 from East Palomar Street. The proposed project would not increase the number of cars using East Palomar Street. The EIR evaluates the potential noise impacts of buses operating along East Palomar Street and concludes that there would not be a significant increase in noise levels relative to existing noise levels. There would be no impact under the Federal Transit Administration (FTA) impact assessment criteria.

49-2

# Responses to Comments from Members of the Public

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Transcription of Meeting

SOUTH BAY BUS RAPID TRANSIT PROJECT, SANDAG PUBLIC MEETING

1 concerned. My house backs onto East Palomar, and my  
2 bedroom is in the back of the house. So I just feel that  
3 it's impossible that they're going to add, you know, a  
4 ramp onto the 805, and they're going to add cars and buses  
5 going down -- up and down the street and it's not going to  
6 increase the noise.

7 That's everything. Thank you.

49-2  
cont

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From: [Larry Wilson](#)  
To: [Martin, Andrew](#)  
Cc: [Lenny Fabian](#)  
Subject: Comments regarding Southbay BRT Draft EIR  
Date: Thursday, March 28, 2013 1:05:23 AM

**Letter 50-1  
Larry Wilson**

Mr. Martin,

I would like to submit the following comments regarding the Southbay BRT draft EIR.

Firstly, I think the consensus among residents is that Public Transportation can be a great benefit to a community if properly planned and executed. I honestly feel, in this case though, that hasn't been done with regards to the section at Magdalena and East Palomar. I feel the effects both during and after construction and once the BRT is placed into service would be a detriment to the communities of Treviana and Monet.

50-1

Safety - I did not see mentioned anything regarding safety at the proposed intersection at Magdalena and East Palomar. There are several schools within very close proximity to the BRT including Veterans Elementary. The proposed BRT route will cut through the only current route for school children to use which is not affected by traffic at this intersection. This is an unnecessary and avoidable safety issue for our neighborhood children.

50-2

Traffic - As I mentioned above, traffic at the Magdalena/East Palomar intersection can be quite busy during the morning and after school hours. When you add in the proposed BRT schedule and possible continuation of the Mer Soleil Town-homes construction, traffic would be increased greatly. Remember that Magdalena is only two lanes wide and East Palomar drops to one lane on each side of the BRT route here.

50-3

Pollution - Residents at both Treviana and Monet would be exposed to various sources of pollution both during construction and once the BRT was placed in service. The exposure to dust and vibration during construction would be unavoidable and in my opinion unacceptable. On top of that, residents would be continuously exposed to the lighting, noise and air pollution of the BRT buses. As someone who works multiple shifts, this would have a substantial impact on my quality of life.

50-4

In conclusion, I ask the extreme consideration be given to Alternative 2. I believe this is the best solution for this portion of the BRT. It would eliminate all of the concerns for residents adjacent the proposed Guideway Overcrossing at Magdalena/SR-125 and still provide ample access via either the Lomas Verde or Otay Ranch Town Center stations.

50-5

Regards,

Larry Wilson  
Treviana Resident  
(619) 587 4448

**50-1**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR. Master Response 2 address the aesthetic and visual impacts of the project at the Monet and Treviana developments.

**50-2**

Master Response 5 addresses the comments about the safety of pedestrians, including students and elementary school students.

**50-3**

The Draft EIR analyzes the potential impacts to the intersection of Magdalena Avenue and East Palomar Street and concludes that level of service (LOS) would be acceptable during peak periods under City of Chula Vista standards with implementation of the proposed project relative to a 2010, 2014, and 2030 baseline. The project would install a traffic signal at this intersection. The 2030 traffic baseline accounts for traffic generated by future planned development in the City of Chula Vista.

**50-4**

Master Responses 2, 3, 4, and 6, respectively, address the lighting, noise, vibration, and air pollution impacts of the proposed project at the Monet and Treviana developments, and describe how the Draft EIR examined the potential for significant air pollution, noise levels, vibration levels, and lighting impacts during both construction and operations at the Monet and Treviana developments.

**50-5**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the project alternatives.

## Responses to Comments from Members of the Public

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**From:** [ljfabian13@aol.com](mailto:ljfabian13@aol.com)  
**To:** [Martin, Andrew](#)  
**Subject:** Comments on DEIR for the South Bay BRT Project  
**Date:** Thursday, February 14, 2013 6:44:42 PM  
**Attachments:** [Comments on DEIR for South Bay BRT.docx](#)

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Thank you for the opportunity to comment on the Draft EIR for the South Bay BRT Project. We look forward to your consideration of our concerns. Attached in MS Word format are my comments,

Leonard J. Fabian  
Chula Vista, CA

Note to reader: the "Comments on DEIR for South Bay BRT.docx" attached to the February 14, 2013 email sent by Leonard J. Fabian also were submitted in hard copy at the February 19, 2013 public meeting.

**Letter 51**  
**Leonard J. Fabian**

**51-1** Responses to the specific comments in the attachment are provided below.



Comments on the  
DRAFT ENVIRONMENTAL IMPACT REPORT  
SOUTH BAY BUS RAPID TRANSIT

- \* The DEIR correctly states that there will be visual impacts on the Magdalena to SR-125 portion of the proposed route, but it concentrates heavily on impacts during construction. Aesthetic impacts post construction will be permanent and significant. In addition, the impacts upon surrounding residents of lighting the segment are not thoroughly considered (3.28), nor are specific and adequate mitigation measures proposed to shield such lighting.
- \* Regarding land use, while there is ample buffer for the proposed route along most of its route, the portion in the proposed transit route between Magdalena Avenue and SR-125 is unique in that there is no buffer cushioning the Treviana and Monet communities, the dwelling walls of which are as close as 8 feet away. The proximity to dwelling walls will have a very severe impact upon the residents in these adjacent dwellings which, it is reasonable to assume, could cause housing displacement, lowering of housing values and increase in foreclosures. The lack of a buffer was clearly a planning error in the original Cornerstone and Monet subdivision designs, which should not have been approved by the City of Chula Vista Planning Department in consideration of appropriate and reasonable setbacks. The fact that it was approved should not serve to further the error of constructing a transit corridor which will have permanent and significant impact to surrounding residents.
- \* The DEIR correctly states that there will be noise impacts on the Magdalena to SR-125 portion, but the analysis concentrates heavily on impacts during construction. Noise impacts post construction will be permanent and significant. The significant impacts of passing buses upon surrounding residences, some as close as 8 feet away, are not thoroughly considered from the resident standpoint...nor are specific and adequate mitigation measures proposed. The DEIR, in fact, states that even with mitigation measures *“there is no guarantee that impacts would be reduced to a level of less than significant”*.
- \* In order for the decision makers to adequately assess the impacts of the project’s transit route between Magdalena Avenue and SR-125 and, we request that further visual graphics be included showing the guideway in proximity to the walls of homes in the Treviana and Monet communities. For example, a view from the Treviana perspective of Figure 3.1-12 showing the roadway 8 feet from a living room or bedroom window would be beneficial in visualizing the closeness of project impacts.

51-2

51-3

51-4

51-5

**51-2**

SANDAG acknowledges that aesthetic and visual effects will be significant and unavoidable during construction and operation (post-construction) of the South Bay BRT project and identified these significant effects in the Draft EIR. The Draft EIR concludes that installation of temporary noise barriers during construction of the proposed project would result in significant and unavoidable temporary adverse effects to visual character and quality of the area between State Route 125 and Magdalena Avenue and its surroundings. In addition, the Draft EIR concludes that long-term operation and presence of the proposed project would result in significant and unavoidable permanent adverse effects to visual character and quality of the area between State Route 125 and Magdalena Avenue and its surroundings. The aesthetic and noise impacts of the proposed project at the Monet and Treviana developments are further addressed in Master Response 2 and 3, respectively.

**51-3**

Master Response 7 addresses the comments regarding lower housing values, housing displacement, and increased foreclosures. Master Response 2 addresses the comments about aesthetic and visual impacts. The comment about the Cornerstone and Monet subdivision designs and approvals is noted and will be included in the public record for the project; and along with other economic, social, technological, and environment factors will be considered by SANDAG in making a decision on the project.

**51-4**

Master Response 3 explains how the Draft EIR reached the conclusion that post-construction noise impacts at the Monet and Treviana developments would be less than significant, and therefore, no mitigation measures are required. The Draft EIR identifies potentially significant noise effects at the Monet and Treviana developments during construction, and mitigation measures that would reduce construction noise levels to less than significant.

To clarify, the Draft EIR statement that, “there is no guarantee that impacts would be reduced to a level less than significant” is in reference to vibration levels during construction, which the Draft EIR concludes would exceed the FTA criteria for annoyance, and therefore be

\* The impacts of public safety with respect to the transit guideway between Magdalena Avenue and SR-125 are not adequately considered. With a pedestrian walkway accompanying the guideway, pedestrian traffic would pass within 8 feet of doors and windows in the Treviana and Monet communities. While the walkway may be fenced from the community, passerbys would nonetheless be able to "pause and observe" thereby increasing the likelihood of later criminal activity as well as cause a permanent state of insecurity and invasion of privacy among families living adjacent.

51-6

considered a potentially significant environmental effect (see Section 3.12.7.10). The Draft EIR identifies a mitigation measure for the construction vibration impact, and concludes that vibration levels could still exceed the annoyance threshold and remain significant with mitigation. Master Response 4 addresses vibration impacts at the Monet and Treviana developments.

\* While the Alternative 2 along Olympic Parkway may add 2 minutes to the proposed rapid transit route, this needs to be considered against the permanent and significant impacts to the community residents living along the route between Magdalena and SR-125.

51-7

51-5

Please see Master Response 2 for discussion of why additional visual graphics of the project between Magdalena Avenue and State Route 125 are not necessary. The Draft EIR already includes visual graphics illustrating the dedicated transit easement with and without the proposed guideway as viewed from an adjacent common area, and based in part on these graphics, concludes that impacts to the visual character and quality of this area and its surroundings would be significant and unavoidable during construction and operation of the proposed project.

\* Overall, while the DEIR, by design, does a noteworthy job of analyzing and projecting measurable variables such as noise dB and air pollutants, it fails in giving adequate consideration to human, quality of life, factors. These factors are crucial when considering the location of a rapid transit corridor between the Treviana and Monet communities where 35 families living immediately adjacent, within feet, of the project as well as a multitude of other families in homes just behind them. These families would face significant and unavoidable adverse impacts. In fact, most of these families moved to that location specifically to live adjacent to the open space, green area - an area that was not given signage as a "Future Site Rapid Transit Corridor" until June, 2010. Proper land use planning at the time that these subdivisions/Planned Unit Developments were laid out would have (1) designated a buffer around the proposed rapid transit corridor (such as along other portions of East Palomar), (2) assured that there would be appropriate and reasonable setbacks between dwelling walls and the designated corridor, (3) mandated compliance by the developers and (4) clearly designated the route from its inception with signage stating its purpose... and clearly, without buried and non-specific language, assured that the CCRs would have stated that this project was to occur in that specific location. The only option which avoids these impacts is Alternative 2 along Olympic Parkway.

51-8

51-6

Master Response 8 addresses comments about public safety and crime.

51-7

The comment about factors that should be considered in the selection of a project alternative is noted and will be included in the public record for the project. The significant environmental effects of the proposed project at the Monet and Treviana developments, along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. Also see Master Response 1 for discussion of the Draft EIR alternatives analysis.

Respectfully Submitted:

Leonard J. Fabian  
February 13, 2013

51-8

The comment about consideration of human quality of life factors is noted and will be included in the public record for the project. The Draft EIR identifies the significant environmental effects of the South Bay BRT project, as well as mitigation measures and alternatives to avoid or substantially lessen the significant effects. As explained in Master Response 7, the focus on impact analysis under CEQA is on physical effects on the environment. Such physical effects, including those that

may be caused by social or economic effects, have been addressed in the EIR. Human quality of life factors, to the extent they go beyond physical environmental effects, which are the focus of environmental impact analysis under CEQA, may be considered by SANDAG in making a decision on the project, along with other economic, social, technological, and environmental factors. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.

The comments about reasons why residents chose to live in the Monet and Treviana developments, and the timing of signage installation are noted and will be included in the public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.

The comment about proper land use planning and notification is noted and will be included in the public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.

The comment is correct that Alternative 2 would avoid or substantially lessen the significant and unavoidable effects of the project. However, Alternative 2 would not fully meet the objectives of the project as explained in the Draft EIR. Additionally, Alternative 2 would result in greater environmental effects to air quality, greenhouse gas emissions, land use and planning, and transportation and traffic relative to the proposed project. This and other public comments on the project alternatives, along with other economic, social, technological and environmental factors related to the alternatives, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the project alternatives.

**SOUTH BAY BRT**  
Public Meeting  
» February 19, 2013





**Comment Slip**  
Please write clearly

Name Letha Morgan Date 2-19-13  
Address 2027 Caminito De La Cruz CV, CA 91913  
Phone \_\_\_\_\_ Email \_\_\_\_\_

I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.  
If at all possible, considered the route less inhabited  
Even if it may not be the least expensive choice. The  
environmental impact on our community ~~is~~ and the  
negative effect on our quality of life seems  
to be what's least being considered for this  
project.

Comments must be received by March 29, 2013  
Andrew Martin, Associate Environmental Planner  
SANDAG  
401 B St., Ste. 800 San Diego, CA 92101  
andrew.martin@sandag.org  
619-699-1905 (fax)

KeepSanDiegoMoving.com    

**Letter 52**  
**Letha Morgan**

**52-1**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does raise any environmental issues that CEQA requires be addressed in an EIR. Master Response 1 addresses the project alternatives.

**52-1**

From: [Eric & Lillian](#)  
To: [Martin, Andrew](#)  
Subject: New BRT  
Date: Thursday, March 28, 2013 5:15:35 PM

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Dear Mr. Martin:

I hope you will consider and decide on Alternative #2 as you approach the new BRT. That seems like the best possible decision for all involved.

Thank you for your consideration

Lillian Adney [rlcil5708@cox.net](mailto:rlcil5708@cox.net) Chula Vista resident

**Letter 53**  
**Lillian Adney**

**53-1**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the project alternatives.

53-1

**From:** [Deo and Luming Santos](#)  
**To:** [Martin, Andrew](#); [Hicks, David](#); [Paguliran@chulavistaca.gov](#); [Bramirez@chulavistaca.gov](#)  
**Subject:** South Bay BRT  
**Date:** Wednesday, March 27, 2013 8:42:39 PM

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**Letter 54**  
**Luming Santos**

My husband and I chose to live in Heritage Village, a well-planned community in the Otay Ranch housing development. The pedestrian-friendly communities along East Palomar were developed with a small town feel where residents, young and old alike walk to schools, parks, shops, stores, restaurants, medical/dental clinics and other establishments. There are three elementary schools and one day care in the vicinity, a middle school nearby and five community parks. The proposed BRT that will traverse the communities in East Palomar will be unsafe for residents, particularly for school children, young mothers doing their walking exercise with their babies in strollers and the elderly going about their daily business.

54-1

**54-1**

Master Response 5 addresses comments about the safety of pedestrians, including children and elementary school students.

As I recall, an MTS bus service plying our area to Palomar Trolley Station was cut due to lack of funds and ridership. Also, a plan to have van pools in eastern Chula Vista with stops in Heritage Village and Rancho del Rey did not materialize for lack of interest among residents. So, why this new transportation alternative which will cost taxpayers a lot of money?

54-2

**54-2**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 describes the objectives of the proposed project.

I am for the "no build" alternative for the reasons stated above. If ever you decided to push the BRT project, may I suggest another route?

54-3

**54-3**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the No Project Alternative (no build alternative) and the alternative that would utilize Olympic Parkway and bypass the three stations proposed along East Palomar Street.

From the Otay Ranch Town Center utilize Olympic Parkway and bypass the three East Palomar Stations. There is less foot traffic on Olympic Parkway, there are two pedestrian bridges and there is already a direct access ramp to I-805.

Thank you.

Mrs. Luming Santos

**Letter 55**  
**Lydia Cordero**

1 LYDIA CORDERO  
2 My name is Lydia Cordero, and I live at 609  
3 Harlan Court, Chula Vista, 91911.  
4 Our concern is not being able to make a left off  
5 of East Palomar onto Gould; as well as if there was an  
6 emergency or a catastrophe in our area, we're only being  
7 able to exit off of Diamond and Wildauer onto Medical  
8 Center Court.  
9 And I understand we can exit right on Gould as  
10 well, but I believe there's going to be a lot of  
11 congestion and cars. And also in the mornings, early in  
12 the mornings, the school bus is picking up the kids off of  
13 Wildauer and Diamond, and as it is already, there's a lot  
14 of cars and the bus stopping traffic. So when we need to  
15 leave to work, there's already congestion there. So  
16 that's our concern coming in and out of those Gould and  
17 Medical Center Drive exits.

18 Thank you.

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24  
25

55-1

**55-1**  
Master Response 5 addresses changes to vehicular access to East Palomar Street from Gould Avenue that would occur as part of the proposed project.

From: [Mary Clifford](#)  
To: [Martin, Andrew](#)  
Subject: South Bay BRT Draft EIR  
Date: Thursday, March 28, 2013 4:58:29 PM

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Mr. Martin:

I am writing as a resident and homeowner in the Treviana community, which is going to be directly and negatively impacted if the bus rapid transit line Alternative 1a or b is determined to be the best option for this project.

Building this section of the BRT system so close to homes, the front doors of some will be only 11 feet away from the bus line, will cause a permanent reduction in the visual and actual quality of life of those residents. It will also cause property values in the Treviana community to depreciate even more than they have with the recession.

I have studied the alternatives offered in the draft EIR and am puzzled as to why Alternative 2, the Olympic Parkway option, is not considered to be the primary choice. I have learned from reliable sources that the cost to build the Olympic Parkway option is half the cost to bring the bus through our community and over SR 125. It appalls me, as a taxpayer, that SANDAG would consider that a good decision.

I have lived in my home in Treviana since 2005; I walk the neighborhood all the time. One of my favorite routes takes me on E. Palomar all the way to Heritage. The entire length of that route displays a wide center median, two lanes of traffic on each side of the median, and wide sidewalks. There will be little to no impact from the BRT route to any of the homes along that entire stretch of E. Palomar because of the width of the street and the buffers of the traffic lanes and sidewalks. There are no such buffers for Treviana and Monet (our neighbor community) from the BRT route.

I urge SANDAG to consider the impact of this project on the residents of Treviana and select the Olympic Parkway option for this project.

Thank you.

Mary Clifford  
1963 Caminito De La Cruz  
Chula Vista CA 91913

**Letter 56**  
**Mary Clifford**

**56-1**

Master Response 1 addresses the alternatives to the proposed project. Master Response 2 addresses the permanent aesthetic and visual impacts of the proposed project at the Monet and Treviana developments. Master Response 7 addresses comments about property values.

56-1

The comment about human quality of life factors is noted and will be included in the public record for the project. The Draft EIR identifies the significant environmental effects of the South Bay BRT project, as well as mitigation measures and alternatives to avoid or substantially lessen the significant effects. Human quality of life factors may be considered by SANDAG in making a decision on the project, along with other economic, social, technological, and environmental factors. However, CEQA does not require that human quality of life factors be addressed in an EIR.

56-2

**56-2**

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the alternatives for the proposed project.



From: [Shelly Rodriguez](#)  
To: [Martin, Andrew](#)  
Subject: No-Build Alternative to Rapid Transit Project  
Date: Thursday, February 21, 2013 11:22:21 AM

Letter 57  
Michelle Rodriguez

Mr. Martin,

As a resident of Otay Ranch I - Heritage, I respectfully submit my thoughts about the Rapid Transit project.

I firmly object and request the "no-build" option to the project. Our community will not benefit from the addition of Rapid Transit. This community is a pedestrian friendly community that does not utilize public transportation in mass. Residents in this area own 2.5 cars, kids and dogs. It is a quiet, suburban neighborhood without a transient population, graffiti or high crime.

Bringing in a rapid transit system along E. Palomar will ruin the ambiance of the neighborhood by destroying the center median of trees and other foliage and lowering property values in an already distressed housing market . Heritage and McMillian Elementary students and families cross E. Palomar at multiple points. The crossing is already dangerous as it is and having rapid transit going through the crosswalks isn't going to help the situation. Creating terminals/stations outside the back door (4 feet actually) of Trevianna Condo residents' doors is a huge detriment to the way of life in this quiet area. Building bridges to the mall and freeway invites transient populations graffiti, crime and intensely increased foot traffic through otherwise private residence areas (sidewalks, garage alleys and open patios).

I am not opposed to progress or rapid transit. However the placement of this system was not well thought out. The Master Plan for the area has changed multiple times since its inception and buyers in the area have lost faith in those that serve the area because you can't count on knowing what is going on around the neighborhood.

Please consider the residents of the areas the rapid transit will trample on. There are already buses in place to serve the community. There is no need to destroy what so many have come to love in this area. Let the buses continue to utilize the streets as they do now.

No-Build. That is what the residents along E. Palomar truly want. As to the community forum that took place on Tuesday, the attendance was exceptionally low. I informally asked the Heritage Elementary community and found that including myself, the majority never received the informational flyer in the mail. Of course the outcry was huge. It is my opinion that the community being affected hasn't been adequately heard. If there are truly options to this Rapid Transit project, then an opportunity for all to be heard should be made available. The mass mailer was conveniently not presented to those most directly affected.

Please consider these comments a reflection of the community as a whole. They are no way to be considered an personal attack on any one person or group, but should be heard as very deep concern for the future of our neighborhood.

Sincerely,  
Michelle Rodriguez

57-1

57-1

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any significant environmental issues that CEQA requires be addressed in an EIR. Master Response 1 addresses the project alternatives.

57-2

57-2

The Draft EIR evaluates the impact to visual character and quality of building and operating the proposed project within the center median of East Palomar Street and concludes that the impact would be less than significant. The proposed center median guideway would include visual elements such as landscaping and decorative fencing. A visual simulation of East Palomar Street after completion of the proposed project is shown in Figure 3.1-14 of the Final EIR. Master Response 7 addresses the comments about lowering of property values. Master Response 5 addresses the comments about pedestrian safety. Master Response 8 addresses the comments about public safety and crime.

57-3

57-3

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any significant environmental issues that CEQA requires be addressed in an EIR. To clarify, extensive public outreach was done for this project, including distribution of 14,000 notices to residents within 0.5 mile of the proposed transit guideway, door hangers were left on the doors of residents within the Trevina and Monet communities, four public workshops were held at different points during the environmental process, 12 email blasts were sent with project updates and links to the project webpage, prior to the public meeting on the Draft EIR a newsletter was mailed to 9,000 Chula Vista residents

within 0.25 mile of the project, the notice of availability of the Draft EIR was published in the Union Tribune, Daily Transcript, Star News, La Prensa San Diego, and San Diego Voice and Viewpoint, 14 briefings were done with elected officials, and 31 presentations were given to area groups and stakeholders during the environmental process including five just prior to the public meeting on the Draft EIR.

**From:** [Kavanagh, Nicola](#)  
**To:** [Martin, Andrew](#)  
**Subject:** Draft EIR comments - South Bay Bus Rapid Transit Project  
**Date:** Thursday, March 28, 2013 4:02:51 PM  
**Attachments:** [Draft EIR comments - South Bay BRT - Nicola Kavanagh.pdf](#)

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**Letter 58**  
**Nicola Kavanagh**

Mr. Martin,

Attached, please find review comments on the subject EIR.

Thank you, Nicola Kavanagh

**58-1**

Responses to the attached comments are provided below.

**58-1**

## Responses to Comments from Members of the Public

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Nicola M. Kavanagh  
1885 Toulouse Drive  
Chula Vista, CA 91913

March 28, 2013

SANDAG

Attention: Andrew Martin, Associate Environmental Planner

401 B Street, Suite 800

San Diego, CA 92101

Dear Mr. Martin,

REFERENCE: Draft Environmental Impact Report for South Bay Bus Rapid Transit Project, City of Chula Vista Segment

Thank you for providing the opportunity to review the draft Environmental Impact Report for the South Bay Bus Rapid Transit Project. The comments in this letter pertain to the City of Chula Segment.

Based on the data provided in the draft EIR, the most environmentally superior and cost effective option for the City of Chula Vista segment is Alternative 2 – Olympic Parkway and Guideway.

Although implementing Alternative 2 – Olympic Parkway and Guideway may add up to two minutes in bus commute time, and require up to 270 people to use either of the nearby Otay Ranch Town Center or Lomas Verdes stations, it will eliminate the Proposed Project's significant and unavoidable permanent impacts and reduce the City of Chula Vista segment's cost significantly. This cost savings could then be used to meet the primary objective of the Proposed Project by implementing additional mass transit projects within the City of Chula Vista, extending the mass transit programs to employment centers beyond downtown San Diego, such as Kearny Mesa and Sorrento Valley, and providing incentives to Chula Vista residents to use the mass transit system.

Specifically, the Project Guideway along East Palomar Street will impact the visual character and quality of the Belleme Chateaux and Mer Soleil neighborhoods, in addition to the Monet Attached Villas and Treviana Townhomes. As identified in the draft EIR, Table ES-2, the Project Guideway will lead to significant and unavoidable impacts to the Monet and Treviana Townhomes; these significant and unavoidable impacts also apply to the adjacent communities of Belleme Chateaux and Mer Soleil. However, these impacts would be avoided by selecting Alternative 2 – Olympic Parkway and Guideway.

### 58-2

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses the project alternatives.

### 58-3

Construction and operation of the proposed project within the existing median of East Palomar Street would not substantially degrade the existing visual character of the Belleme Chateaux or Mer Soleil neighborhoods. These communities would be separated from the proposed guideway by travel lanes, bike lanes, sidewalks, trees, and landscaping. The change in visual character along the portion of East Palomar Street adjacent to these communities is not comparable to the substantial degradation of visual character and quality that SANDAG acknowledges would occur at the Monet and Treviana developments. Master Response 2 addresses the aesthetic and visual impacts of the project at the Monet and Treviana developments.

58-2

### 58-4

Master Responses 5 and 8, respectively, address pedestrian safety and public safety. The proposed project would install traffic signals at the intersections with east Palomar Street on either side of Santa Venetia Station – Magdalena Avenue and View Park Way.

58-3

The Draft EIR analyzes the potential impacts to the intersections of Magdalena Avenue and View Park Way with East Palomar Street and concludes that level of service (LOS) would be acceptable during peak traffic periods under City of Chula Vista standards with implementation of the proposed project relative to a 2010, 2014, and 2030 baseline. Significant traffic impacts would not occur.

In addition, there will be significant impacts to public safety and services by placing a new transit station at the Santa Venetia location. There are many elementary school children who walk to school in the morning, crossing through the very busy non-signalized intersection of East Palomar Street and Vista View Drive, often without parental escort. In addition, high school students drive through this intersection to Mater Dei High School. Adding the Santa Venetia transit station will exacerbate the congestion at this intersection. Combining the existing heavy car and foot traffic for school children with a transit station is a recipe for car accidents and harm to children walking to school. The final EIR needs to fully address and mitigate the impacts of the Proposed Project on traffic and public safety. However, these impacts would be avoided by selecting Alternative 2 – Olympic Parkway and Guideway.

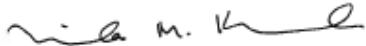
58-4

Based on an analysis of the alternatives listed in the draft EIR, Table ES-4, it is apparent that Alternative 2 – Olympic Parkway and Guideway is the environmentally superior alignment. It seems inconceivable in these times of budgetary austerity and attention on the use of public funds that the East Palomar Street Guideway Overcrossing is being considered to save two minutes and service 270 people, when the Otay Ranch Town Center and Lomas Verdes stations are within such close proximity.

58-5

SANDAG is strongly urged to eliminate significant and unavoidable impacts, and use its taxpayer funds wisely, by implementing Alternative 2 – Olympic Parkway and Guideway, instead of the East Palomar Street Guideway Overcrossing, for the City of Chula Vista Segment.

Sincerely,



Nicola M. Kavanagh

58-5

This comment is noted and will be included in the public record for the project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 address the project alternatives.

## Responses to Comments from Members of the Public

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**From:** [Patricia Crisafulli](#)  
**To:** [Jennifer Williamson](#); [David Hicks](#)  
**Cc:** [Martin Andrew](#)  
**Subject:** Comments Regarding Transit Route across 125 from East Palomar.  
**Date:** Thursday, March 28, 2013 6:56:27 PM

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### Letter 59 Patricia Crisafulli

Hi Jennifer, David and Andrew:

It is my understanding that you are collecting comments regarding Route 125 South of Olympic Parkway on East Palomar and the bus loading center at this location.

The following is a list of my concerns that I hope you will consider:

- 1) Regarding the route planned through the green space between the Monet and Treviana condo complexes: It seems from review of the route that we did today in the Chula Vista City office, that the sound/privacy walls are too close to the existing homes or the patios (builder provided). This proximity to the homes is a major concern for current owners. It will be difficult to mitigate noise, and pollution from 12 buses an hour with the lanes so close to the homes even with sound walls in place. The condos at Treviana are 3 stories high, so a 26-27ft high bridge will be at eye level with the top floors with no mitigation proposed.
- 2) There are three extremely dense condo projects in the area on East Palomar south of Olympic Parkway. The streets are packed with parked cars primarily because there is no space within the condo complexes for the number of cars people have or for visitor parking. Normally the cars from these complexes spill into the adjacent streets for several blocks including the areas adjacent to the proposed bus loading area.
- 3) The vehicular traffic generated by Veterans Elementary, Mater Dei School and Olympian High is intense at morning student drop off and afternoon student pick up. This entire area seems to be too small to accommodate another function like the bus loading area where more people and cars are expected to congregate. (Add Otay Ranch High into the mix and it is already 3 light cycles on La Media heading north to turn left or west on Olympic Parkway at peak times). It seems as if the density and traffic generated now is much higher than originally considered and minimally should be reviewed again.
- 4) The park less than a block away from the site planned for bus loading is a busy park adjacent to Veterans Elementary that is well used by little kids after school. They are notoriously bad at watching traffic, I have a concern about their safety in an ever more crowded transit area.
- 5) The Village Concept that this transit spot is to support is extremely weak, with only one or two businesses that are open a few hours a day at best. Might it not be better to move the route closer to the Otay Ranch Shopping Center or to re-route to Birch via La Media to provide better access to shopping, restaurants and the library and more inexpensively cross Route 125.

Thank you for the opportunity to share my concerns. I am looking forward to a reply!

Best Regards,

Pat

Patricia Crisafulli  
VApro; REALTOR (R), ZipRealty, Inc.; Licensed in CA, #01476049  
Call or text me: 619-384-3846; Fax: 866.220.9393  
My Profile: <http://www.ziprealty.com/agent/pccrisafulli>

#### 59-1

Master Responses 2, 3, and 6, respectively, address the aesthetic and visual impacts, noise impacts, and air quality impacts of the proposed project at the Monet and Treviana developments.

#### 59-2

This comment about existing parking conditions in the area is noted and will be included in the public record for the proposed project. This comment, along with other public comments and other economic, social, technological, and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 5 addresses comments about parking impacts of the proposed project.

#### 59-3

The Draft EIR analyzes the potential impacts to intersections along East Palomar Street and concludes that level of service (LOS) would be acceptable during peak traffic periods under City of Chula Vista standards with implementation of the proposed project relative to a 2010, 2014, and 2030 baseline. The baseline conditions reflect traffic generated by other developments in the project area, including schools. The intersection of La Media Road and Olympic Parkway would not be affected by the proposed project.

#### 59-4

Master Response 5 addresses safety of pedestrians, including children and elementary school students.

#### 59-5

The proposed project would include a station at the Otay Ranch Town Center. Master Response 1 addresses the project alternatives.

59-1

59-2

59-3

59-4

59-5

Comments on the South Bay Bus Rapid Transit  
Draft Environmental Impact Report

Thank you for considering alternatives to the original 2-lane Guideway within the SR-125/Magdalena Ave. segment of the BRT route. However, there are a few comments:

1. The DEIR states that visual impacts post construction will be permanent, significant and unavoidable. While there is mention of a Noise Barrier, there is no mention of dB levels of a bus operating 8 – 10 feet from a resident’s home.
2. There is no comment on lighting for the Guideway or the impact of that lighting on residents of Monet and Treviana.
3. There is no mention of security impacts on residents of Monet and Treviana. With pedestrian traffic moving between these developments at all hours the potential for criminal behavior is high. Especially in unlit areas.
4. There need to be graphics of the proposed Guideway developed from the resident’s point of view (Monet and Treviana).
5. There is no mention of the fact representatives from the City of Chula Vista have publically acknowledged that mistakes were made in approving the Guideway and the construction of residences along the SR-125/Magdalena Ave. corridor.

Given the issues stated above, and that the DEIR does not discuss human factors such as Quality of Life and planning/design mistakes made by both the City of Chula Vista and the respective Developers it is clear that ***the only alternative with the least impact is Alternative 2.***

Thank You

Phil Lenud  
February 18, 2013

Letter 60  
Phil Lenud

60-1

60-1

Master Responses 2 and 3 address the aesthetic and noise impacts of the proposed project during construction and operation at the Monet and Treviana developments, including the Draft EIR analysis of noise levels at the Monet and Treviana developments during operation of the project.

60-2

60-2

Lighting impacts are addressed in Master Response 2.

60-3

60-3

Master Response 8 addresses public safety at the Monet and Treviana developments.

60-4

60-4

Master Response 2 addresses the comment about additional visual graphics.

60-6

60-5

The comments about City of Chula Vista approval of the dedicated transit guideway easement and residences along the State Route 125 and Magdalena Avenue corridor are noted and will be included in the public record for the project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.

60-6

The comment about consideration of human quality of life factors is noted and will be included in the public record for the project. The Draft EIR identifies the significant environmental effects of the South Bay BRT project, as well as mitigation measures and alternatives to avoid or substantially lessen the significant effects. Human quality of life factors may be considered by SANDAG in making a decision on the project, along with other economic, social, technological, and environmental factors. Master Response 1 discusses the project alternatives.

**From:** [Rhonda Lorkowski](#)  
**To:** [Martin Andrew](#)  
**Subject:** Buses  
**Date:** Friday, March 15, 2013 8:49:07 AM

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**Letter 61**  
**Rhonda Lorkowski**

Dear Mr. Martin,

We treat ourselves to stays at our condo on the Embarcadero and Little Italy which provides some of the charm of Sena or Florence. I prefer wafts of baking bread to soot and exhaust. San Diego could retain the wonderful European walking tradition rejecting the big city pollutants noise, stench, debris, traffic and pedestrian flight. Do the right thing for San Diego. Reject the monster busses forever.

Sent from my iPhone. Rhonda

61-1

**61-1**

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR.



**Letter 62**  
**Sheri Given**

1                   SHERI GIVEN  
2                   My name is Sheri Given. I live at 1927 Caminito  
3 De La Cruz. My phone number is (619) 410-8959.  
4                   I'd like to go on the record stating that we're  
5 very disappointed that this route is supposedly continuing  
6 as originally planned.  
7                   The portion of the route that I have a problem  
8 with is the one between Treviana and Monet that continues  
9 through East Palomar over to the Otay Ranch Mall leaving  
10 very limited space between people's front doors and a bus  
11 route.  
12                   We have been put into a situation and backed into  
13 a corner to the point where we're doing a short sale to  
14 get out of the community. We're first-time buyers. We  
15 had planned on staying there for a long time with our  
16 daughter, who is now almost five. And we just feel very  
17 defeated.  
18                   We feel that this process, we spent a lot of time  
19 trying to communicate our concerns to no avail. We feel  
20 that regardless of the feelings of the homeowners, this  
21 route is going through as originally planned. And the  
22 City, as well as SANDAG, did a very poor job in the  
23 planning of this particular portion of the route.  
24                   And I would like to sum up just by saying that I  
25 won't be the only one in a short sale/foreclosure

**62-1**

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, the comment does not raise any environmental issues that CEQA requires to be addressed in an EIR. Master Response 7 addresses comments about increased foreclosures at the Monet and Treviana developments as a result of the proposed project. Master Response 2 addresses aesthetic and visual impacts at the Monet and Treviana developments.

**62-1**

Transcription of Meeting

SOUTH BAY BUS RAPID TRANSIT PROJECT, SANDAG PUBLIC MEETING

1 situation. I'm hearing from a lot of neighbors that  
2 they're going the same route because they don't feel  
3 there's any other options and they don't want to have a  
4 route -- a bus route right outside their front doors.

5 Thank you.

6 - - -

**62-1**

**Cont.**

## Responses to Comments from Members of the Public

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**From:** [Shirley Bodie](#)  
**To:** [Martin, Andrew](#)  
**Cc:** [Susan Watry](#)  
**Subject:** Busses in my windows!!!!  
**Date:** Friday, March 29, 2013 8:17:21 PM

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What a terrible idea. Please scrap the proposed bus bridge through the Otay Ranch neighborhood and use the #2 route instead. How would you like busses roaring by within 15 feet of your windows? Perhaps you should arrange to stay a few weeks in one of those condos on the proposed route, you may see what those folks are complaining about.  
From a very concerned citizen.

63-1

### 63-1

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 addresses project alternatives.

**Letter 63**  
**Shirley Bodie**

Letter 64  
Silvia C. Ortiz

**SOUTH BAY BRT**  
Public Meeting  
February 19, 2013


**Comment Slip**  
Please write clearly

Name Silvia C. Ortiz Date 2-19-13  
Address 970 Strawberry Creek St.  
Phone 619-992-5536 Email \_\_\_\_\_

I would like to receive project updates via email.  Yes  No

I would like the following comments to be considered in the environmental review of this project.  
I am against the Project. We do not need more noise in East Palomar Street. I am afraid the easier access for people coming from the border and downtown will bring more crime.

Comments must be received by March 29, 2013  
Andrew Martin, Associate Environmental Planner  
SANDAG  
401 B St., Ste. 800 San Diego, CA 92101  
andrew.martin@sandag.org  
619-699-1905 (fax)

KeepSanDiegoMoving.com 

64-1

The EIR evaluates the potential noise impacts of buses operating along East Palomar Street and concludes that there would not be a significant increase in noise levels relative to existing noise levels. There would be no impact under the Federal Transit Administration (FTA) impact assessment criteria. Master Response 8 addresses public safety and crime.

64-1

From: [Steve sun n surf](#)  
To: [Martin, Andrew](#)  
Subject: Regarding the proposed BRT project  
Date: Friday, March 29, 2013 4:57:31 PM  
Importance: High

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To Whom It May Concern,

After reviewing the EIR for the BRT project and knowing the Treviana and Monet complexes very well, I am quite surprised that an attempt to push through a bridge over SR 125 and a bus guideway right down the center of this very narrow, quiet and visually pleasing greenbelt is even considered.

**How can a complete disregard for homeowner quality of life and well-being be attempted after these properties have been allowed to be built years ago and a neighborhood lifestyle has set in?** Throughout the EIR concerning Treviana and Monet complexes the term "Significant and Unavoidable Impact" are used in different categories related to the construction of and impact after the proposed guideway and bridge are built.

There can't be any doubt that this project as planned through the greenbelt would divide the neighborhood in half, cause a substantial increase in annoying noise levels where almost none exist today (I completely disagree with the EIR findings on this issue), dirt and trash, safety issues for the many children in the area, increase in particulate matter in the air caused by passing buses, more car traffic congestion at the planned Santa Venetia station because of the confined area and 2 new planned stop lights and an existing elementary school near-by and an increase in the amount of graffiti that has recently shown up in various spots near-by. We don't need another "canvas" in the neighborhood for graffiti artists.

As stated by Chula Vista City Council Members on the Turko Files on KUSI, this is "too much to ask from these homeowners" and "I wouldn't want one either. How did we allow this to happen?"

There is a viable alternative that meets nearly all the goals of the BRT and it is the Olympic Pkwy route. Nowhere in the EIR does it mention the next closest planned station to Santa Venetia is just across Olympic Pkwy and within easy walking distance to the planned Lomas Verdes station on E Palomar.

The quality of life and the quiet enjoyment at the Treviana and Monet complexes need to be retained and Alternative 2 to the BRT should be pursued.

Thank You.

Steve Conner  
Treviana Townhome Owner

**Letter 65**  
**Steve Conner**

**65-1**

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any significant environmental issues that CEQA requires be addressed in an EIR.

**65-2**

Master Responses 2, 3, 5, 6, and 7, respectively, address the following comments related to environmental effects at the Monet and Treviana developments: changes to visual character and quality, noise impacts, pedestrian safety, air quality, and physically dividing the two communities. Station maintenance including graffiti removal would be done by Metropolitan Transit System (MTS) through a contract with SANDAG. SANDAG would designate levels of maintenance and graffiti removal. Monitoring will be done via camera's and MTS personnel. MTS has an existing telephone number and website where graffiti and security issues can be reported.

The Draft EIR analyzes the potential impacts to intersections along East Palomar Street at the planned Santa Venetia Station and concludes that level of service (LOS) would be acceptable during peak traffic periods under City of Chula Vista standards with implementation of the proposed project relative to a 2010, 2014, and 2030 baseline. Significant traffic impacts would not occur in the Chula Vista segment as a result of the proposed project.

**65-3**

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 1 address project alternatives including alternatives that would utilize Olympic Parkway.

65-1

65-2

65-3

**Letter 66  
Vilma Coquia**

1 VILMA COQUIA  
2 My name is Vilma Coquia. My address is 581 Lee  
3 Circle, Chula Vista 91911. My e-mail is lvcoquia@att.net.  
4 We have been coming to these meetings from the  
5 very start, and we have been concerned about the changes  
6 that will occur because my -- I live right in the corner  
7 of Gould and East Palomar. East Palomar is my backyard.  
8 And with the proposals, which will especially involve  
9 taking out our left entrance to Gould which will make our  
10 commute longer, either going down Oleander or going by the  
11 other gate on Brandywine, which will not be, you know,  
12 much -- a little farther from -- since I am on the corner.  
13 And if there is a way that they can keep this entrance on  
14 Gould into Lee, that would be a big relief for us and for  
15 other homeowners who are considering moving out of the  
16 area because of this.  
17 And, also, taking out some of the trees will --  
18 which will increase the noise and take out the open space  
19 and narrowing of the sidewalks.  
20 And I wish I can -- my vote for no build  
21 alternative will be considered.  
22 That's all.

66-1

**66-1**

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 5 addressess access to Gould Avenue from East Palomar Street as a result of the proposed project.

66-2

The EIR evaluates the potential noise impacts of buses operating along East Palomar Street and concludes that there would not be a significant increase in noise levels relative to existing noise levels. There would be no impact under the Federal Transit Administration (FTA) impact assessment criteria. Sidewalks along the western portion of East Palomar Street would be relocated within the same area but would not be narrowed as part of the proposed project. SANDAG acknowledges that some landscaping located in the East Palomar Street right-of-way between the existing sidewalk and residential noise walls would be removed in order to widen the segment of East Palomar Street between Heritage Road and Oleander Avenue in order to accommodate the proposed dedicated bus guideway in the center median. The visual appearance of this portion of East Palomar Street would change somewhat as a result of the project, but the visual character would remain that of a transportation corridor, and the existing character and quality would not be substantially degraded as a result of the proposed project.

This is in response to the proposals regarding BRT transit construction which concerns me very much because I have lived in this area (East Palomar Gould and Lee Circle area) for the last 14 years. Aside from closing our access lane to Gould and Lee Circle, you plan to widen the road by taking part of our open space and thus making the road closer to our residences and increasing the noise level in our backyards. You are not in our backyard. You don't know how much noise we have on a daily basis. I suggest that other alternative be considered like additional noise wall barrier in this area. Your attention will be greatly appreciated.

Vilma B. Coquia  
Lee Circle Resident  
Sunbow II  
[lvcoquia@att.net](mailto:lvcoquia@att.net)

### Letter 67 Vilma Coquia

67-1

67-1

Master Response 5 addressess access to Gould Avenue from East Palomar Street as a result of the proposed project.

The EIR evaluates the potential noise impacts of buses operating along East Palomar Street and concludes that there would not be a significant increase in noise levels relative to existing noise levels. There would be no impact under the Federal Transit Administration (FTA) impact assessment criteria. Because the change in noise levels along East Palomar Street is less than significant, implementation of mitigation measures (such as additional noise walls or barriers) are not required. SANDAG acknowledges that some landscaping located in the East Palomar Street right-of-way between the existing sidewalk and residential noise walls would be removed in order to widen the segment of East Palomar Street between Heritage Road and Oleander Avenue in order to accommodate the proposed dedicated bus guideway in the center median. The visual appearance of this portion of East Palomar Street would change somewhat as a result of the project, but the visual character would remain that of a transportation corridor, and the existing character and quality would not be substantially degraded as a result of the proposed project.

## Responses to Comments from Members of the Public

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**From:** [Vilma & Leonardo Coquia](#)  
**To:** [Martin, Andrew](#)  
**Cc:** [chinar jabari](#); [merlie ople](#); [Mitchie Flores](#); [laura rogel](#); [Ray Howard](#); [solange dodge](#); [Dino Wall](#); [maribelle nava](#); [v.gomez](#); [alanzalon alanzalon](#); [Martha Smith](#); [elroy kihano](#); [E.Favis](#); [jesus and Maria nunez](#); [chad stevens](#); [nancy ramirez](#); [Victoria Delgado](#); [John S. Stevenson](#); [Frank & Roseann Sardina](#); [daisy domdom](#); [linda moore](#); [roni tibayan](#); [Peggy Schuerger](#); [ben castro](#); [Richard Gonzales](#); [Robert Pabon](#); [Marvin Jamieson](#); [leonardo vilma coquia](#); [chiangb](#); [Charles Henderson](#); [Lea Cruz](#); [larry flores jr](#); [jmt](#); [E181](#); [Kristine/Perry Ferguson](#); [Jesse Tuscano](#); [raul ramirez](#); [simone brooks](#); [kevin/cortiss smith](#); [Elizabeth Franquez](#); [zahira ramirez](#); [billie crino](#); [jose nuno](#); [Kiren Ubhi](#); [Edward erockenstein](#); [danika gastelum](#); [sara franco](#); [kristin t. antonio](#); [rich smith](#); [dignora torres](#); [Dom](#); [chinh do](#); [deborah barnes](#); [jorge f balares](#); [mari casillas](#); [Peter Hess](#); [Oswaldo Mckenzie](#); [Jeanne Ray](#); [dbrinqas](#); [elliottnichols59@gmail.com](#); [Michelle Stanek](#); [Frank Rivera](#)  
**Subject:** Southbay BRT EIR - Comments  
**Date:** Tuesday, March 26, 2013 8:17:00 PM

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Mr. Martin:

I was at the March 7, 2013 meeting and made my comments and concerns, however there is something else I would like to add.

Your proposed plans for the construction of the Rapid Transit show that you are going to take the islands out, close our access lane to enter our housing area from E.Palomar to Gould Ave., expand the road by taking part of the open space and moving the bike lane, but during the meeting , we were not informed how much exactly the construction will take away from our existing side-walk. It seems all those will make a lot of changes, one of which will make the side walk closer to our homes and increasing the noise level even more. You don't hear the noise from our backyard and no matter what kind of study you have made and come to the conclusion that only so many cars use this area at certain time of the day do not make it all right. The houses in the area between Gould and Brindywine are on a lower level and should your plans go through, please consider giving this area some more NOISE WALL DETERRENT because the the 5 ft. of wall we have now is not enough.

Sandag has my address and phone number if you want to contact me.

Vilma B. Coquia  
Gould and Lee Circle

### Letter 68 Vilma Coquia

Master Response 5 addressess access to Gould Avenue from East Palomar Street as a result of the proposed project.

The EIR evaluates the potential noise impacts of buses operating along East Palomar Street and concludes that there would not be a significant increase in noise levels relative to existing noise levels. There would be no impact under the Federal Transit Administration (FTA) impact assessment criteria. Because the change in noise levels along East Palomar Street is less than significant, implementation of mitigation measures (such as additional noise walls or barriers) are not required.

68-1

Sidewalks along the western portion of East Palomar Street would be relocated within the same area but would not be narrowed as part of the proposed project.



## Responses to Comments from Members of the Public

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**From:** [Elliott Nichols](#)  
**To:** [Vilma & Leonardo Coquia](#)  
**Cc:** [Martin, Andrew](#); [chinar jabari](#); [merlie ople](#); [Mitchie Flores](#); [laura rogel](#); [Ray Howard](#); [solange dodge](#); [Dino maribelle nava](#); [v.gomez](#); [alanzalon alanzalon](#); [Martha Smith](#); [elroy kihano](#); [E Favis](#); [jesus and Maria nuns chad stevens](#); [nancy ramirez](#); [Victoria Delgado](#); [John S. Stevenson](#); [Frank & Roseann Sardina](#); [daisy domd linda moore](#); [roni tibayan](#); [Peggy Schuerger](#); [ben castro](#); [Richard Gonzales](#); [Robert Pabon](#); [Marvin Jamies Chiangb](#); [Charles Henderson](#); [Lea Cruz](#); [larry flores jr](#); [jmpt](#); [E181](#); [Kristina/Perry Ferguson](#); [Jesse Tuscan raul ramirez](#); [simone brooks](#); [kevin/cortiss smith](#); [Elizabeth Franquez](#); [zahira ramirez](#); [billie crino](#); [jose nun Kiren Ubhi](#); [Edward erockenstein](#); [danika gastelum](#); [sara franco](#); [kristin t.antonio](#); [rich smith](#); [dignora torre Dom](#); [chinh do](#); [deborah barnes](#); [jorge f.balares](#); [mari casillas](#); [Peter Hess](#); [Oswaldo Mckenzie](#); [Jeanne Rai dbrinqas](#); [Michelle Stanely](#); [Frank Rivera](#)  
**Subject:** Re: Southbay BRT EIR - Comments  
**Date:** Wednesday, March 27, 2013 2:11:52 PM

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Mr. Martin I concur with all that Vilma Coquia has expressed.  
Thank you

Elliott LaQuinn Nichols  
Phone: 619-308-2227

### Letter 69 Elliot Nichols

#### 69-1

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any significant environmental issues that CEQA requires be addressed in an EIR. Please see the response to comment 68-1.

69-1

**From:** [Jesus Nunez](#)  
**To:** [sunsol82@yahoo.com](#)  
**Cc:** [lvcoquia@att.net](#); [Martin\\_Andrew](#); [chinariabari@yahoo.com](#); [mer\\_829@yahoo.com](#); [Mitchie23@hotmail.com](#); [lrogel65@aol.com](#); [rayhoward619@gmail.com](#); [depinderawall@gmail.com](#); [maribelles@yahoo.com](#); [ygomez1@cox.net](#); [alanzalon@att.net](#); [yevic2@yahoo.com](#); [ekihano60@cox.net](#); [living-water@att.net](#); [zuvaruvi@cox.net](#); [n.ramirez@cox.net](#); [Tito3@cox.net](#); [js@rfdactor.com](#); [Ruthymae@cox.net](#); [daisydmdom@hotmail.com](#); [lhmoore@cox.net](#); [ronitbayan@yahoo.com](#); [cvcappeggy@earthlink.net](#); [bbvcastro\\_1@cox.net](#); [GonzoRGonzales@netscape.net](#); [YBone27@yahoo.com](#); [genejamieson@sbcglobal.net](#); [chiangb@sbcglobal.net](#); [HendersonCharles@msn.com](#); [leacruz@hotmail.com](#); [larry\\_flores\\_jr@yahoo.com](#); [jimp@cox.net](#); [E181@aol.com](#); [Kferq619@sbcglobal.net](#); [JTusciano@cox.net](#); [rauljr@cox.net](#); [simone.brooks@att.net](#); [kcsmith7@cox.net](#); [pingsabet@yahoo.com](#); [zarm89@hotmail.com](#); [billiecrino@gmail.com](#); [j\\_nuno@hotmail.com](#); [kiren\\_ubhi@hotmail.com](#); [erockenstein@cox.net](#); [drgastelum@gmail.com](#); [sara.franco@sdcounty.ca.gov](#); [ktantonio@gmail.com](#); [smittybuiltins@yahoo.com](#); [dignoratorres@yahoo.com](#); [doms22@cox.net](#); [chinhd76@yahoo.com](#); [d.barnes3178@sbcglobal.net](#); [jfbalares@hotmail.com](#); [maricas05@gmail.com](#); [PeterHess@cox.net](#); [OMcKenzie@bobstall.com](#); [Jeanne.Ray49@gmail.com](#); [dbringas@sbcglobal.net](#); [elliottnichols59@gmail.com](#); [Stanek2@cox.net](#); [frivera@ci.chula-vista.ca.us](#)  
**Subject:** Re: Southbay BRT EIR - Comments  
**Date:** Wednesday, March 27, 2013 2:00:53 PM

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**Letter 70**  
**Jesus Nunez**

**70-1**

The EIR evaluates the potential noise impacts of buses operating along East Palomar Street and concludes that there would not be a significant increase in noise levels relative to existing noise levels. There would be no impact under the Federal Transit Administration (FTA) impact assessment criteria. Because the change in noise levels along East Palomar Street is less than significant, implementation of mitigation measures (such as additional noise walls or barriers) are not required.

I completely agree. The existing landscaping and wall are not enough to absorb all the noise from this project.

70-1

From: [Kristine Ferguson](#)  
To: [Martin, Andrew](#)  
Cc: [lvcoquia@att.net](mailto:lvcoquia@att.net)  
Subject: Fw: Southbay BRT EIR - Comments  
Date: Wednesday, March 27, 2013 7:00:28 PM

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<BR>Dear Mr. Martin, I am forwarding Vilma Coquia's email to let you know that I agree whole heartedly with of her comments and concerns. I was also at the March 7 2013 meeting and left my comments, but I would like to reiterate my concerns again about the noise pollution, inconvenience, and safety issues potentially created by bringing the street and sidewalk closer to our backyards and one story houses. Thank you.<BR -- On Tue, 3/26/13, Vilma & Leonardo Coquia <&lt;lvcoquia@att.net&gt;&gt; wrote:<BR><BLOCKQUOTE style="padding-left: 5px; margin-left: 5px; border-left: 1px solid #cccccc;"><BR>From: Vilma & Leonardo Coquia <lvcoquia@att.net&gt;<BR>Subject: Southbay BRT EIR Comments<BR>To: Andrew.Martin@Sandag.Org<BR>Date: Tuesday, March 26, 2013, 8:15 PM<BR><BR><DIV id=yiv1344917278><STYLE></STYLE>

**Letter 71**  
**Kristine Ferguson**

**71-1**

**71-1**

The EIR evaluates the potential noise impacts of buses operating along East Palomar Street and concludes that there would not be a significant increase in noise levels relative to existing noise levels. There would be no impact under the Federal Transit Administration (FTA) impact assessment criteria. Because the change in noise levels along East Palomar Street is less than significant, implementation of mitigation measures (such as additional noise walls or barriers) are not required.

The comments about inconvenience and safety are noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. Master Response 8 addresses comments about safety and crime in the Chula Vista segment.

**From:** [sunsol82@yahoo.com](mailto:sunsol82@yahoo.com)  
**To:** [lvcoquia@att.net](mailto:lvcoquia@att.net); [Martin.Andrew](mailto:Martin.Andrew)  
**Cc:** [chinarjabari@yahoo.com](mailto:chinarjabari@yahoo.com); [mer\\_829@yahoo.com](mailto:mer_829@yahoo.com); [Mitchie23@hotmail.com](mailto:Mitchie23@hotmail.com); [lroqel65@aol.com](mailto:lroqel65@aol.com); [rayhoward619@gmail.com](mailto:rayhoward619@gmail.com); [depinderawall@gmail.com](mailto:depinderawall@gmail.com); [maribellesd@yahoo.com](mailto:maribellesd@yahoo.com); [vgomez1@cox.net](mailto:vgomez1@cox.net); [alanzalon@att.net](mailto:alanzalon@att.net); [vevic2@yahoo.com](mailto:vevic2@yahoo.com); [ekihano60@cox.net](mailto:ekihano60@cox.net); [living-water@att.net](mailto:living-water@att.net); [jglnunez@gmail.com](mailto:jglnunez@gmail.com); [zuvaruvi@cox.net](mailto:zuvaruvi@cox.net); [n.ramirez@cox.net](mailto:n.ramirez@cox.net); [Tito3@cox.net](mailto:Tito3@cox.net); [js@rfdactor.com](mailto:js@rfdactor.com); [Ruthymae@cox.net](mailto:Ruthymae@cox.net); [daisydodom@hotmail.com](mailto:daisydodom@hotmail.com); [lhmoore@cox.net](mailto:lhmoore@cox.net); [ronibayan@yahoo.com](mailto:ronibayan@yahoo.com); [cyc4peggy@earthlink.net](mailto:cyc4peggy@earthlink.net); [bbvcastro\\_1@cox.net](mailto:bbvcastro_1@cox.net); [GonzorGonzales@Netscape.Net](mailto:GonzorGonzales@Netscape.Net); [YBone27@yahoo.com](mailto:YBone27@yahoo.com); [genejamieson@sbcglobal.net](mailto:genejamieson@sbcglobal.net); [chiangb@sbcglobal.net](mailto:chiangb@sbcglobal.net); [HendersonCharles@msn.com](mailto:HendersonCharles@msn.com); [leacruz@hotmail.com](mailto:leacruz@hotmail.com); [larry\\_flores\\_jr@yahoo.com](mailto:larry_flores_jr@yahoo.com); [jmpt@cox.net](mailto:jmpt@cox.net); [E181@aol.com](mailto:E181@aol.com); [KFero619@sbcglobal.net](mailto:KFero619@sbcglobal.net); [JTusciano@cox.net](mailto:JTusciano@cox.net); [raulr@cox.net](mailto:raulr@cox.net); [simone.brooks@att.net](mailto:simone.brooks@att.net); [kcsmith7@cox.net](mailto:kcsmith7@cox.net); [pingsabet@yahoo.com](mailto:pingsabet@yahoo.com); [zarm89@hotmail.com](mailto:zarm89@hotmail.com); [billiecino@gmail.com](mailto:billiecino@gmail.com); [j\\_nuno@hotmail.com](mailto:j_nuno@hotmail.com); [kiren\\_ubhi@hotmail.com](mailto:kiren_ubhi@hotmail.com); [srockenstein@cox.net](mailto:srockenstein@cox.net); [drqastelum@gmail.com](mailto:drqastelum@gmail.com); [sara.franco@sdcountry.ca.gov](mailto:sara.franco@sdcountry.ca.gov); [ktantonio@gmail.com](mailto:ktantonio@gmail.com); [smittybuiltins@yahoo.com](mailto:smittybuiltins@yahoo.com); [dignoratorres@yahoo.com](mailto:dignoratorres@yahoo.com); [doms22@cox.net](mailto:doms22@cox.net); [chinhdo76@yahoo.com](mailto:chinhdo76@yahoo.com); [d.barnes3178@sbcglobal.net](mailto:d.barnes3178@sbcglobal.net); [jfbalares@hotmail.com](mailto:jfbalares@hotmail.com); [maricas05@gmail.com](mailto:maricas05@gmail.com); [PeterHess@cox.net](mailto:PeterHess@cox.net); [OMcKenzie@Bobstall.com](mailto:OMcKenzie@Bobstall.com); [Jeanne.Ray49@gmail.com](mailto:Jeanne.Ray49@gmail.com); [dbringas@sbcglobal.net](mailto:dbringas@sbcglobal.net); [elliottnichols59@gmail.com](mailto:elliottnichols59@gmail.com); [Stanek2@cox.net](mailto:Stanek2@cox.net); [frivera@ci.chula-Vista.ca.us](mailto:frivera@ci.chula-Vista.ca.us)  
**Subject:** RE: Southbay BRT EIR - Comments  
**Date:** Tuesday, March 26, 2013 9:38:14 PM

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I agree.

Thank you

Solange and Christopher Dodge  
Lee Cir

72-1

**Letter 72**  
**Solange and Christopher Dodge**

**72-1**

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any significant environmental issues that CEQA requires be addressed in an EIR.

**From:** [Chuck Henderson](#)  
**To:** [Martin, Andrew](#)  
**Cc:** [Ivcoquila@att.net](mailto:Ivcoquila@att.net)  
**Subject:** RE: Southbay BRT EIR - Comments  
**Date:** Friday, March 29, 2013 12:18:53 PM

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**Letter 73**  
**Charles Henderson**

Mr. Martin

My wife JoAnn and I completely endorse the comments of our neighbor and friend Velma as regards what needs to be done to somewhat protect our way of life. It will be negatively impacted no matter what you do with the terrible proposal you have for our neighborhood. If we had the ability we would sell up and move as the things that will be done , and have been done to us by your organization and in particular by our city government over the years since we purchase our home here in Sunbow at 589 Lee Circle in 1999 has already destroyed our peace of mind and quality of life.

Charles Henderson  
589 Lee Circle

73-1

**73-1**

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any significant environmental issues that CEQA requires be addressed in an EIR. Please see the response to comment 68-1.

## Responses to Comments from Members of the Public

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**From:** [E. Favis](#)  
**To:** [Martin Andrew](#)  
**Cc:** [chinar jabari](#); [merlie ople](#); [Mitchie Flores](#); [laura rogel](#); [Ray Howard](#); [solange dodge](#); [Dino Wall](#); [maribelle r y gomez](#); [alanzalon alanzalon](#); [Martha Smith](#); [elroy kihano](#); [jesus and Maria nunez](#); [chad stevens](#); [nancy ramirez](#); [Victoria Delgado](#); [John S. Stevenson](#); [Frank & Roseann Sardina](#); [daisy domdom](#); [linda moore](#); [ror tibayan](#); [Peggy Schuerger](#); [ben castro](#); [Richard Gonzales](#); [Robert Pabon](#); [Marvin Jamieson](#); [leonardo vilma coquia](#); [chiangb](#); [Charles Henderson](#); [Lea Cruz](#); [larry flores jr](#); [jmpt](#); [E181](#); [Kristine/Perry Ferguson](#); [Jess Tuscano](#); [raul ramirez](#); [simone brooks](#); [kevin/cortiss smith](#); [Elizabeth Franquez](#); [zahira ramirez](#); [billie crino nuno](#); [Kiren Ubhi](#); [Edward erockenstein](#); [danika gastelum](#); [sara franco](#); [kristin t antonio](#); [rich smith](#); [digna torres](#); [Dom](#); [chinh do](#); [deborah barnes](#); [jorge f balares](#); [mari casillas](#); [Peter Hess](#); [Oswaldo Mckenzie](#); [Jea Rav](#); [dbrinqas](#); [elliottnichols59@gmail.com](#); [Michelle Stanek](#); [Frank Rivera](#)  
**Subject:** Re: Southbay BRT EIR - Comments  
**Date:** Saturday, March 30, 2013 4:19:30 PM

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I agree with Mrs. Coquia's comments. It would be an waste of resources to demolish and/or squeeze out the access and bike lanes, sidewalks, and cut trees to expand the street for the BRT. East Palomar is wide enough to accommodate the vehicles. It is not necessary to punish our homeowners further.  
Thank you for your consideration.  
Erlinda (Cora) Favis

### Letter 74 Erlinda Favis

#### 74-1

The existing bike lanes and sidewalk along the western portion of East Palomar Street would be relocated but preserved as part of the proposed project. Existing landscaping and trees would be trimmed or removed where needed as a result of placing the guideway in the center median and widening the existing road to accommodate the guideway. Removed landscaping would be reinstalled within the same landscaping district by the responsible entity (e.g., Homeowners Associations, City of Chula Vista). Please see the response to comment 68-1.

74-1

**From:** [Raul Ramirez Jr](#)  
**To:** [E. Favis](#)  
**Cc:** [Martin, Andrew](#); [chinar jabari](#); [merlie ople](#); [Mitchie Flores](#); [laura rogel](#); [Ray Howard](#); [solange dodge](#); [Dino W. maribelle nava](#); [v.gomez](#); [alanzalon alanzalon](#); [Martha Smith](#); [elroy kihano](#); [jesus and Maria nunez](#); [chad stevens](#); [nancy ramirez](#); [Victoria Delgado](#); [John S. Stevenson](#); [Frank & Rossann Sardina](#); [daisy domdom](#); [lind moore](#); [roni tibayan](#); [Peggy Schuerger](#); [ben castro](#); [Richard Gonzales](#); [Robert Pabon](#); [Marvin Jamieson](#); [leonardo vilma coquia](#); [chiangb](#); [Charles Henderson](#); [Lea Cruz](#); [Larry flores jr](#); [jmt](#); [E181](#); [Kristine/Perry Ferguson](#); [Jesse Tuscano](#); [simone brooks](#); [kevin/cortiss smith](#); [Elizabeth Franquez](#); [zahira ramirez](#); [billie crino jose nuno](#); [Kiren Ubhi](#); [Edward erockenstein](#); [danika gastelum](#); [sara franco](#); [kristin t antonio](#); [rich smith](#); [dignora torres](#); [Dom](#); [chinh do](#); [deborah barnes](#); [jorge f balares](#); [mari casillas](#); [Peter Hess](#); [Oswaldo Mckenzie Jeanne Ray](#); [dbringas](#); [elliottnichols59@gmail.com](#); [Michelle Staneke](#); [Frank Rivera](#)  
**Subject:** Re: Southbay BRT EIR - Comments  
**Date:** Sunday, March 31, 2013 6:07:24 PM

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I am in complete agreement with Mrs. Coquia's Remarks.

*Raul*

**Letter 75**  
**Raul Ramirez, Jr.**

**75-1**

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any significant environmental issues that CEQA requires be addressed in an EIR. Please see the response to comment 68-1.

**75-1**

## Responses to Comments from Members of the Public

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**From:** [Ray Howard](#)  
**To:** [Vilma & Leonardo Coquia](#)  
**Cc:** [Kiren Ubhi](#); [solange dodae](#); [Peggy Schuerger](#); [Charles Henderson](#); [dionora torres](#); [jorge f balares](#); [elliottnichols59@gmail.com](#); [Jeanne Ray](#); [Jesse Tuscano](#); [merlie ople](#); [simone brooks](#); [Frank Rivera](#); [Mitchie Flores](#); [zahira ramirez](#); [roni tibayan](#); [mari casillas](#); [Frank & Roseann Sardina](#); [Peter Hess](#); [ben castro](#); [Kristine/Perry Ferguson](#); [dbringas](#); [Robert Pabon](#); [Oswaldo Mckenzie](#); [Marvin Jamieson](#); [deborah barnes](#); [elr kihano](#); [Dino Wall](#); [Richard Gonzales](#); [kristin t.antonio](#); [laura rogel](#); [danika gastelum](#); [John S. Stevenson](#); [Ei Michelle Stanek](#); [chinh do](#); [Elizabeth Franquez](#); [nency ramirez](#); [Martha Smith](#); [billie crino](#); [chinar jabari](#); [sara franco](#); [Dom](#); [jose nuno](#); [v.gomez](#); [chiangb](#); [larry flores jr](#); [daisy domdom](#); [raul ramirez](#); [chad stevens](#); [alanzalon alanzalon](#); [rich smith](#); [kevin/cortiss smith](#); [E Favis](#); [jesus and Maria nunez](#); [jmtpt](#); [Victoria Delgado Martin](#); [Andrew](#); [linda moore](#); [Edward erockenstein](#); [Lea Cruz](#); [maribelle nava](#)  
**Subject:** Re: Southbay BRT EIR - Comments  
**Date:** Monday, April 01, 2013 8:16:31 PM

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I share the same concerns as Ms. Coquia. Also, I'd like to know if Sandag has the authority alter a designated open space preserve? If so, will residents' mello roos tax payments reflect this reduction in open space. How would it be reassessed? Finally, I feel the loss of the Gould Street entrance severely hinders emergency response time to our neighborhood by limiting access to westbound vehicles on East Palomar.

76-1

### Letter 76 Ray Howard

#### 76-1

This comment is noted and will be included in the public record for the proposed project. and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. To clarify, the proposed project would not alter a designated open space preserve because there is no open space preserve on the project site. The proposed project would remove existing ornamental landscaping and trees within a dedicated transit guideway easement and within existing road right-of-way. Final Tract Map Nos. 14432 and 14446 recorded by the San Diego County Recorder as File Nos. 2002-0744379 and 2002-0798830, respectively, show the right-of-way easement dedication in the location proposed for the project. East Palomar Street is designated as a roadway in the Chula Vista General Plan Update. Existing landscaping and trees would be trimmed or removed where needed as a result of placing the guideway in the center median and widening the existing road to accommodate the guideway. Removed landscaping would be reinstalled within the same landscaping district by the responsible entity (e.g., Homeowners Associations, City of Chula Vista). Master Response 5 addresses the change in access to Gould Avenue from East Palomar Street that would occur as part of the proposed project. Please see the response to comment 68-1.



May 23, 2013

Mr. Gary Gallegos, Executive Director of SANDAG  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

**Letter 77**  
**Crossroads Chula Vista**

**SUBJECT: South Bay BRT Project - Support of Alternative 1-B**

Dear Mr. Gallegos,

**Crossroads II** is an all-volunteer grass roots organization of Chula Vista residents. Unlike the city and county of San Diego, Chula Vista does not have community planning groups. So in early 2003 a group of civic activists formed **Crossroads II** in an attempt to fill that void. The purpose of **Crossroads II** is to represent the interests of residents throughout the city on matter of land use and development in Chula Vista. The organization is composed of approximately 450 dues-paying members who live throughout Chula Vista. Members of our Board of Direct reside in all areas of the city. (Director Gloria Cazares resides in the Heritage Park neighborhood of Otay Ranch.)

**Crossroads II** supports expansion of rapid transit throughout the region, including in Chula Vista. We have reviewed the Draft EIR on the South Bay BRT project, and we have been in contact with many Otay Ranch residents who will be directly or indirectly affected by the proposed project. After listening to the concerns of these residents, and balancing those concern with the regional need for public transit, we are writing to encourage you to recommend adoption of Alternative 1-B to the SANDAG Board of Directors.

Under Alternative 1-B, the ramp on the west side of the SR-125 overcrossing would be one lan instead of two. The advantage of Alternative 1-B is that the BRT would be built along the sam right-of-way that has been planned over the past 20 years. But by building a one-lane instead two-lane ramp to access the SR-125 bridge, adverse impacts to residents of the Treviana and Monet neighborhoods of Otay Ranch would be measurably reduced.

Sincerely,



David Danciu, President  
Crossroads II  
81 Second Avenue  
Chula Vista, CA 91910

cc: Jennifer Williamson, Senior Transportation Planner

77-1

77-1

This background information is noted and no further response is required.

77-2

This comment in support of Alternative 1B is noted and will be considered as part of the public record for the proposed project, and along with other economic, social, technological and environmental factors, will be considered by SANDAG in making a decision on the project. However, this comment does not raise any significant environmental issues that CEQA requires be addressed in an EIR. Master Response 1 addresses the project alternatives.

77-2

77-3

SANDAG acknowledges that the proposed transit guideway overcrossing would be one lane under Alternative 1B instead of two lanes under the proposed project. To clarify the conclusion of the Draft EIR, implementation of the One Lane Guideway Bridge under Alternative 1B would lessen the significant visual character impacts, air quality effects, and construction vibration levels of the proposed project, but not to a level less than significant. Temporary and permanent visual character impacts, air quality impacts, and construction vibration levels would remain significant and unavoidable under Alternative 1B. Master Response 1 addresses the project alternatives.

77-3

**Letter 78**  
**Erika Griffith**

1 ERIKA GRIFFITH  
2 Erika Griffith at 1975 Caminito De La Cruz.  
3 First concern will be noise during the  
4 construction and after the construction. And I currently  
5 work for the City of San Diego, working -- my work  
6 requires a rotation in working hours, so I will be  
7 impacted as I sleep during the day, during the night, and  
8 it rotates throughout the year. Also, it will affect my  
9 family that resides in the home.  
10 In addition to that, it didn't -- nobody showed  
11 that there is a noise elimination proposal to be placed  
12 such as a device or an alternative to be set while the  
13 buses drive through Treviana and Monet communities every  
14 five minutes.  
15 The second concern will be parking. There is no  
16 designated parking area for people taking the buses.  
17 Treviana and Monet already have parking -- the parking is  
18 already bad in the streets, and the communities within  
19 don't allow us to park inside.  
20 Next one will be visual. A lot of the buses and  
21 the stations will be facing doors as close as 12 inches  
22 from people's doors.  
23 And also I would like to bring the fact that once  
24 that bridge is -- opens, a new environmental communities  
25 allowing more people to get -- or gain access to the

- 78-1**  
Please see Master Response 3 for discussion of the Draft EIR analysis of noise levels during construction and operations of the proposed project, which, in summary, concluded that temporary construction noise levels would significantly affect the Monet Attached Villas and Treviana Townhomes, and identifies temporary noise barriers as mitigation measures to ensure that construction noise would be reduced to less than significant levels. The Draft EIR noise analysis demonstrates that bus operations on the proposed transit guideway overcrossing would not result in significant noise levels between the Monet Attached Villas and Treviana Townhomes. Because the operation noise levels would be less than significant, the Draft EIR is not required to identify mitigation measures or alternatives to reduce or avoid this impact.
- 78-2**  
**78-2**  
Please see Master Response 5 for a discussion of parking.
- 78-3**  
**78-3**  
Please see Master Response 2 for a discussion of the aesthetic and visual impacts of the proposed project at the Monet Attached Villas and Treviana Townhomes. To clarify, the Draft EIR reports that the guideway overcrossing proposed between State Route 125 and Magdalena Avenue would be located approximately 13 feet from a residential building at the closest point.
- 78-4**  
**78-4**  
Please see Master Response 8 for a response to the comment about crime and vandalism.

## Responses to Comments from Members of the Public

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Transcription of Meeting

SOUTH BAY BUS RAPID TRANSIT PROJECT, SANDAG PUBLIC MEETING

1 community and could bring more vandalism and more crimes  
2 to our homes.

3 And another concern would be the devaluation of  
4 the property. I won't be able to sell my home if my door  
5 faces a bus every five minutes from 5 in the morning to  
6 10 p.m. It will be very difficult to sell my house and to  
7 be able to even break even for the amount of money that I  
8 purchased it for.

9 Thank you.

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**78-4  
Cont.**

**78-5**

**78-5**

Master Response 7 addresses this comment about property values.