

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500, LOS ANGELES, CA 90013



May 1, 2026

ENVR 20260400020

Sean Moyott
Manager of Real Estate Assets
San Diego Metropolitan Transit System
1255 Imperial Ave, Suite 1000
Chula Vista, CA 92101

Re: E Street Affordable Component Transit-Oriented Development Project Disposition and, Development Agreement [SCH 2026041002](#) – *Notice of Exemption (NOE)*

Dear Sean Moyott,

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. The CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Notice of Exemption (NOE)* for the E Street Affordable Component Transit-Oriented Development Project Disposition and, Development Agreement. The San Diego Metropolitan Transit System (MTS) is the lead agency.

The project site is located at 750 E Street and 707 F Street, which consists of 10 acres of land east of the MTS E Street Blue Line Station and right of way (ROW). The site will include a mixed-use development consisting of 101 affordable residential units, 105 residential parking stalls, offices, hotel, retail, and 119 transit parking stalls.

The MTS Blue Line parallels the west side of the project site. The project site can be accessed from the north, which crosses at at-grade highway-rail crossing along the MTS Blue Line; [E Street](#) (DOT # 662161X, CPUC # 036-7.10). The project site can be accessed from the south, which crosses the MTS Blue Line; [F Street](#) (DOT # 662162E, CPUC # 036-7.40). Both the E Street and F Street at-grade highway-rail crossings consist of a 4-lane asphalt roadway with active railroad warning devices. The project site is within walking distance of the MTS Blue Line E Street Station, surrounding hotels and retail businesses.

The proposed project will increase the area with 101 additional residential units, 105 residential parking stalls, 119 transit parking stalls, retail businesses, offices, and possibly a hotel. With these improvements, the vehicular and pedestrian traffic can be expected to increase within the vicinity of the two at-grade railroad crossings. RCEB recommends the Project Team review the area and provide mitigations measures for the increase in vehicle and pedestrian activity, particularly the E Street crossing due to it being an arterial for the Interstate 5 egress and access. Mitigation measure can include, but are not limited to, pre-signals, automatic pedestrian gates, right-in/right-out configuration from the development, and additional lighting at the crossings. These measures can be accomplished through a capital project funded by MTS or a condition of approval for the development, and should also bring the crossings up to current standards and in compliance with ADA requirements.

Any proposed crossing modifications will require authorization from the CPUC through a [General Order 88-B request](#) and must also conform to the goals of the CPUC's Environmental and Social Justice

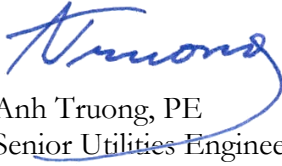
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Action Plan. This includes improving safety and access to transportation, improving local air quality and public health, and expanding outreach and public participation opportunities in disadvantaged communities. For more information, please visit <https://www.cpuc.ca.gov/esjactionplan>.

RCEB staff is available to discuss any potential safety impacts or concerns at the crossings and address any questions from the MTS.

If you have any questions, please at (415) 308-0533, or howard.huie@cpuc.ca.gov.

Sincerely,



Anh Truong, PE
Senior Utilities Engineer (Supervisor)
Rail Crossings Engineering Branch
Rail Safety Division

cc: State Clearinghouse, state.clearinghouse@opr.ca.gov
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