

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

April 3, 2020

Governor's Office of Planning & Research

APR 03 2020

STATE CLEARINGHOUSE

11-SD-15

The Junipers DEIR
SCH 2018041032

Ms. Sara Osborn
City of San Diego
1222 First Avenue MS 501
San Diego, CA 92101

Dear Ms. Osborn:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the Junipers development located near Interstate 15 (I-15). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with Caltrans' mission and state planning priorities.

Previous coordination with Caltrans has identified the required forms and appropriate engineering documents required to process an encroachment permit for The Junipers development project. Please clarify and incorporate the comments below:

As described in the project description 2.2 and shown in Figure 15-1 of the February 2020 Traffic Study, please ensure that the proposed right-turn in only lane from Carmel Mountain Road onto the project site, meets all Caltrans standards and is included with the City's final conditions of approval for the Junipers development.

Traffic

Please refer to Caltrans 2018 Standard Plan A87A and the 6th Edition Highway Design Manual, (HDM) Section 303.2 and Table 303.1 for the proposed raised median within Caltrans right of way. Please call out the proposed raised median curb type on the VTM sheet C4 cross section of Carmel Mountain Road.

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A Permit Engineering Evaluation Report (PEER) should be prepared when new operating improvements are constructed by the permittee that become part of the State Highway System. These include but are not limited to, signalization, channelization, turn pockets, widening, realignment, public road connections, and bike paths and lanes. After approval of the PEER and any necessary supporting documents, an encroachment permit may be issued. Please find the attachment of the PEER application form.

The driveway and sidewalk along the proposed project need to comply with all ADA requirements. Please refer to:

- The 6th Edition Highway Design Manual: September 22, 2014 Index 105.2 Sidewalks and Walkways and Index 105.4 Accessibility Requirements.
- Caltrans 2018 Standard Plans A87A, Curbs and Driveway.
- Design Information Bulletin (DIB) 82-06.

Multimodal

Caltrans is agreeable to the proposed 6' bike lane with 2' buffer on Carmel Mountain Road to enhance the biking experiences as identified in the San Diego Association of Governments (SANDAG) Riding to 2050, the San Diego Regional Bike Plan, as well as the City of San Diego Bicycle Master Plan.

Please consider the signing/striping items that are included in the PDF attached. Please note that the recommendations are conceptual, not to scale, and may need modifications as the developer works on the corresponding engineering plan sheets. Additionally, the complete streets improvements shown on the PDF attachment align with Caltrans, City of San Diego, and SANDAG best practices for bicycle and pedestrian improvements and should be implemented with this project.

Design

In reference to Sheet C4 Tentative Map (February 2020), a design standard decision document (DSDD) will be needed for a sidewalk width that is less than 6 feet, which is the standard in the Highway Design Manual (HDM) 105.2.

A proposed curb was called out as Type H, which in the Caltrans Standard Plans used for bridges, but is being used on the proposed roadway improvement. Please clarify.

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The proposed grading within the State Right of Way (R/W) does not comply with the Project Development Procedures Manual Chapter 17, Non-Utility Encroachments Within Access Control R/W. The project would need to demonstrate why grading features cannot remain within their own property. It is prohibited by the Encroachment Policy stated above, and if an exception is requested, the project team would need to document all other options and justify why grading into the right of way is the only viable solution. [NOTE: Headquarters Caltrans and Federal Highway Administration (FHWA) would be involved in considering an exception along an interstate freeway] Please clarify.

Right-of-Way

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 California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies.

Caltrans Permits Office Link

<https://dot.ca.gov/programs/traffic-operations/ep>

If you have any questions, please contact Roger Sanchez-Rangel, of the Caltrans Development Review Branch, at (619) 688-6494 or by e-mail sent to roger.sanchez-rangel@dot.ca.gov.

Sincerely,

Maurice Eaton

Maurice Eaton, Branch Chief
Local Development and Intergovernmental Review Branch