

JOIN HANDS TO PRESERVE KOSA'AAY

THE BIRTHPLACE OF SAN DIEGO AND MODERN CALIFORNIA

Cosoy.Org
2737 San Diego Ave
San Diego CA 92110

See Our Story at YouTube - COSOYDOTORG

info@cosoy.org
Geoffrey Mogilner
Founder

Friends of Kosa'aay:

21 May 2013

SANDAG has published in two volumes the Draft SEIS/SEIR for the Mid Coast Corridor Transit Project. One may request from SANDAG a free CD of the Draft SEIS/SEIR, (EIR). Printed copies are in the SD branch libraries. The URL for this EIR is:

<http://www.sandag.org/index.asp?projectid=434&fuseaction=projects.detail>

Because Taylor Street has not been turned into a freeway connector, we consider this treatment of the Taylor Street grade crossing a win for Old Town, Mission Hills, and Kosa'aay. I congratulate you all because without your involvement this probably would not have happened.

The review period ends July 16, 2013. Volume 1 mentions "Old Town" 74 times and "Taylor Street" 34 times. It appears that the grade crossing at Taylor Street will be left alone but there will be more stacking lanes for automobiles and a faster cycle time for the crossing arms. Table 3-23 projects that the number of trains traveling through the Taylor Street grade crossing during the two-hour peak period which is currently 24 will be 56 in 2030. Table 3-26. lists the Intersection Mitigation Measures for Taylor Street intersections.

The intersection efficiency of Taylor and Congress Streets will devolve to an unacceptable Level Of Service by 2030, Table 3-24 quoting the EIR. "Traffic signal modifications were incorporated at Taylor Street at Congress Street; nevertheless, because of the increased frequency of trains traveling through the Taylor Street grade crossing and the congested roadway conditions in this location, the level of service could not be restored to acceptable conditions."

The CEQA Technical Advice Series tells us that a prerequisite for a mitigated Negative Declaration is, "All potentially significant effects of the project can and will be avoided or mitigated to a level of insignificance by project revisions or other requirements imposed on the project. **Therefore, this community has the right to require that the LOS for the important intersection of Taylor and Congress Streets be restored to acceptable condition before any Mid Coast Corridor Transit Project mitigated negative declaration can be issued by SANDAG.**

An alternative, possible mitigation is to relocate the Taylor Street grade crossing adjacent to the Interstate 8 Freeway and separate the grades . Our plan, the Kosa'aay Regional Circulation Plan details this and is published at <http://www.cosoy.org/Proposal.html>

The Old Town Community Planning Group has endorsed the goals of the Kosa'aay Regional Circulation Plan, <http://www.cosoy.org/Solutions.html>

Also of interest is SANDAG's classification of the Old Town as minority and low income Community, Table 4-36. **This classification entitles Old Town to additional Environmental Justice considerations.** The EIR does not mention the important fact that Old Town is a Historic Planned District and that the birthplace of California is under Taylor Street within ½ mile of the Old Town Transit Center, and that it will be increasingly impacted by the 2030 buildout. Also the Presidio Recreation Center is located within 1/2 mile of the Old Town Transit Center. This recreation center is not listed with parks and recreation centers within ½ mile of the Old Town Transit Center. Table 5-3.

Finally the Old Town San Diego Community Planning Group should be listed for Agency Coordination and Consultation (page 5-30). They are the prime choice because 1) They are elected under the Brown Act and constitute of all segments of Old Town community, and 2) They have shown leadership in protecting both Old Town historic resources and business future.

Please inform SANDAG of your concerns about how this project will negatively impact Old Town. Together we shall preserve this superior environment for our grandchildren.

Yours truly,

Geoffrey Mogilner