

# Comments Letter B

# Response to Comments Letter

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**  
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October 6, 2014

11-SD-76  
PM 27.9  
DEIR August 2014

Mr. Larry Hofreiter  
County of San Diego, DPLU  
5510 Overland Avenue  
San Diego, CA 92123

Dear Mr. Hofreiter:

The California Department of Transportation (Caltrans) reviewed the Draft Environmental Impact Report (DEIR) dated August 2014 for the Shadow Run Ranch project to be located north of State Route 76 (SR-76) and Adams Drive. Caltrans would like to make the following comments:

## Traffic Operations:

- Synchro files are needed for complete review. Queue length analysis/calculations are needed for each of the proposed left turn pockets at the new project entrance. 1
- This segment of SR-76 does not have the center median. All proposed left turns on this highway segment need to have proper approach/bay taper according to HDM Sect. 405.2 (b). 2
- Appendix H, Conceptual Layout shows 4ft for outside shoulder. Standard 8ft outside shoulders are required for all new widening in this area. 3

## Hydraulics General Comments:

- Caltrans will not be held liable for any damages that may occur due to changes that may be made to the design after approval of the Shadow Run Ranch development. Grading for this proposed project which would modify existing drainage and increase runoff to State facilities will not be allowed. 4

## Hydraulics Specific Comments:

- Identify the existing bridge as "Frey Bridge" in the report. 5
- Include equations used.
- Include discussion of assumptions and justifications.
- Provide an enlarged view of the Pre-Development Hydrology Map of Basins 1 and 2 (similar to Exhibit B).
- Provide map showing sub-areas delineated for each soil group (A<sub>i</sub>) as back-up for "Decimal fraction soil group..." inputs and CN calculations.
- Provide a printout of the HEC-HMS Input information. These are typically available in the .met, .basin, etc files.
- Exhibit B: The Basin boundaries are unclear. Provide colored maps.
- Please provide a table that lists which sub basins belong in Post\_Development Basin 1, Basin 2, and Basin 3.
- Please provide a signed copy of the Final Drainage Report with full sized map exhibits along with the DEIR CD for our records.

1. The County concurs with the comment. Pursuant to the email correspondence received from Jacob Armstrong of Caltrans on October 16, 2014, Synchro or a similar file type and queueing length analysis for each left turn pocket at the new project entrance will be provided during Caltrans' final design/permit review procedure at the final map stage of processing. No changes were made to the DEIR documentation as a result of this comment.
2. The County acknowledges the comment that no center median is present. Sheet 4 of the Tentative Map, showing the Preliminary Striping Plans and Road Improvement for SR-76, did not show a center median. The Project will comply with Caltrans standards as related to proper approach and bay taper, as provided in HDM Section 405.2 (b). The change does not affect the analysis in the DEIR. No changes were made to the DEIR documentation as a result of this comment.
3. The County concurs with the comment. Eight (8) foot wide shoulders have been shown on Sheet 4 of the Tentative Map. The additional footage occurs within the Caltrans right of way and no new impacts resulted from the change. The changes can be reviewed on the Tentative Map, Sheet 4. No changes were made to the DEIR documentation as a result of this comment.
4. The comment is acknowledged. There will be no increase in post development runoff, as demonstrated in the drainage study and hydro-modification report (DEIR Appendices Q and R respectively) indicating detention/hydro-mod basins will be used to prevent this effect. No changes were made to the EIR documentation as a result of this comment.
5. Pursuant to the email correspondence received from Mr. Jacob Armstrong of Caltrans on October 16, 2014, the information requested in the bullet item list contained in this comment will be provided during Caltrans' final design/permit review procedure at the final map stage of processing. The design elements listed pertain to final engineering for the Project and will be incorporated during the Final Map phase of the project. The items listed in the comment do not affect the analysis that is contained in the DEIR. No changes were made to the DEIR documentation as a result of this comment.

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### Noise:

- Noise easement is relying on the vegetation providing noise attenuation, studies have shown that the vegetation has to be sufficiently dense and FHWA/Caltrans does not suggest using vegetation as a noise attenuation measure. 6
- Caltrans will not be held responsible for any noise impacts to this development. If there is a noise impact, the developer has the responsibility to provide mitigation. 7

### Biology:

- Impacts to waters of the U.S. and state within Caltrans Right of Way (R/W) are anticipated. The applicant will be required to apply for 404/401 permits and 1600 streambed alteration agreement prior to Encroachment Permit approval. 8
- Biological impacts anticipated within Caltrans R/W include impacts to coast live oak woodlands, coastal sage scrub, and field/pasture. Proposed mitigation for these impacts appears to be sufficient. 9

### Cultural Resources:

- Cultural or paleontological resources are not expected within Caltrans right of way. During the Encroachment Permit review, a Screened Undertaking would be prepared to address impacts within the Caltrans right of way. 10

### Encroachment Permit General Comments:

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. 11

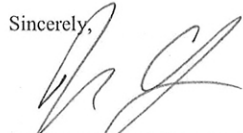
As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies. If these materials 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. 12

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. 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. 13

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. 14

If you have any questions, or require further information, please contact Trent Clark, at (619) 688-3140 or email at Trent\_Clark@dot.ca.gov.

Sincerely,



JACOB M. ARMSTRONG, Chief

## Response to Comments Letter

- Vegetation is not being used as a noise attenuation measure. Noise attenuation from the grove was only utilized as a calibration factor in the existing conditions and development of the potential contours. Noise mitigation is based on the effect of noise without attenuation from the grove. No changes were made to the DEIR documentation as a result of this comment.
- The County appreciates with the comment. Potential noise impacts resulting from the Proposed Project and proposed mitigation are described in Chapter 2.8 of the DEIR. No changes were made to the DEIR documentation as a result of this comment.
- The County concurs with the comment. The DEIR discloses all potential biological resources impacts and proposed mitigation in Chapter 2.4 of the DEIR. No changes were made to the DEIR documentation as a result of this comment.
- The County acknowledges the comment. The DEIR discloses all potential biological resources impacts and proposed mitigation in Chapter 2.4 of the DEIR. No changes to the DEIR are needed as a result of the comment.
- The County acknowledges the comment that a Screened Undertaking would be carried out as part of the encroachment permit process. Pursuant to the email correspondence received from Jacob Armstrong of Caltrans on October 16, 2014, this would be provided during Caltrans' final design/permit review procedure at the final map phase of processing. No changes were made to the DEIR documentation as a result of this comment.
- The County acknowledges the comment that review that, following the potential approval of the FEIR and associated County entitlements, an encroachment permit will be required prior to project construction activities within the Caltrans right of way. No changes were made to the DEIR documentation as a result of this comment.

12. The County acknowledges the comment. As previously stated in Response 11, the project will need to complete processing of the applications under the County's jurisdiction prior to applying for an encroachment permit with Caltrans. If successful, the project applicant will include a certified Final EIR when application is made for an encroachment permit. The DEIR has analyzed all potential impacts and has provided proposed mitigation measures. No changes were made to the DEIR documentation as a result of this comment.
13. The County acknowledges the comment that engineering documents drawn to Caltrans specifications will be required for an encroachment permit. No changes were made to the DEIR documentation as a result of this comment.
14. The County appreciates the referral for additional information should it be required. No changes were made to the DEIR documentation as a result of this comment.