

## Campo Road Corridor Revitalization Specific Plan Public Comment Review

A specific plan provides a focused vision for a defined geographic area that is consistent with all applicable plans and implements policies in those plans through establishing design standards and development strategies. It creates custom zoning for an area in line with the priorities and goals of the affected residents, business owners, and stakeholders.

This Specific Plan, developed through a collaborative public outreach process, establishes a long-term vision for the enhancement and economic revitalization of the Campo Road Corridor through updated objective development and design standards, the inclusion of new uses, and a conceptual reconfiguration of Campo Road to create a sense of place and to increase multi-mobility through updated traffic controls, wider sidewalks, protected Class IV bike lanes, and on-street parking. The Specific Plan also includes an Implementation Plan that identifies the action steps, funding needs, and financing mechanisms to achieve the vision set forth in the plan.

The following comments provided in this document represent consolidated feedback on the draft Campo Road Corridor Revitalization Specific Plan published on the County's website on October 7, 2021 and staff's response to those comments. Revisions made to the Specific Plan subsequent to public comment are denoted in the response and are categorized with a Y in the Change Made with a corresponding page reference column.

As a variety of viewpoints, opinions, and preferences were received for various topics during public review and in meetings with stakeholders, revisions to the Specific Plan were made in an effort to balance these comments to achieve the vision outlined by the community throughout this process. Staff will continue working with the community in the future to address questions and comments that were received on topics outside of the scope of this project.

For any questions related to this project, please contact Mike Madrid at michael.madrid@sdcounty.ca.gov.

Topic	Consolidated Comments Received	Dept Coordination	PDS Response	Change Made to Plan?	Section
Bike Lanes	Areas around Campo Road are hilly, and there are few bicyclists that ride their bikes on Campo Road today. Polls taken at previous outreach meetings show that residents are least interested in having bike lanes on Campo Road.	DPW	<p>During several outreach efforts with the community throughout the development of this Plan, responses came back with comments wanting safer bike lanes for the area.</p> <p>Through improving bicycle facilities and creating a safe route on Campo Road, ridership is anticipated to increase. Campo Road is a designated bike route in the County Active Transportation Plan. The dramatic increase in electric bicycles, scooters, wheels, and micro transit in recent years is increasing ridership and range with the ability for greater speed and hill climbing. San Diego County Bicycle Coalition and Circulate SD both support bicycle circulation through the corridor.</p> <p>This Specific Plan is funded by the SANDAG Smart Growth Incentive Planning grant, which funds planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. These smart growth strategies are best utilized in this area along Campo Road. Making Campo Road more walkable and bikeable will allow for more options for residents in the area to move through the Corridor.</p> <p>This Specific Plan is a visionary document, the intent of which is not to shift 100% completely from cars to bikes, but to create a Corridor that is safe, convenient and attractive to all modes of transportation.</p>	Y	All
Bike Lanes	Buffered bike lanes located next to moving car traffic are more dangerous for cyclists since cars frequently park illegally within these areas or use them illegally as an additional car lane. In order to better align with Vision Zero and have a bike lane that is safely usable by eight year old's all the way to eighty year old's, the bike lane should be located between the sidewalks and parking for cars.	DPW	Protected Class IV protected bike lanes or "cycle tracks" have replaced previously proposed Class II bike lanes that were a part of the roadway separated by line delineations. This will encourage cyclists of all ages and skill levels to utilize Campo Road for movement through the Corridor.	Y	All
Bike Lanes	Why are buffered bike lanes proposed in favor of a sharrow? Should other routes i.e. Delores, Kenora and San Juan be used as (alternate) parallel primary bike routes, as the bike facilities consume a large amount of available travel way on Campo Road.	DPW	The use of protected Class IV bike lanes through Campo Road provides more safety for cyclists of all ages and skill levels than sharrows. By placing the bike lane away from the moving traffic on Campo Road, the bike lane becomes more inclusive and inviting to all, while offering additional modes of transportation through the Corridor.	N	n/a

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CEQA	Why was an EIR not conducted for this project?	PDS	<p>This Plan proposes development that is equal to, or less impactful than the land uses analyzed and approved as a part of the 2011 GP and therefore an EIR was not necessary. An Addendum to the General Plan's (GP) Environmental Impact Report (EIR) has been prepared for this project.</p> <p>The General Plan's EIR anticipated more development along Campo Road than currently exists in the Corridor. The Specific Plan's updated uses, development standards and parking ratios allow Campo Road to be built out to the density envisioned by the GP's EIR. The development scenarios show that the expansion of development opportunity falls within what was already evaluated in the 2011 EIR and therefore a new EIR is not required.</p> <p>This development scenario section of the Specific Plan has been updated to better reflect the analysis completed including describing the methodology used to formulate the development scenarios which were informed by community input and best practice research. Further EIRs will be required by CEQA if proposed projects have impacts that are anticipated to be significant past what the GP EIR has identified.</p>	Y	2
Character	Gateways like the (the Kenwood entry Gateway Features) appear to be too small and underwhelming. The corridor should be three specific districts, due to the difference in lot size between the parcels in the center of Campo Road and those to the east.	n/a	<p>The Gateway District is intended to generate a distinctive entrance to the Corridor that includes welcoming entry features at the two ends of the Campo Road Corridor. These Gateway Districts, along with the Main Street District, accomplish the goals and vision of the Specific Plan.</p> <p>The rendered images of the gateway features shown in the Specific Plan are concepts, and do not reflect actual signage, art or monuments being proposed. A non-profit organization or a Business Improvement District will work with the County to propose designs and raise capital for these features. These improvements are still meant to be positioned either on the front of private property if feasible, or within the public right-of-way.</p>	N	n/a
Character	A clarification was requested that that ground floor windows not contain reflective coatings or other obscuring.	Zoning	This change has been made to the document.	Y	3
Character	The addition of "...or signs of any type" was requested to the items that should not block views into and out of ground floor commercial spaces. This happens all over CDO today and is a problem.	Zoning	Signs have been added to this list.	Y	3
Document Clarity	Comments were received identifying words difficult to read, labels covered by other items on figures, a broken hyperlink, organization of tables or figures, and printing errors in the PDF version.	n/a	These corrections have been made to the document.	Y	All
Community Programs	Explore combining programs/resources with Spring Valley Academy. Some ideas include: shared library, shared tennis courts/pickle ball courts, community pool, auditorium, health center, community school volunteer programs, etc.	Parks	<p>A Multiple Services Government Facility is being planned in the area just west of the parking lot that spans between Campo Road and Spring Valley Academy. This project is planned to include a Community Center, recreational and library facilities (that will replace the existing Casa De Oro branch) and will be located directly adjacent to Spring Valley Academy and walking distance from Santa Sophia Academy.</p> <p>Staff has been in constant communication with both the Department of Parks and Recreation, Libraries, as well as with both schools to ensure the Specific Plan identifies this project as a future community space and connection from Campo Road.</p>	Y	2

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Emergency Services	Campo Road is a main route for emergency vehicles, The needs of fire and ambulance access should take priority.	Sheriff County Fire San Miguel Fire DPW	Staff has met with the San Diego Sheriff Department, the San Diego County Fire Protection District, and the San Miguel Fire Protection District in order to develop a roadway concept that would facilitate emergency response.  The Specific Plan proposes intermittently rolled curbs and/or painted medians to allow for better emergency vehicle access and area for response staging without disrupting traffic in the travel lanes, and while accommodating Class IV bike lanes.	Y	All
Flood Control	The Spring Valley Creek should address excessive water flow that occurs through Casa De Oro resulting from rain in a short period of time.	DPW	Staff has been working closely with Staff at the Department of Public Works (DPW) to coordinate and prioritize stormwater improvements in the area. These efforts overlap with the Specific Plan goals, and feedback from DPW has been integrated in the configuration of the streetscape.  Prior to developing final designs for Campo Road, preliminary engineering studies will be completed including flooding and drainage studies.  The County has already assessed this area for potential future flood control improvements, and a preliminary cost estimate has been included in the Specific Plan.	Y	4
General	How will this plan affect me?	n/a	The Specific Plan has been updated to include additional clarification as to where the objective development standards and design guidelines apply, adding additional narrative in the introduction of the document. The answer to "How does this plan affect me?" has been included on the first page to clarify the boundary of the Specific Plan area, as well as how the standards are applied.	Y	1
General	Does this plan take into account the needs of the community?	n/a	The feedback we've received through the robust public outreach efforts for this Specific Plan have informed decisions made in the document throughout the entire process.  Items such as updating development standards, providing additional on-street parking options, and strategies to create a safer environment on Campo Road are all comments Staff has received in outreach events, phone calls, and conversations with stakeholders in the area, and are included in the Specific Plan.	Y	All
Housing	Emphasis should be placed on residential development focused on inclusionary type housing, and development of all affordable housing. There should be restrictions on affordable housing units being short-term rental properties. Will the residential rent or selling price be required to be kept affordable or any regulation of this for the residential areas created?	PDS	The draft Specific Plan proposes residential uses to be allowed along Campo Road and will provide for more diverse types of housing by allowing first floor residential. Whereas, current zoning only allows for a two-story vertical mixed-use structure with ground-floor commercial and residential units above, which limits the type, affordability, and development feasibility of housing along the Campo Road Corridor.  The Specific Plan area is subject to Senate Bill 35, which allows development projects that provide a certain minimum amount of affordable housing to be approved through a ministerial process provided they comply with any applicable objective design standards.  The Specific Plan establishes objective design standards, which implement the community's vision of having a vibrant and welcoming community while also encouraging private investment through expedited development review and the production of affordable housing units.	N	n/a
Implementation	Consideration should be made for Casa De Oro to be a Business Improvement District	PDS	A Business Improvement District is an identified financing mechanism of the Specific Plan, Implementation Plan. The boundaries of a future BID would be determined by the participating businesses and would not be precluded by the Specific Plan.	N	n/a

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Implementation	It seems unrealistic that private development can fund its own needs, plus the new internal roadways, plus the community facilities, as well as Campo Rd improvements.	n/a	Additional funding through a BID, CFD or grant funding in addition to development fees are anticipated to be used in order to fully build out the public improvements included in the Plan. Multiple funding sources are outlined in Chapter 4.	N	n/a
Implementation	Who is envisioned to fund the formation of a BID or CFD? What does the County plan on using these funds for? Describe in the Specific Plan how the CDBG and ATP programs work and who applies.	n/a	Funding sources for the creation of a CFD are varied and can come from several different entities. As various processes can change over time, the Specific Plan looks to identify different potential funding sources to give a high-level overview of the different programs, as they are subject to change after the Specific Plan is adopted.	N	n/a
Land Use	Is this eminent domain? Is the entire road being rezoned? Will all the business have to relocate?	n/a	The Specific Plan is a policy document. It does not propose eminent domain. Properties along Campo Road and within the Specific Plan boundary will be rezoned to S88 (Specific Plan Area), and future development will be subject to the uses and standards provided in this Specific Plan document.  The intent of the Specific Plan is to support new investment as well as existing businesses currently on Campo Road. Businesses on Campo Road will not be required to relocate. The configuration of Campo Road proposed in the Specific Plan is conceptually designed to fit within the public right-of-way, not requiring any private land dedication in order to fit any of the features presented in the Plan document.	N	n/a
Land Use	Clear regulations are needed on what types of business are allowed and amount of uses like liquor stores, massage parlors or smoke shops allowed	Zoning	The permitted uses identified in the Specific Plan were developed through extensive outreach with the community. The Specific Plan is designed to facilitate investment in new uses and developments to create a main street environment, as well as supporting existing permitted businesses currently on Campo Road. The traditional development patterns with mixed-use buildings and active street frontages around the full perimeter of the block will create a greater level of observation and public safety that are important in attracting allowed uses that cater to diverse populations and ages.	N	n/a
Land Use	How was the Specific Plan Boundary determined?	Zoning	The development standards included in the Specific Plan are geared toward making Campo Road and its intersecting side streets a more walkable and inviting space, and to encourage other modes of transportation through the corridor. The boundary was created to include the commercial activities along Campo Road, focusing on the Corridor one block north and south to propose a mixture of uses and transportation improvements to make Campo Road more accessible for everyone.  This Specific Plan is funded by the SANDAG Smart Growth Incentive Planning grant, which funds planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. These smart growth strategies are best utilized in this area along Campo Road. Making Campo Road more walkable and bikeable will allow for more options for residents in the area to move through the Corridor.	N	n/a
Land Use	How will the plan value the preservation and promotion of local character and ownership, emphasizing a strong presence of independent small business development.	Zoning	The Specific Plan has been drafted with the intent of not only attracting new development and mixed-use structures to the area, but to also create opportunities for existing businesses within the Corridor to continue to operate and grow with the community. The Specific Plan identifies ways for property owners to continue operate existing businesses and to maintain, improve, and repair existing structures. The language in section 3.1.3 and 3.1.4 has been updated to reflect the Specific Plan's adherence to the Zoning Ordinance for updating, improving and repairing existing structures.  The Gateway District offers the ability to enhance the entrance to the Corridor by creating a sense of place and belonging for residents and visitors alike. This is primarily done by public realm improvements and signage.	Y	3

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Landscaping	The plan should include specific steps to consciously lower the temperature of the community, like planting new trees and preserving the existing large trees north of Campo Road. The Helix/Casa de Oro area is known for its mature trees.	n/a	Increasing landscaping along the road and adding more shade trees are proposed in the Specific Plan, including the large existing trees along the north side of Campo Road.	N	n/a
Landscaping	What is the benefit and cost impacts of the proposed central planted median as part of the Campo Rd. reconfiguration.	DPW Fire Sheriff	Proposals for planted medians have been replaced with nonplanted rolled curb median treatments being incorporated into the final conceptual road configuration.	Y	All
Landscaping	Edge friction can also be accomplished via building frontages and edges.	n/a	The Edge Friction section has been updated to mention this.	Y	2
Open Space	The plan doesn't show much walkable accessible green space in Casa De Oro. With added residential density the desire for access to such could lead to people driving for access to park-like amenities.	Zoning Parks	<p>Campo Road is the main area of publicly owned land that can be used as community space. The reconfiguration proposes wider sidewalks, a planted parkway including street trees, landscaped bulb outs and other pedestrian amenities that will create a more inviting, safe and accessible corridor. It is intended to become an amenity with new street trees and places for casual socializing.</p> <p>Small adjacent plazas and courtyards are encouraged on private property through the use of areas adjacent to the sidewalk and street areas that are not developed with buildings. An incentive program is proposed to encourage the creation of public green spaces as part of private development. Underutilized parking lots may also be reused and repurposed for temporary uses and community events.</p> <p>Connections to the future Multiple Government Services Facility, which will provide a community center and an updated County library branch has been identified in the Specific Plan, as well as Estrella Park to the north being identified as an additional resource for the community.</p> <p>The Class IV bike lanes will also provide safe alternatives for moving through the Corridor to these amenities for all.</p>	Y	2
Open Space	The Plan shows potential community spaces that would be great to have and are critical to having some form of community space within the commercial core. The downside is that each is largely at the mercy of private development economic interests and feasibility. Hopefully the size and costs of creating this space won't be too great for the Plan's overall net new development capacity.	Zoning	<p>Different development scenarios are provided in the Plan to show possible outcomes of future development. The more community spaces that are built by private developers within the corridor, the more square footage is left for the Corridor to develop.</p> <p>The Community Space Program allows for incentives such as additional height to encourage the integration of community space into developments along the Corridor.</p>	N	n/a

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Parking	Allowing new residential uses and buildings that can be built up to 2 to 5 stories will require more parking to accommodate the extra people this will bring. Adjacent neighborhood street may not be able to accommodate new uses.	Zoning	<p>Prior to the first draft of the Specific Plan, and before the onset of the COVID-19 pandemic, parking utilization surveys were completed as part of the traffic analysis conducted in 2019. The parking analysis revealed an underutilization of existing parking spaces, with only 45.7%, or 793 of the total 1,786 off-street parking spaces, being used at the busiest hours. Total surface parking area accounted for over 30% of the overall Specific Plan area and showed that the area has sufficient parking capacity.</p> <p>Based on this data, the Specific Plan provides a series of individual and cumulative parking requirement reductions. These reductions are intended to reduce the limitations for existing businesses, new commercial uses, and changes of uses, particularly for small lots. The Specific Plan also introduced approximately 150 on-street parking spaces, which can contribute to off-street parking minimum requirements.</p> <p>The Specific Plan aims to balance area parking needs with cyclist and pedestrian facilities and proposes on-street parking on Campo Road, which is not available today. The draft Specific Plan has been updated to clarify that residential projects will also be required to provide their required parking on-site.</p>	Y	2
Parking	Parking on Campo Road is needed. Why is back in parking being proposed?	DPW	<p>There have been studies done in areas where this type of parking has been implemented showing a large reduction of automobile accidents and improved cyclist safety. There are best practice case studies both within and outside of California including Tucson, and local examples of this style of parking on 25th Street in Golden Hill, Mission Bay Park in San Diego, and Mission Avenue in Oceanside. The current danger of angled parking on-street is not with the entering the space but leaving the space. Studies show that with head in parking driver visibility is lessened when entering oncoming traffic</p> <p>Back-in angled parking has been in use for decades in cities as large and diverse as Indianapolis, Philadelphia, and San Francisco, as well as in small cities like Birmingham, Syracuse, and Missoula. In each of the hundred-plus American cities using the strategy, crash rates had dropped, vehicle speeds were slowed, bicycling had increased, and parking supply had grown.</p> <p>Back-in parking allows the driver to see clearly while merging onto the road, as if making a right turn at a red light. Car doors open to block children and pets from running into traffic. Heading out of the space, drivers have a clear view of oncoming vehicles. The movement is same as parallel parking.</p>	N	n/a
Parking	The parking spaces should be able to be re-striped for both head-in and reverse-in w/out new or removing hard scape to adjust for future needs	DPW	Because of how these spaces are proposed to be built, angling the parking as either head-in or back-in is possible as part of final design and phasing. It is recommended that pilot improvements be implemented and refined before final hardscape improvements are installed, giving the opportunity for the community to use the back-in angled parking, and either keeping it throughout the Corridor or switching to front-in parking if the data supports doing so.	N	n/a

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Parking	Why does the Specific Plan allow for so many reductions of minimum off-street parking requirements? Will there be enough parking available for all of the different businesses the Specific Plan envisions?	DPW	<p>Currently, the parking analysis shows that there is an overabundance of parking. See the first Parking comment response above.</p> <p>The Specific Plan provides a series of individual and cumulative parking requirement reductions intended to reduce primary limitations for new commercial, uses, and change of uses, particularly for small lots, uses, and existing buildings. Each on-street parking space counts toward 1.5 parking spaces of the minimum off-street requirement due to their greater efficiency, visibility and accessibility, and for promoting safer and more attractive pedestrian and bike modes.</p> <p>In some jurisdictions, minimum parking requirements have been eliminated entirely, creating new opportunities for existing businesses and removing barriers to new businesses who may choose to locate elsewhere with more flexible development standards. Businesses can also provide more parking than the minimum on site if they feel it's necessary for their business.</p>	N	n/a
Parking	Will parking on Kenwood be impacted. Head in parking would be difficult to back out at morning Rush hour.	DPW	On-street parking is proposed in the Plan to be provided along Campo Road, concentrated between Bonita Street and Granada Avenue. No on-street parking on Kenwood is proposed.	N	n/a
Pedestrian Facilities	The Specific Plan should identify pedestrian routes connecting to the south across Kenora where multifamily housing is already located.	DPW	New driveway routes address pedestrian access from Campo Road to the north and south of the Specific Plan area, in addition to public paseos offered through the Community Space Program. Extensions of routes through the larger lots in the Specific Plan are shown as possibilities in the future based on redevelopment patterns.	N	n/a
Pedestrian Facilities	Will the ramps at intersections be ADA compliant?	DPW	The space provided in the utilization of the outside travel lane also allows enough distance to meet ADA slope requirements from street grade to sidewalk grade at mid-block entrances, and intersections at roundabouts, traffic signals, and two-way stops will feature ADA compliant facilities.	N	n/a
Process	How will the project review and compliance process be changed or enhanced under the new Plan, particularly with regard to Design Review? How will the Valle de Oro CPG be involved in this process?	n/a	<p>Projects that meet all of the requirements in the Specific Plan may be eligible for a streamlined process if the use is allowed, all objective development standards are met, in addition to not having any identified CEQA impacts, and the project is not utilizing the Community Space Program. If any of these criteria are not met, the project review process will operate as it does today, with referrals to the Valle de Oro CPG.</p> <p>This is intended to incentivize development on Campo Road, offering a more streamlined, predictable process for projects to move forward if they meet all of the applicable design and development standards included in the plan.</p> <p>The CPG will also play a role in the public projects for the beautification of Campo Road, including design and installation of the gateway features, review of public spaces designed for the Community Space Program, and public signage.</p>	N	n/a
Process	Offering some examples would help owners to better understand how the process will work for the types of smaller improvement efforts businesses may undertake like façade improvements, signs, etc.	Zoning	<p>Improvement processes for smaller projects like façade improvements and signage will follow what is prescribed in the Zoning Ordinance. All exterior building or site modifications are no longer proposed to require a Site Plan process, this section of the Plan has been updated.</p> <p>Ordinary repairs and alterations may be made to an existing structure provided that in any one year period the costs of the work shall not exceed 20% of the replacement valuation of the existing structure immediately prior to the repairs and/or alterations. If damage is caused by fire, wind, earthquake, flood or any other accidental causes outside the owner's control, this threshold is increased to 75% of the replacement valuation of the structure prior to the damage.</p>	Y	3

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Process	The Specific Plan states the new standards will be used to form a checklist for Site Plan process review. If the Site Plan process is exempted, would that mean there would no longer be a Design Review function?	Zoning	<p>If the Specific Plan is adopted, ministerial review checklists will be created to assist County staff in determining if all objective design standards have been met. If all the design standards are met, then no further design review will be necessary. If the objective design standards are not met, the project will be subject to standard site plan and design review processes.</p> <p>The Specific Plan design standards, were developed in collaboration with the community and stakeholders during the development of the specific plan, and align with the goals and vision expressed by the community while providing predictability for business owners and developers who would like to invest in redevelopment/new development along Campo Road.</p> <p>The Specific Plan area is also subject to Senate Bill 35, which allows development projects that provide a certain minimum amount of affordable housing to be approved through a ministerial process provided they comply with any applicable objective design standards.</p>	Y	3
Road Configuration	A road diet will bottle neck and create problems for those living, working or shopping here. Adding additional residential buildings will only add to the increasing traffic.	DPW County Fire San Miguel Fire Sheriff	<p>The traffic assessments and forecasts analyzed as part of the 2019 traffic study indicate that two lanes are adequate to accommodate existing and proposed trips. Campo Road west of Conrad Drive will remain as four lanes since the two signals at Conrad Drive and Kenwood Drive function together, and turn movements and volumes are best accommodated through traffic signals.</p> <p>The roadway between Conrad Drive and Granada Avenue currently utilizes only 76 feet of the 100-foot public right-of-way. The Specific Plan proposes the use of the entire 100 feet to provide one lane in each direction, intermittent rolled curb medians, angled parking, Class IV bike lanes, and wider sidewalks. The reconfiguration will also allow for on-street parking and pedestrian bump-outs at corners, which shorten pedestrian crossing distances and add room for street trees and landscaping.</p> <p>The goal of these features is to improve pedestrian and bicyclist safety through lowered vehicle speeds, reduced conflict points and accidents, and safer sidewalks and bike lanes for users of all abilities. Making walking and biking more accessible can help reduce vehicle miles travelled in individual vehicles as well.</p>	N	n/a
Road Configuration	<p>Is the extension of Delores St. west of Bonita St. feasible or practical? Is the alignment proposed to through existing businesses (Albertsons, Dollar Tree, Big 5 and the Grocery Outlet)?</p> <p>Creating the grid of 3 new north-south streets is unlikely and probably unnecessary from a pure vehicular circulation standpoint. These would also consume limited available development square footage and may well be too costly for net new development to support.</p>	DPW	<p>The traditional street grid proposed in the Plan is not intended to create dedicated public roads within the existing commercial parcels south of Campo Road. These internal circulation routes are proposed to provide additional vehicular circulation and to enhance pedestrian connectivity through these large parcels that currently have very little pedestrian connection.</p> <p>Inclusion of these internal circulation routes through the larger lots in the Specific Plan are shown as possibilities in the future based on redevelopment patterns. Showing the potential connections do not tie the parcels to develop exactly as they are shown in the Plan document.</p>	N	n/a



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Road Configuration	No vehicular access to businesses from Campo Road? All access will be from alleys and internal streets?	n/a	<p>This proposal is to reduce and consolidate the number of driveways (currently one every 50 feet along Campo), making the road safer for everyone. Intersections with key cross streets will remain, and access to on-site parking will be from these cross streets behind the buildings fronting Campo Road. Access to businesses will also be available through on-street parking provided directly on Campo Road, and through improved pedestrian and bicycle facilities alongside the road.</p> <p>The changes are planned to be a phased effort, with consolidation of driveways coming first, with other parts of the Plan occurring after, such as conversion of some intersections to roundabouts and the introduction of traditional gridded routes through the larger blocks.</p>	N	n/a
Road Configuration	How will on street parking be addressed with the addition of large bus stops?. Consider adding enhanced Bus Stops that stop (briefly) in the traffic Lane (very briefly)	DPW	Currently, buses stop in the right-most travel lane. While this stops one lane of traffic, Campo Road's second travel lane allows cars to go around. As the Plan proposes one lane in each direction, a bus stopping on Campo Road would completely stop travel for the entire road. Providing pull outs for buses allows safer boarding for passengers, and allows travel to continue no matter the duration of the stop for the bus. These areas also provide additional staging for law enforcement or emergency vehicles should the need arise.	N	n/a
Road Configuration	How does the Specific Plan address the intersection at Kenora and Kenwood where near accidents happen daily?	DPW	<p>Under existing conditions, after several site visits and reviewing the findings of the traffic study, left turns being made from Kenora onto Kenwood during peak travel times are very difficult. During the rest of the day, left turns can be made easily with little delay.</p> <p>The peak hour Kenora left turn condition is not anticipated to improve with or without the implementation of the Specific Plan's strategies. As additional traffic control at this intersection would be too close to the SR-94 on-ramp and the Campo/Kenwood traffic signal, the Specific Plan has been updated to mention that this left turn may need to be prohibited in the future to improve safety.</p>	Y	n/a
Road Configuration	How does the Specific Plan address the issues and needs of larger trucks that service businesses in the area? Have other routes (i.e. Kenora Dr) other than Campo road been considered to accommodate trucks and bikes?	DPW County Fire San Miguel Fire Sheriff	<p>The road configuration and intersection traffic controls, including roundabouts, proposed in the Specific Plan are designed to accommodate delivery truck and fire truck movements. Kenora Drive is not fully maintained by the County, and would require substantial improvements for delivery trucks to utilize this alleyway, and the County will continue to coordinate with the community regarding the usage of Kenora.</p> <p>The boundary for the Specific Plan was identified to focus on the existing commercial activities along Campo Road, as well as one block north and south to propose a mixture of uses and transportation improvements to make Campo Road more accessible for everyone. In order to provide this accessibility, the street has been conceptually designed to include all forms of transportation, while providing adequate space for delivery trucks and emergency vehicles to continue using Campo Road.</p>	N	n/a

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Roundabouts	Will roundabouts create more congestion in the area and cause more accidents? How safe are they for pedestrians?	DPW	<p>Roundabouts were evaluated for both capacity and delay. Even if fully built out, the total intersection delays to travel the length of the study area increase less than one minute during the AM and PM peak hours. That includes the addition of two new intersections. The traffic study conducted also shows that the flow and delays are more evenly distributed through the Corridor.</p> <p>Roundabouts function as left-turn lanes, facilitate U-turns, and eliminate cars crossing paths, and reduce the number of potential conflict points. The Federal Highway Administration states that roundabouts are safer than signalized intersections, reducing all types of accidents by 35%, injuries by 76%, and fatalities by 90%.</p> <p>While currently not common in San Diego, roundabouts are gaining in popularity and use in the United States. A prime example is Bird Rock in La Jolla, which features five roundabouts within a mile stretch of road. Landis Street in City Heights also features two roundabouts, on 41st and 42nd Street.</p> <p>While roundabouts are designed specifically to slow traffic and reduce potential conflict points, as motorists become more familiar with roundabouts, they will also become more comfortable using them in everyday travel.</p>	N	n/a
Roundabouts	Roundabouts seem to take up a huge amount of space . Will the traffic at the 5 way intersection at the eastern end of Campo Road continue to flow the same? Would the installation of a roundabout require removing local businesses to get the land needed? Will parking or retail space be impacted?	DPW	<p>The roundabouts within the Corridor are designed to fit within the existing public right-of-way, and will not require any businesses to be removed.</p> <p>The 5-way intersection at Campo Road and Granada Avenue shows some of the worst delays during peak hour, and the traffic study shows the roundabout would improve performance from a failing to an acceptable level of service at this intersection.</p>	N	n/a
Roundabouts	Would the use of roundabouts work if Campo Rd. remained 2-lanes in each direction?	DPW	The size of the roundabout would need to be widened, and additional private land would be required to fit in a 2-lane roundabout. The current one lane roundabout fits within the public right-of-way without needing private land to be dedicated to accommodate the roundabout. One lane roundabouts have also shown to shorten crossing distance for pedestrians, improving safety.	N	n/a