



County of San Diego

Richard E. Crompton
DIRECTOR

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 410
SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212 FAX: (858) 694-3597
www.sdcounty.ca.gov/dpw/

November 7, 2017

Ronald Ashman, R.C.E.
5173 Baltimore Drive
La Mesa, CA 91942

REQUEST FOR EXCEPTIONS TO PUBLIC ROAD STANDARDS –24 LOTS AND A REMAINDER LOT LOCATED IN THE UNINCORPORATED PORTION OF SAN DIEGO COUNTY WITHIN THE LAKESIDE COMMUNITY PLAN AREA, PDS2014-TM-5582

Dear Mr. Ashman:

County of San Diego (County) Department of Public Works (DPW) has reviewed your request for a design exception to County Public Road Standards (Standards) dated December 5, 2014 and March 1, 2016. The request is to reduce the minimum design speed to allow a shorter crest vertical curve length on the fronting Residential Collector Road, Lemon Crest Drive. Table 2B of the County of San Diego Public Road Standards requires a minimum design speed of 30 MPH for Residential Collector road classification. The request is to reduce the minimum design speed on Lemon Crest Road to approximately 25 MPH to allow a 250 feet vertical curve length on that road.

The request is also to shift the centerline of the proposed improvements on Lemon Crest Drive toward the project side and to construct an interim public road standards with a minimum of 28 foot of pavement. Face of the curb for the proposed interim road, Lemon Crest Drive, shall be located twenty feet from the centerline.

DPW has reviewed and hereby approves your request for modification of the above mentioned Standards. County staff assessed the appropriateness of the request and found it to be consistent with the current classification of the public road. The proposed exception will not adversely affect the roadway capacity nor the safety of the road users.

REQUEST FOR EXCEPTIONS TO PUBLIC ROAD STANDARDS – 24 LOTS AND A
REMAINDER LOT LOCATED IN THE LAKESIDE COMMUNITY PLAN AREA, PDS2014-
TM-5582

If you have any questions or need additional information related to this request, please
contact Ed Sinsay, Land Development (LD) Manager at (858) 694-2486 or by e-mail at
Edwin.Sinsay@sdcounty.ca.gov.

Sincerely,



DEREK R. GADE, P.E., Assistant Director
Department of Public Works

EMS:TG

cc: PDS2014-TM-5582 file

Attachment

REQUEST FOR EXCEPTIONS TO PUBLIC ROAD STANDARDS – 24 LOTS AND A REMAINDER LOT LOCATED IN THE LAKESIDE COMMUNITY PLAN AREA, PDS2014-TM-5582

NATURE OF REQUEST

Departments of Public Works (DPW) and Planning & Development Services (PDS) have reviewed your request for a Design Exception to County Public Road Standards (Standards) to allow reduction of the vertical design speed for a Residential Collector Road to approximately 25 MPH and to allow for a 250 foot crest vertical curve length on Lemon Crest Drive. The request is also to shift the centerline of the proposed improvements along Lemon Crest Drive toward the project side and to construct interim public road standard with minimum of 28 feet pavement.

BACKGROUND:

The project is a proposed 24 lot Residential and a remainder lot Tentative Subdivision Map over 15.1 acres of land, APN 394-290-28-00. The project site is located along Lemon Crest Drive in the Lakeside Community Plan Area, within unincorporated San Diego County. Access would be provided by a private easement road connecting to Lemon Crest Drive.

Applicant's request is based on the following:

1. Building the road to standard design speed will result in lowering the existing crest vertical curve by about seven to eight feet. This will necessitate rebuilding the existing driveway connections on the north side of Lemon Crest Drive at grades steeper than what is allowed by current County Code and Fire District requirements.
2. Sight Distance will also be an issue if the road is lowered to meet Public Road Standards.
3. Lastly, building the road to standard design speed will necessitate relocation of existing water and gas mains and their service connections which will create an unfair financial burden for the proposed project.

PROJECT MANAGEMENT TEAM REVIEW:

It is recommended that the Director of Public Works support this request. Decision is based upon the following:

1. County of San Diego Traffic Engineer has reviewed the request and has no objection.
2. PDS Project Planning Manager concurs with the applicant's request.


RECOMMENDATION:

Support the requested design exception to waive Modify Public Road Improvements.

Request Recommended / Not Recommended:

 Date: 11/17/17
Edwin M. Sinsay

Request Recommended / Not Recommended:

 Date: 11/07/17
JARRETT RAMAIYA

DEPARTMENT OF PUBLIC WORKS

Request for an Exception to a Road Standard and/or Modification to Project Conditions

Project Number: PDS-2014-TM-5582

Date of Request: 12-5-14

Project Location: 12361 LEMON CREST DRIVE, LAKESIDE

Thos. Bros. Map/Grid: 1232 A-5 APN: 394-290-28-00

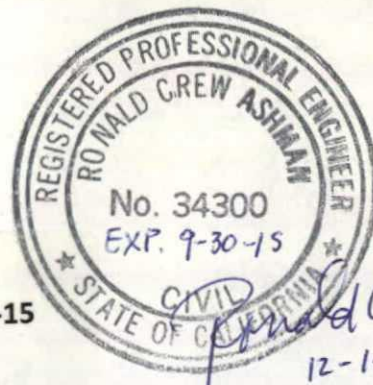
Requester Name: Crew Engineering and Surveying for

Telephone: (858) 571-0555

Address: 5725 Kearny Villa Road, Suite D, San Diego, CA 92123

Requested Exception/ Modification (attach engineering sketches showing existing layout, details and notes): Reduce the vertical design speed suggested in table 2B of the County of San Diego – Public Road Standards for a Residential Collector, 30 mph, to approximately 25 mph to allow for a 250 foot crest vertical curve for Lemon Crest Drive as it goes Easterly along the project frontage before descending towards Julian Avenue (passing by Lemon Crest Elementary School). See exhibits A and B. NOTE: Based on stopping sight distance per CALTRANS Highway Design Manual, Fig. 201.4, Stopping Sight Distance on Crest Vertical Curves.

Reason for requested Exception/ Modification (provide attachment if additional space is required): The existing partially improved public road, Lemon Crest Drive, fronting this project along the North side is improved with 2 lanes and a DG path along the south edge of pavement. The existing vertical alignment was analyzed and consists of an approximate 250 foot vertical curve, with a change of grade of approximately 16%. This suggests a design speed of about 25mph. There are 4 existing single family residences with driveway connections to Lemon Crest Drive on the opposite (North) side of the project frontage. There are 2 driveway connections to Lemon Crest Drive immediately abutting the project site on the West side and a very low volume private road (serving 3 existing single family residences) immediately abutting the project on the East side. Just past this private road is the Lemon Crest Elementary School property, also on the South side of the public road. Please note, recent bond project improvements to this school have resulted in partial public street improvement very proximate (20'±) to the project site. The County of San Diego Public Road Standards for a Residential Collector (non mobility element) public road suggests a 30 mph design speed which would result in lowering the exiting crest vertical curve by about 7 or 8 feet (max). See exhibit A. This would necessitate the relocation of existing water mains and gas main and service connections at a substantial expense. More of issue, it would require rebuilding driveway connections on the North side of Lemon Crest Drive at grades steeper than allowed by current county and fire district codes (20% max.).



SDC PDS RCVD 01-08-15

TM5582

List alternatives that could mitigate the requested Exception/ Modification (attach engineering sketches showing the proposed layouts, details and notes): Lemon Crest Drive could be constructed to a 30 mph design speed which would necessitate an approximately 450 foot long crest vertical curve which would result in lowering the crest by about 7-8 feet, then tapering to match existing (see exhibit C). Due to the existing steep sloping driveways abutting the North side of Lemon Crest Drive it would be necessary to move the centerline approximately 40 feet into the project site to allow adequate length to reconnect those existing driveways given current County and fire district standards (20% max. grade). This creates an unfair burden on the project to accommodate the adjoiners improvements that were permitted and installed when the ultimate Lemon Crest Drive was apparently anticipated to be built to a 25 mph standard. The existing utilities in the road would need to be relocated horizontally and vertically (water and gas). It should be noted that an elementary school exists immediately East of the project site at the bottom of the hill. Building to a faster design speed would have the unfortunate effect of removing the traffic calming effect the existing crest vertical curve provides this neighborhood. The topography should be given added consideration in this setting. The existing traffic warning features for eastbound traffic approaching the crest vertical curve should remain in place.

Describe the hardship(s) to the property owner(s) and/or neighbor(s) if the request is not approved (see note 3. on reverse): An extensive analysis and consideration was given to the existing public road facility, in this setting, before proposing the solution contained in the project graphics and description. The offered solution, to maintain a 25 mph design speed, will still necessitate moving the centerline and improvements approximately 10 feet into the project site (beyond the typical 30 foot half width that the County Road Policy states is the project responsibility). The offered solution will remove and replace the entire road pavement surface along the frontage, not just the half width. Absent this allowance additional grading, export, utility relocation, loss of analysis and predesign time and land value loss will result. I opine that community opposition will arise if it is disclosed that prevailing traffic speed will likely increase by accommodating a higher design speed. That will create a burden on the project proponent that is arbitrary and ultimately unnecessary. A speed survey was conducted (see attached exhibit D) which indicates the current prevailing peak hour speed is around 30 mph, which is faster than the existing design speed of this partially improved road. The offered solution should yield approximately 200' stopping sight distance on horizontal curves (150' stopping sight distance on crest vertical curve) for eastbound traffic approaching the proposed project entry. This is adequate to the 25 mph standard. The length of the vertical curve, 250' existing is adequate for 25 mph. 30 mph would require 450'.

Provide Design and Cost Estimate for meeting the Condition (see note 3. on reverse):

Please see the attached exhibit E which is a detailed analysis of the estimated cost of the improvements to create the proposed solution (25 mph design speed). Also is an estimate of additional costs which would result from a 30 mph design speed improvement.

TOTAL ADDITIONAL

Approximately \$ 232,230.00

PROJECT TOTAL (PROPOSED AND ADDITIONAL)

Approximately \$ 492,230.00

VERTICAL CURVES

$$\frac{H}{V} = \frac{1'' = 40'}{1'' = 8'}$$

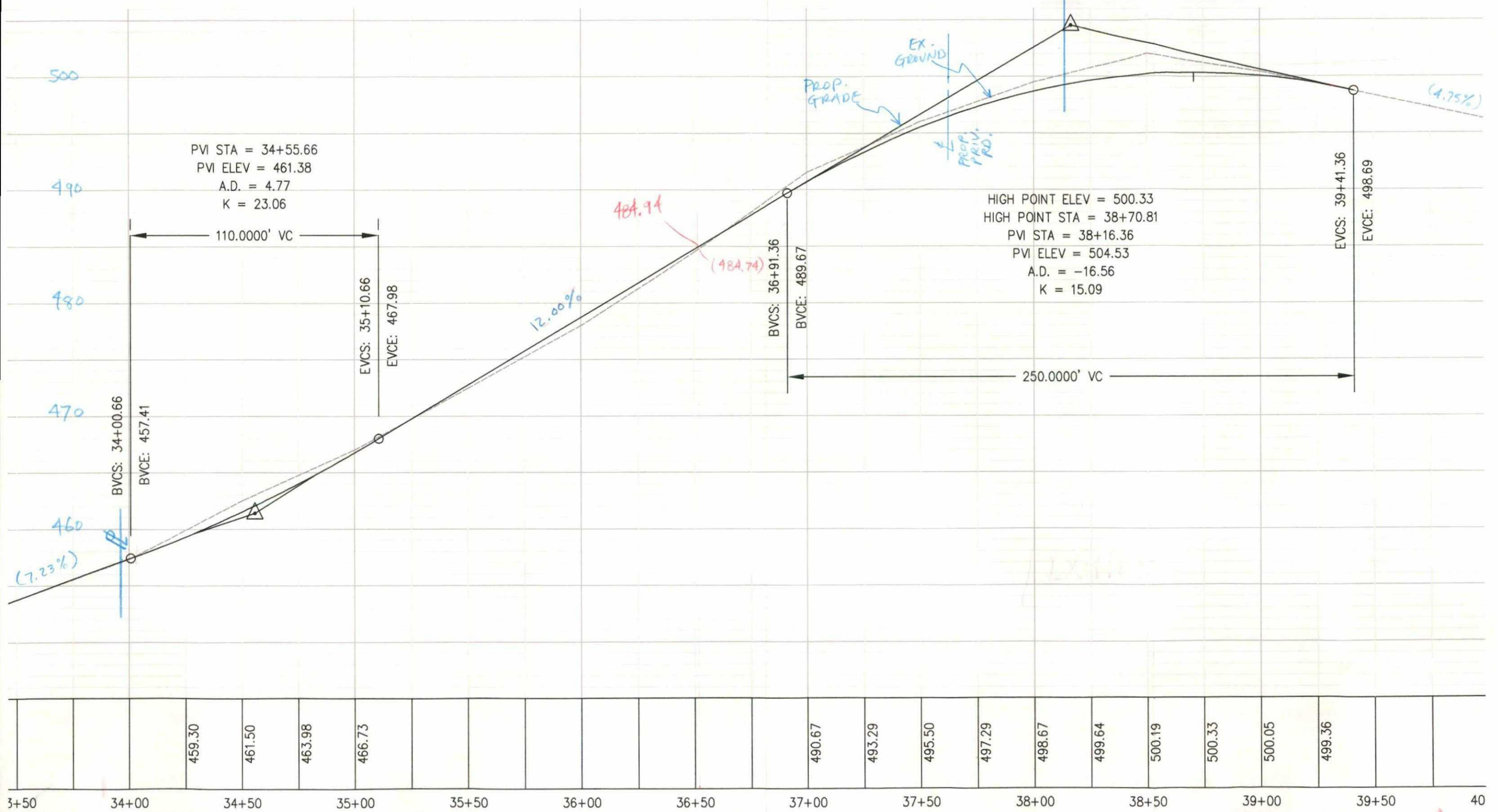
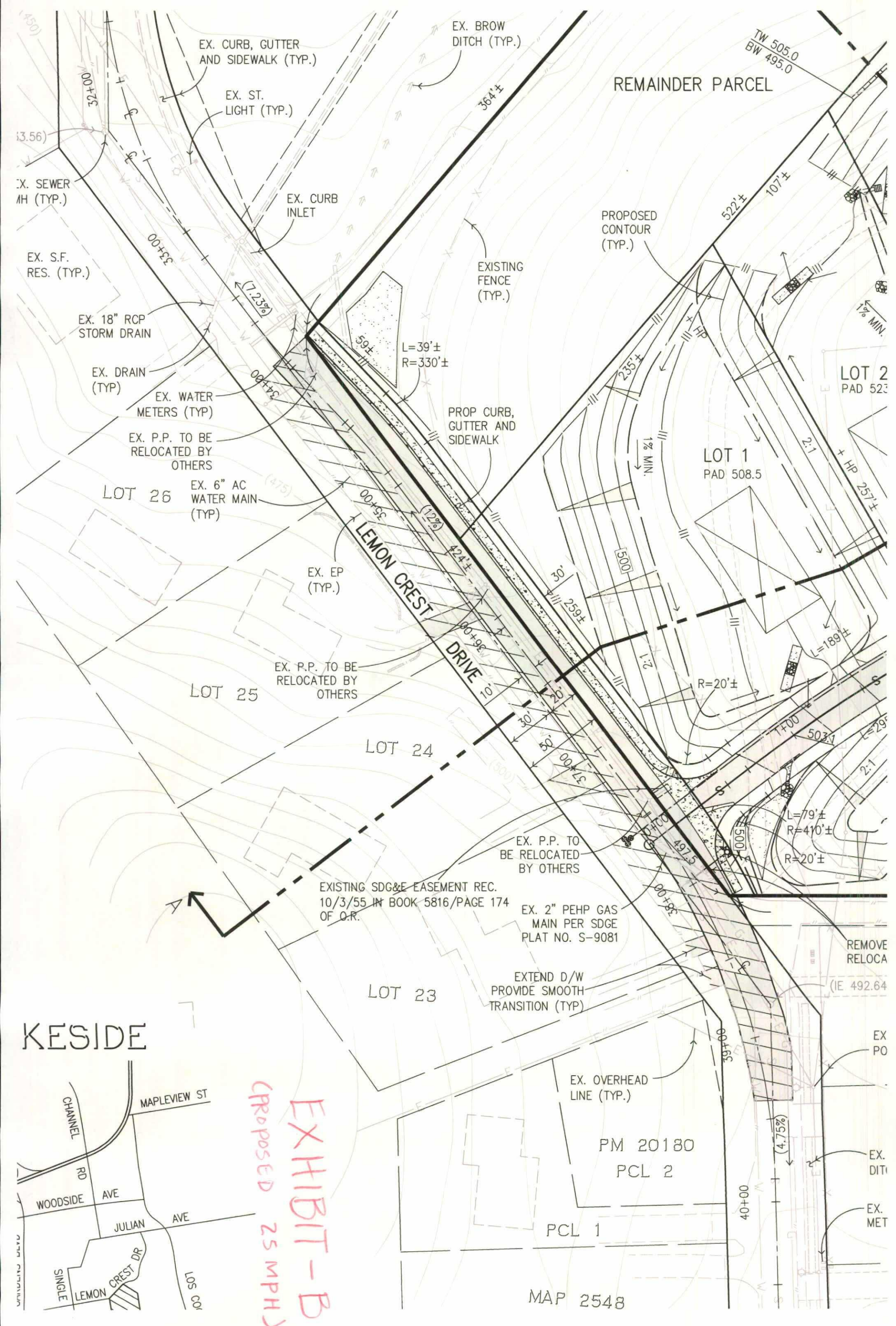


EXHIBIT-A
(PROPOSED 25 MPH)



1443
7/2/13

30 mph
H 1"=40'
V 1"=8'

HIGH POINT ELEV = 495.53
HIGH POINT STA = 39+32.28
PVI STA = 38+34.90
PVI ELEV = 503.19
A.D. = -16.75
K = 26.87

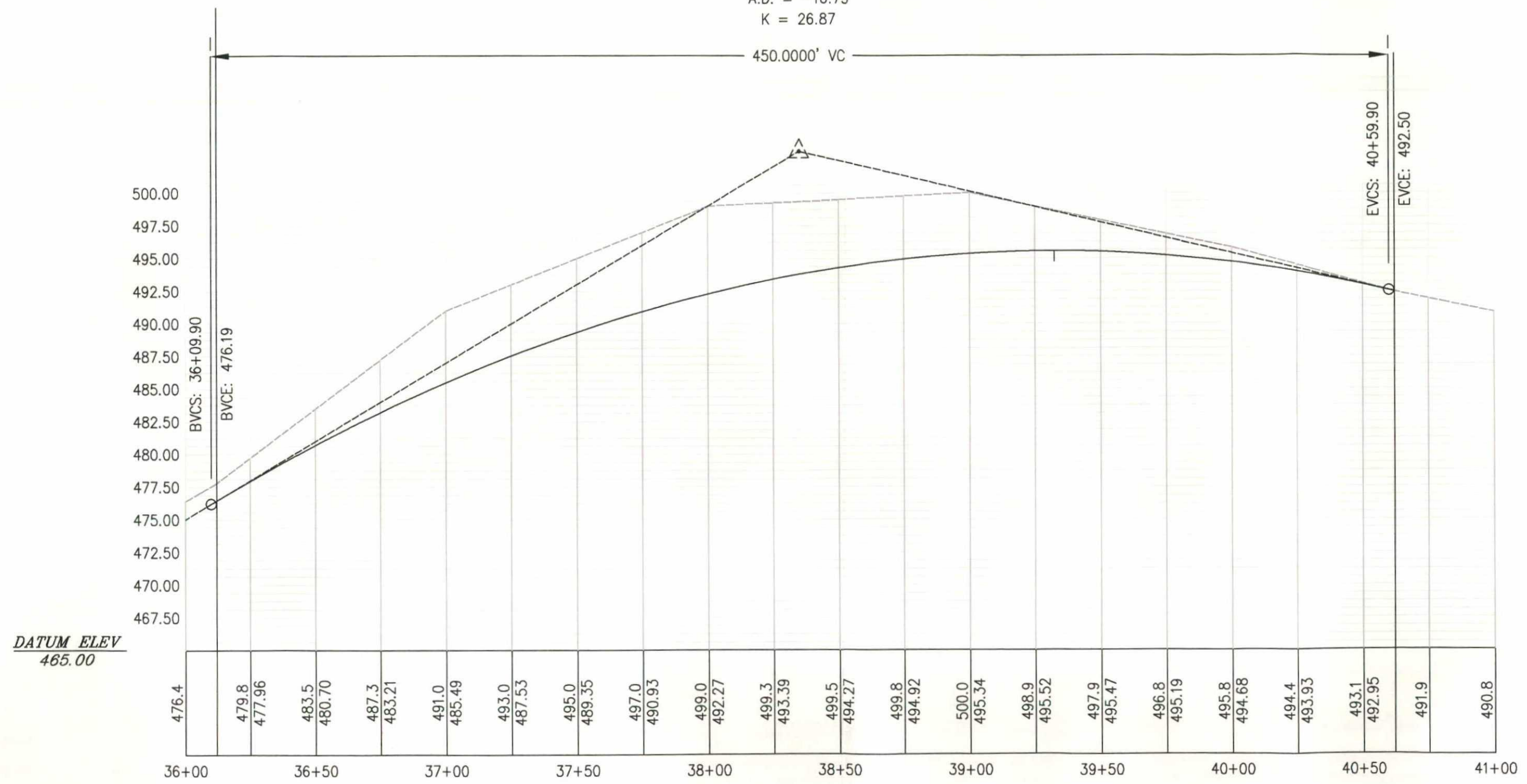


EXHIBIT-C
(30 MPH PROFILE)

Federhart & Associates

2845 Nimitz Blvd.
Suite G
San Diego, CA 92106
(619) 226-0625

F

TRAFFIC AND PARKING STUDIES

To Whom It May Concern

November 3, 2014

The following diagrams show the 24 hour and AM and PM peak hours, of existing traffic volumes and 85th % speeds, on Lemon Crest Drive, east of Winter Gardens Blvd. They were made just north of the intersection at the top of the hill, leading down to the school.

They were made at the proposed intersection of Lemon Crest Drive and the private street serving a proposed new, single family development.

The traffic count and speed study were made over 24 hours starting at midnight Tuesday, October 28, 2014 and ending at the beginning of Wednesday, October 29, 2014.

The counts are directional, and note that the downhill (eastbound) volumes are much higher than are the uphill volumes (1698 vs. 974) in 24 hours, and the directional 85th percentile speed are only 1.6 MPH different with the higher volume downhill 85th at 29.3 MPH and the uphill 85th being at 30.9 MPH.

Federhart & Associates

Jim Federhart

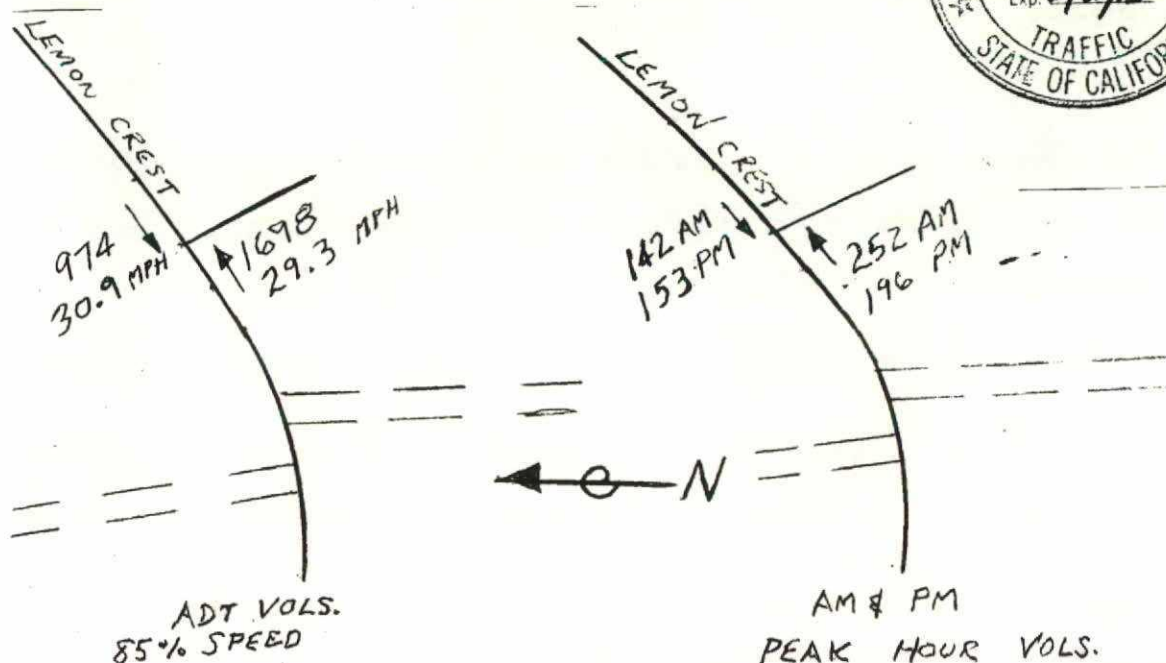


EXHIBIT-D
(SPEED SURVEY)

Speed & Volume

CustomList-108

Site: 00801.0.0E
 Description: 12361 Lemon Crest Drive EASTBOUND
 Filter time: 0:00 Tuesday, October 28, 2014 => 0:00 Wednesday, October 29, 2014
 Scheme: Vehicle classification (Scheme F99)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(0,100) Headway(>0)

* Tuesday, October 28, 2014

Time	Total	Drop --00	Drop --15	Drop --30	Drop --45	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Mean	Vpp 85
0000	2	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	30.6	-
0100	2	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	23.5	-
0200	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	22.8	-
0300	2	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	31.7	-
0400	4	1	1	2	0	0	0	0	0	3	1	0	0	0	0	0	23.6	-
0500	15	2	2	5	6	0	0	0	0	5	5	5	0	0	0	0	27.3	30.6
0600	69	9	10	23	27	0	0	0	2	15	40	11	1	0	0	0	26.9	30.2
0700	252	28	62	98	64	0	1	10	13	139	78	11	0	0	0	0	23.8	27.1
0800	110	30	35	28	17	0	0	1	1	41	54	12	1	0	0	0	26.2	29.5
0900	44	15	8	11	10	0	0	0	0	14	25	5	0	0	0	0	26.5	29.1
1000	37	6	11	7	13	0	0	0	1	17	17	2	0	0	0	0	25.2	28.0
1100	78	13	19	22	24	0	0	0	3	33	35	7	0	0	0	0	25.5	28.9
1200	61	19	10	13	19	0	0	0	2	21	30	8	0	0	0	0	26.3	29.3
1300	109	18	18	31	42	0	0	0	4	50	52	3	0	0	0	0	25.0	27.7
1400	168	56	53	27	32	0	0	1	10	73	73	11	0	0	0	0	24.9	28.2
1500	142	33	39	40	30	0	0	1	1	51	76	11	2	0	0	0	26.5	29.3
1600	158	35	26	50	47	0	0	0	2	43	93	18	2	0	0	0	26.6	29.1
1700	196	46	60	47	43	0	0	0	4	60	101	30	1	0	0	0	26.6	30.0
1800	94	24	19	33	18	0	0	0	1	28	50	13	2	0	0	0	26.9	30.0
1900	51	23	10	6	12	0	0	0	2	19	24	6	0	0	0	0	26.0	29.8
2000	51	9	11	15	16	0	1	0	0	11	30	8	1	0	0	0	27.1	30.0
2100	25	9	6	7	3	0	1	0	1	8	12	3	0	0	0	0	25.4	28.9
2200	20	5	4	8	3	0	0	0	0	6	9	5	0	0	0	0	27.9	32.2
2300	7	0	4	3	0	0	0	0	0	1	3	3	0	0	0	0	29.2	-
07-19	1449	323	360	407	359	0	1	13	42	570	684	131	8	0	0	0	25.7	29.1
06-22	1645	373	397	458	417	0	3	13	47	623	790	159	10	0	0	0	25.8	29.1
06-00	1672	378	405	469	420	0	3	13	47	630	802	167	10	0	0	0	25.8	29.3
00-00	1698	383	410	476	429	0	3	13	47	640	810	175	10	0	0	0	25.8	29.3

Hourly 85th%

Peak step 7:00 (252) AM Peak step 7:00 (252) PM Peak step 17:00 (196)

Vehicles = 1698

Posted speed limit = 25 mph, Exceeding = 995 (58.60%), Mean Exceeding = 28.11 mph

Maximum = 39.2 mph, Minimum = 7.1 mph, Mean = 25.8 mph

85th Speed = 29.3 mph, 95th Speed = 31.5 mph, Median = 25.7 mph

10 mph Pace = 21 - 31, Number in Pace = 1481 (87.22%)

Variance = 12.92, Standard Deviation = 3.59 mph

In profile: Vehicles = 1698 / 4081 (41.61%)

24 hr 85th% = 29.

Speed & Volume

CustomList-108

Site: 00801.0.0E
 Description: 12361 Lemon Crest Drive WESTBOUND
 Filter time: 0:00 Tuesday, October 28, 2014 => 0:00 Wednesday, October 29, 2014
 Scheme: Vehicle classification (Scheme F99)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(0,100) Headway(>0)

* Tuesday, October 28, 2014

Time	Total	Drop --00	Drop --15	Drop --30	Drop --45	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Mean	Vpp 85
0000	4	3	0	1	0	0	0	0	0	1	2	0	0	0	1	0	0	32.6	-
0100	2	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	25.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	24.4	-
0400	5	4	1	0	0	0	0	0	1	0	4	0	0	0	0	0	0	24.6	-
0500	14	1	4	4	5	0	0	0	0	5	5	4	0	0	0	0	0	27.6	32.7
0600	28	3	3	8	14	0	1	1	2	7	9	7	1	0	0	0	0	25.9	31.8
0700	142	10	21	38	73	0	0	2	4	43	70	21	2	0	0	0	0	26.2	30.0
0800	70	36	18	5	11	0	0	3	2	15	34	13	3	0	0	0	0	27.0	32.4
0900	25	7	5	10	3	0	0	0	1	4	17	3	0	0	0	0	0	27.0	29.8
1000	33	4	12	10	7	0	0	0	0	8	15	8	2	0	0	0	0	27.9	30.6
1100	36	10	10	9	7	0	0	0	5	6	17	6	2	0	0	0	0	26.3	30.9
1200	27	8	7	4	8	0	1	0	1	5	14	5	1	0	0	0	0	26.6	30.4
1300	40	13	7	10	10	0	0	0	5	12	14	9	0	0	0	0	0	26.3	30.9
1400	153	19	71	45	18	0	0	0	10	56	71	15	1	0	0	0	0	25.6	29.1
1500	84	22	24	22	16	0	0	1	1	17	42	20	3	0	0	0	0	27.5	30.9
1600	68	11	19	20	18	0	0	0	0	21	33	13	1	0	0	0	0	27.0	30.2
1700	93	22	29	21	21	0	0	0	6	18	42	21	5	1	0	0	0	28.0	33.3
1800	58	18	14	13	13	0	0	0	2	10	30	12	4	0	0	0	0	27.8	32.0
1900	41	8	10	9	14	0	0	0	2	12	18	7	2	0	0	0	0	27.0	31.5
2000	21	6	9	3	3	0	0	0	0	11	2	6	2	0	0	0	0	27.4	33.1
2100	20	8	6	3	3	0	0	3	0	5	7	4	1	0	0	0	0	25.4	31.1
2200	6	4	0	1	1	0	0	0	0	0	4	2	0	0	0	0	0	29.4	-
2300	3	2	0	0	1	0	0	0	0	0	0	1	1	0	1	0	0	38.1	-
07-19	829	180	237	207	205	0	1	6	37	215	399	146	24	1	0	0	0	26.8	30.6
06-22	939	205	265	230	239	0	2	10	41	250	435	170	30	1	0	0	0	26.8	30.9
06-00	948	211	265	231	241	0	2	10	41	250	439	173	31	1	1	0	0	26.8	30.9
00-00	974	219	270	236	249	0	2	10	42	258	451	177	31	1	2	0	0	26.8	30.9

Hourly 85th %

Peak step 14:00 (153) AM Peak step 7:00 (142) PM Peak step 14:00 (153)

Vehicles = (974)

Posted speed limit = 25 mph, Exceeding = 662 (67.97%), Mean Exceeding = 29.07 mph

Maximum = 48.9 mph, Minimum = 8.0 mph, Mean = 26.8 mph

85th Speed = 30.9 mph, 95th Speed = 34.0 mph, Median = 26.6 mph

10 mph Pace = 21 - 31, Number in Pace = 767 (78.75%)

Variance = 19.82, Standard Deviation = 4.45 mph

In profile:

Vehicles = (974) / 4081 (23.87%)

24 hr. 85th % = 30.9
MPH

	Preliminary Cost Estimate				
	Lemon Crest Drive (25 mph Design Speed Public Road Improvements)				
TM-5582					DATE:12/2014
Engineer: Crew Engineering and Surveying					J.N. 1443
Std. Dwg	Item	Quantity	Unit	Unit Price	Cost
Surface Improvements					
	Grading Excavation/ Embankment	1,126	C.Y.	22.00	\$ 24,772.00
	A.C. Paving Removal	15,410	S.F.	3.00	\$ 46,230.00
	3" A.C. Paving (public)	15,750	S.F.	1.65	\$ 25,987.50
	5" C.T.B. (public)	15,750	S.F.	1.15	\$ 18,112.50
	6" Curb+Gutter Type G (G-2)	436	L.F.	23.00	\$ 10,028.00
	Sidewalk	1,919	S.F.	5.50	\$ 10,554.50
	Gutter (Cross-Gutter)	802	S.F.	8.00	\$ 6,416.00
	Subtotal Surface Improvements				\$ 142,100.00

Water Items

	Fire Hydrant (Relocate)	1	EA.	2420.00	\$ 2,420.00
	Subtotal Water Items				\$ 2,420.00

Miscellaneous

	Underground Electric	380	L.F.	200.00	\$ 76,000.00
	Driveway Extention	1,280	S.F.	3.00	\$ 3,840.00
	Street Light	2	EA.	6000.00	\$ 12,000.00
	Subtotal Miscellaneous				\$ 91,840.00

Summary

A.

Improvement Estimate

1. Surface Improvements	\$ 142,100.00
2. Water Improvements	\$ 2,420.00
3. Miscellaneous	\$ 91,840.00

Subtotal	\$ 236,360.00
Contingencies 10%	\$ 23,640.00
Total	\$ 260,000.00

Note: Unit prices taken from COUNTY OF SAN DIEGO DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION UNIT PRICE LIST, Approved September, 2013.

ENGINEER OF WORK
CREW ENGINEERING AND SURVEYING
5725 Kearny Villa Road, Suite D
San Diego, CA. 92123

Ronald C. Ashman
RCE 34300 Expires Sept. 30, 2015

EXHIBIT-D
(PROPOSED 25MPH)

	Preliminary Cost Estimate				
	Lemon Crest Drive (30 mph Design Speed Public Road Improvements - Additional)				
TM-5582					DATE: 12/2014
Engineer: Crew Engineering and Surveying					J.N. 1443
Std. Dwg	Item	Quantity	Unit	Unit Price	Cost
Surface Improvements					
	Grading Excavation/ Embankment	850	C.Y.	22.00	\$ 18,700.00
	Subtotal Surface Improvements				\$ 18,700.00

Water Items

WP-02	8" Water Main replace	380	L.F.	63.80	\$ 24,244.00
	Subtotal Water Items				\$ 24,244.00

Miscellaneous

	Driveway Extention	2,560	S.F.	3.00	\$ 7,680.00
	2" Gas Main Replace	380	L.F.	25.00	\$ 9,500.00
	Additional ROW (Lost Land Value)	11,400	S.F.	10.00	\$ 114,000.00
	Offsite Land Aquisition (Includes Appraisal)	1,200	S.F.	16.17	\$ 19,400.00
	Erosion Control	8,800	S.F.	2.00	\$ 17,600.00
	Subtotal Miscellaneous				\$ 168,180.00

Summary

A.

Improvement Estimate	
1. Surface Improvements	\$ 18,700.00
2. Water Improvements	\$ 24,244.00
3. Miscellaneous	\$ 168,180.00
<hr/>	
Subtotal	\$ 211,120.00
Contingencies 10%	\$ 21,110.00
Total	\$ 232,230.00

Note: Unit prices taken from COUNTY OF SAN DIEGO DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION UNIT PRICE LIST, Approved September, 2013.

ENGINEER OF WORK
CREW ENGINEERING AND SURVEYING
5725 Kearny Villa Road, Suite D
San Diego, CA. 92123

Ronald C. Ashman
RCE 34300 Expires Sept. 30, 2015

EXHIBIT-D
(ADDITIONAL 30MPH)

SECTION 1

INTRODUCTION

Section 1.1 INTRODUCTION

These Standards are for use by individuals who as a result of the land development process desire to have the Board of Supervisors accept public works improvements into the County's system of maintained public roads.

Section 1.2 PURPOSE

The purpose of these Standards is to provide for the regulation of right of way improvements to be dedicated to the public and accepted by the County as a result of the land development process. The Standards are intended to keep the operating cost of maintaining public facilities at a reasonable level and at the same time provide for the service and protection of the public. These standards may be augmented or modified for communities that have Board of Supervisors adopted Community Right of Way Development Standards as per the criteria and procedures outlined in Board Policy J-36.

Section 1.3 EXCEPTIONS

The County of San Diego contains many diverse communities possessing a wide variety of physical features and land forms as well as biologically and culturally important resources deserving of protection. Various communities have expressed an interest in enhancing and retaining the character of their community as well as to enhance mobility for all road users (including bicycles, pedestrians, equestrians and transit). It is not possible to anticipate all situations that may arise and to prescribe standards applicable to every situation. Standard design features that may work well in one community may not work well in other communities. It is the intent of these standards that design engineers will consider specific conditions in application of these standards.

These Standards will be applicable to the vast majority of cases, but they are not inflexible rules to which there is no exception. Occasionally, the Board of Supervisors or Director of Public Works may make exceptions where necessary to implement a more appropriate design for a specific situation. Procedures for processing an exception request are provided in Section 9.

TABLE 2B: COUNTY OF SAN DIEGO - PUBLIC ROAD STANDARDS

NON-CIRCULATION ELEMENT ROAD CLASSIFICATIONS

ROAD CLASSIFICATION	# LANES / LANE WIDTH	MEDIAN WIDTH	R.O.W. WIDTH	ROAD SURFACING WIDTH	PAVED SHOULDER (# / WIDTH)	PARKWAY WIDTH	MINIMUM CURVE RADIUS	MAXIMUM DESIRABLE GRADE	MINIMUM DESIGN SPEED (MPH)
Residential Collector	2 / 12'	-	60'	40'	2 / 8'	10'	300'	12%	30
Residential	2 / 12'	-	56'	36'	2 / 6'	10'	200'	15%	30
Residential Cul-de-sac	2 / 12'	-	52'	32'	2 / 4'	10'	200'	15%	30
Residential Loop	2 / 12'	-	52'	32'	2 / 4'	10'	200'	15%	30
Industrial/Commerical Collector	4 / 12'	-	88'	68'	2 / 10'	10'	300'	8%	30
Industrial/Commerical	2 / 16'	-	72'	52'	2 / 10'	10'	200'	8%	30
Industrial/Commercial Cul-de-sac	2 / 16'	-	72'	52'	2 / 10'	10'	200'	8%	30
Frontage	2 / 12'	-	52' min	32' min	1 / 8'	10'	See above	See above	-
Alley	2 / 10'	-	20-30'	20-30'	None	None	50'	12%	n/a
Hillside Residential	See NOTE 4	-	-	-	-	-	-	-	-
Rural Collector *	2 / 12'	-	48'	28'	2 / 2'	10'	300'	12%	30
Rural Residential	2 / 12'	-	48'	28'	2 / 2'	10'	200'	15%	30

- NOTES: 1 Minimum longitudinal gradient shall be 1.0 percent for all road classificationis shown above.
- 2 The maximum grade for a permanent cul-de-sac street turning area shall be 6 percent.
- 3 The maximum grade for a temporary cul-de-sac street turning area shall be that of the classification of the road being constructed.
- 4 For standards, see County Design Standard Drawing DS-2, DS-3, DS-4, and Section 4.5N of these Standards.
- 5 The minimum curve radii, shown in the table above, are based on the design speed with 6% superelevation.
- 6 Interim roads are to be a minimum of 28 feet A.C. within a 40 feet graded roadbed. They may be larger if traffic volumes require more travel lanes.

LEGEND: * Serves lots > 2 acres in size w/
no demand for on-street parking



County of San Diego

MARK WARDLAW
DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
www.sdcounty.ca.gov/pds

DARREN GRETLER
ASSISTANT DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

August 4, 2015

Ronald Ashman
Crew Engineering and Surveying
5725 Kearny Villa Road
Suite D
San Diego, Ca 92123

REQUEST FOR AN EXCEPTION TO A ROAD STANDARD –TM 5582

Dear Mr. Ashman:

The Department of Planning & Development Services (PDS) has reviewed your request for a Design Exception to a Road Standard to reduce the vertical design speed suggested in table 28 of The County of San Diego- Public Road Standards for a Residential Collector, 30MPH, to approximately 25 MPH to allow for a 250 foot crest vertical curve for Lemon Crest Drive."

Additional information is needed prior to making a decision on the design exception:

1. An analysis of stopping sight distance along the crest and intersectional sight distance for all affected driveways and the proposed private road needs to be conducted for the proposed 25MPH crest design and a crest design between 25MPH and 30MPH, say 27 MPH. We acknowledge that a 30MPH design may not be practical, but a crest design of roughly 27MPH may work better over a 25MPH crest design from a sight distance and potential road liability perspective.
2. The centerline of the proposed alignment should coincide closely with the centerline of the road. Deviating significantly from the right-of-way centerline creates roadway geometries that may be challenging to future road improvement projects.

It is also recommended that you apply for a design exception for driveway/private road spacing based on the 200 feet separation required under Section 6.1.C(1) of the County of San Diego - Public Road Standards. The County acknowledges that the proposed private street location appears to be placed optimally for intersection sight distance, and will grant this design exception request once received.

The proposed plan does not adhere to the project's conditions for road improvement widths for Lemoncrest Drive at the project frontage. The conditions call for 20 feet of pavement between the right of way centerline and the face of concrete curb on the project side, and 14 feet of pavement between the right of way centerline and the face of AC dike on the other side, a total width of 34 feet of paved roadway. It is recommended that the requestor apply for a design exception for reduction of the paved shoulders with appropriate justification to accommodate bicyclists and errant motorists. Note that lane widths shall remain a minimum 12 feet in width.

REQUEST FOR AN EXCEPTION TO A ROAD STANDARD –TM-5582 Lemoncrest

If you have any questions or need additional information related to this request, please contact Ed Sinsay at (858) 694-2486.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ed Sinsay', with a stylized flourish at the end.

EDWIN M. SINSAY, LD Manager
Planning & Development Services

EMS:EB

cc: PDS2014-TM-5582 file

**CREW ENGINEERING
AND SURVEYING**
5725 KEARNY VILLA ROAD, SUITE D
SAN DIEGO, CALIFORNIA 92123
(858) 571-0555

March 1, 2016

County of San Diego
Department of Planning and
Development Services
5510 Overland Avenue
San Diego, CA. 92123

Attn.: Ed Sinsay LD Manager

Ref.: Lemon Crest , PDS2014-TM-5582, Design Speed Exception Request

Ed,

In response to your department's letter of 8-4-15 requesting additional input to my exception request of 12-5-14, and to the comments from minutes of the follow up meeting held with Bob Stewart on 8-28-15, I have conducted further analysis of the concept proposed for the public street improvements along the project frontage. The analysis is based on a topographic flyover provided by Bob Stewart which was obtained from Drone Deploy dated 11-9-15. I have attached graphics depicting the plan view of Lemon Crest Drive, profiles of the existing crest vertical alignment and profiles of both 27 and 30 mph design speed crest vertical curve alignments.

As was presented in the referenced exception request the existing public road improvement consists of a 2 lane (26'+/- width) road with a crest vertical curve near the northwest corner of the project. The existing road improvement has an approximate 25 mph design speed, although the horizontal radius in the area of the northwest corner of the project is substandard ($R=100'$ +/-). We propose to widen the road in accordance with S.D. County Public Road Standards (interim road) for width and horizontal radius but desire to retain the 25 mph design speed. We further propose to move the improvement centerline 10 feet into the project to accommodate reconnecting the existing private driveways fronting Lemon Crest Drive on the north side of the project frontage. Along the frontage of the project and within 100 feet on either end there exists 10 driveways, including the driveway to the residence onsite. These driveways were analyzed for intersectional sight distance with and without the proposed improvements (at 25 mph) and the results are tabulated and attached hereto. In all cases sight distance met the minimum standards or would be enhanced by the project improvements. Stopping sight distance is available for the 25 mph design speed.

We considered a 27 mph design speed but similar to a 30 mph design speed it would necessitate lowering of the crest by approximately 4 feet and tapering back to existing. This would cause the removal of about 400 feet of the existing road and cause the need of relocation of existing mains and gas main and service connection. It is important to note that due to the allowance of the existing driveways serving 12378 and

SDC PDS RCVD 03-08-16

TM5582

March 1, 2016
continued
(jn 1443)

12406 to be connected to the existing edge of paving at nearly 20% grade it would not be possible to grade an ultimate 30 mph roadbed in the current location and reconnect the driveways to meet current standards. In particular at the edge of the right of way at 12378 the elevation would be dropped by about 4 feet and there is not enough ramp length between the garage apron and the right of way to create a 20% or even 25% grade. For this reason and others we proposed moving the road 10 feet into the project and retaining the existing design speed. The centerline shift onsite will be accomplished by transistioning from the existing school district improvements on the east end of the project by reversing horizontal curves. Representations by staff in the minutes of the 8-28-15 meeting are misleading on this subject.

The project proposal is for 28 feet of pavement width along the frontage. It was suggested by staff that an additional 6 feet of paving be added on the north side of this proposed improvement to accommodate a pathway. We are proposing a pcc sidewalk on the project side of the road which serves this subject. An additional pathway (paved) on the opposite side where there are not any shoulders to connect to would not serve this project and appears to have no nexus to the proposal.

Lastly the minutes of the 8-28-15 meeting refers to a speed limit change request which has no relevance to this project. Speed limits are set by traffic and enforcement personnel based on speed surveys. As discussed in my exception request I would recommend retention of existing traffic warning features along Lemon Crest Drive. In preparing this information I noticed that extending the pcc curb, gutter and sidewalk about 50 feet westerly of the northwest corner of the project would help to solve a current confusion for the motoring public by removing the large area of excess paving that continues straight east when motorists first encounter the aforementioned 100 foot radius horizontal curve at the crest of the vertical curve (see attached photo).

If after reviewing this information you have specific questions or suggestions I would be happy to confer with you and your staff.

Respectfully Submitted,
Crew Engineering and Surveying

Ronald C. Ashman

Ronald C. Ashman
Civil Engineer/ Land Surveyor

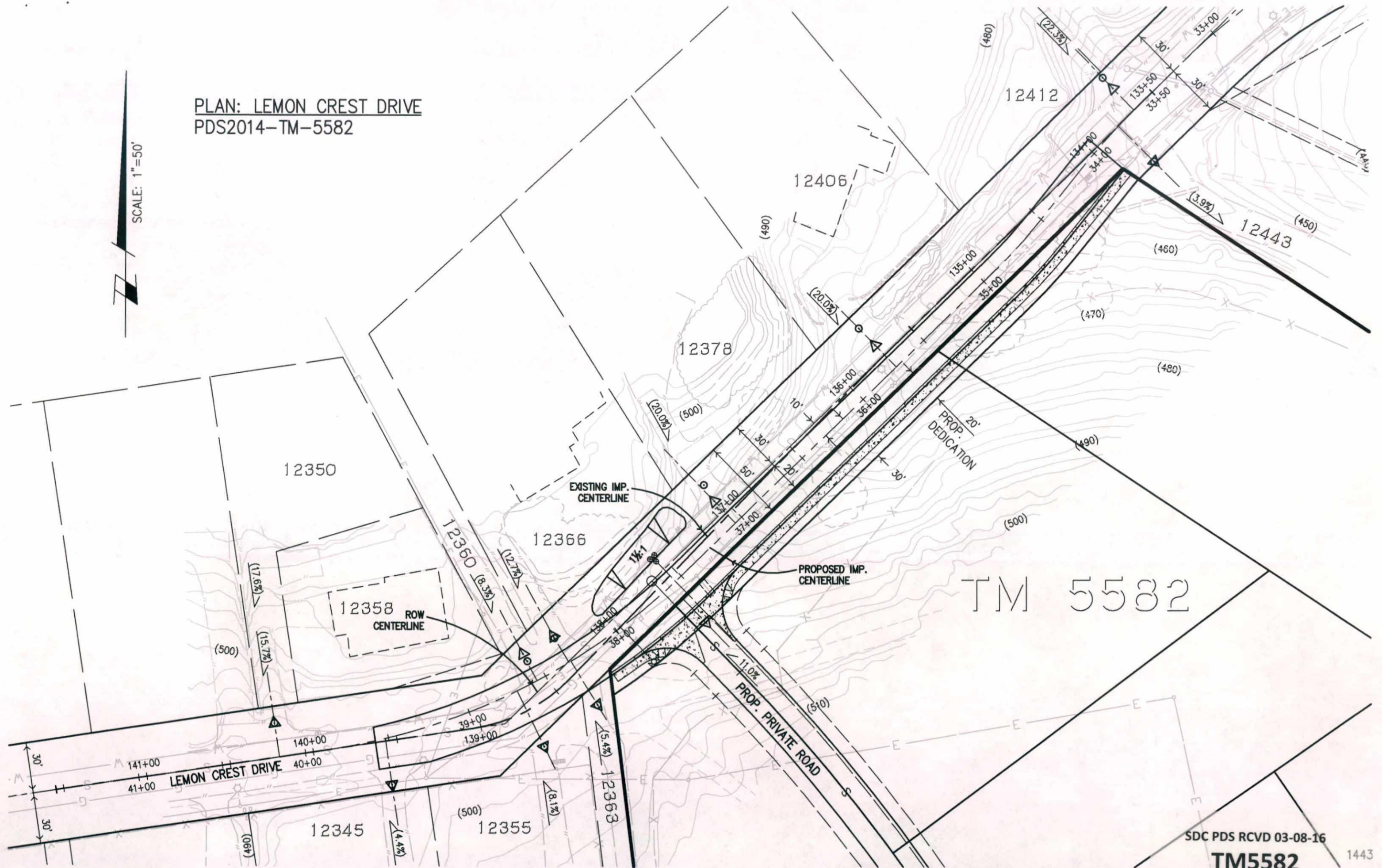


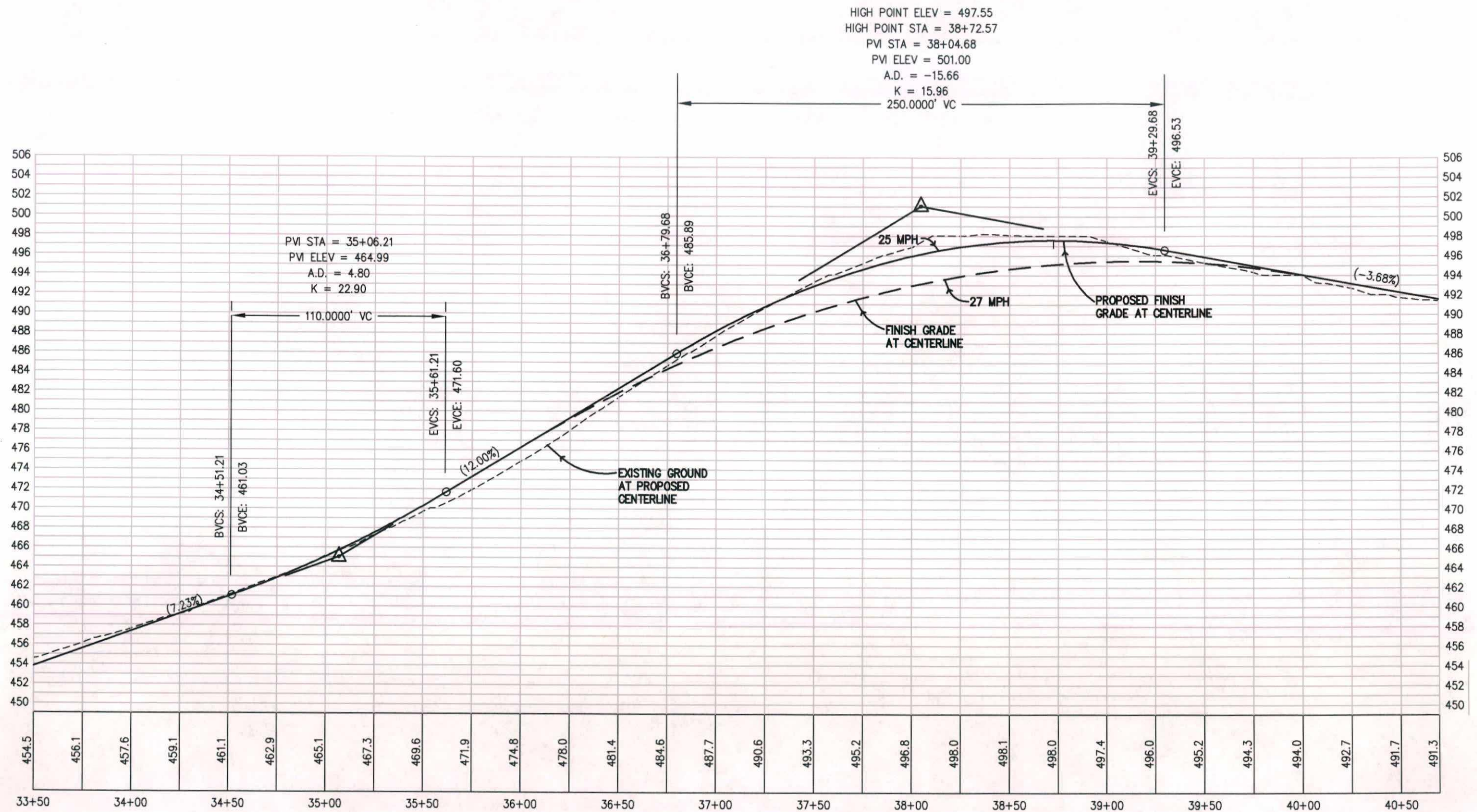


	SIGHT DISTANCE ALAYSIS FOR TM 5582			
	EXISTING IMPROVEMENT (FT.)		PROPOSED IMPROVEMENT (FT.)	
DRIVEWAY	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
12350, 12358	>293	220	>293	245
12360	>293	150	>293	200
12366	>293	200	>293	>309
12378	175	>309	200	>309
12406	250	>309	270	>309
12412	>293	>309	>293	>309
12443	>293	>309	>293	>309
PROP. PRIV. RD.	N/A	N/A	213	>309
12363	>293	200	>293	235
12355	>293	195	>293	245
12345	>293	215	>293	235

PLAN: LEMON CREST DRIVE
PDS2014-TM-5582

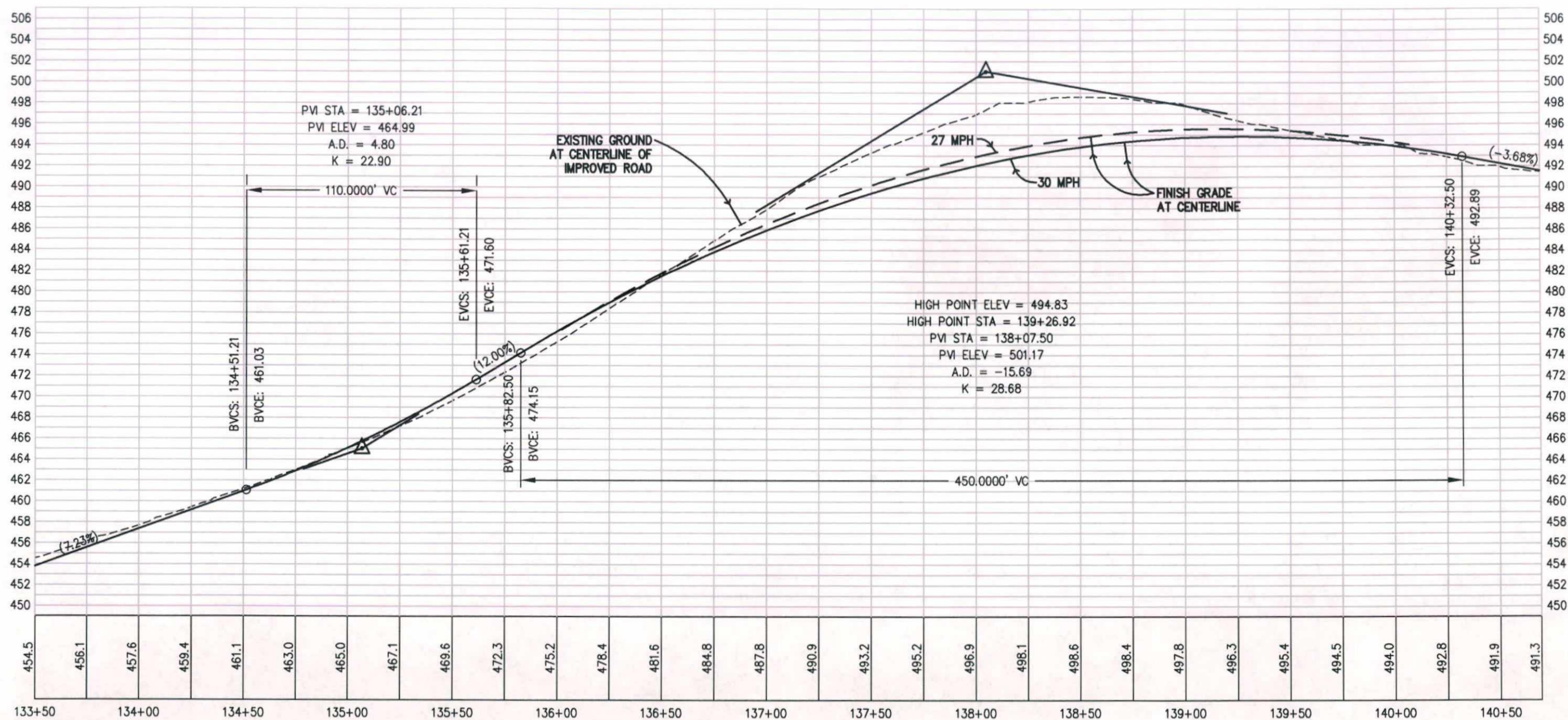
SCALE: 1"=50'





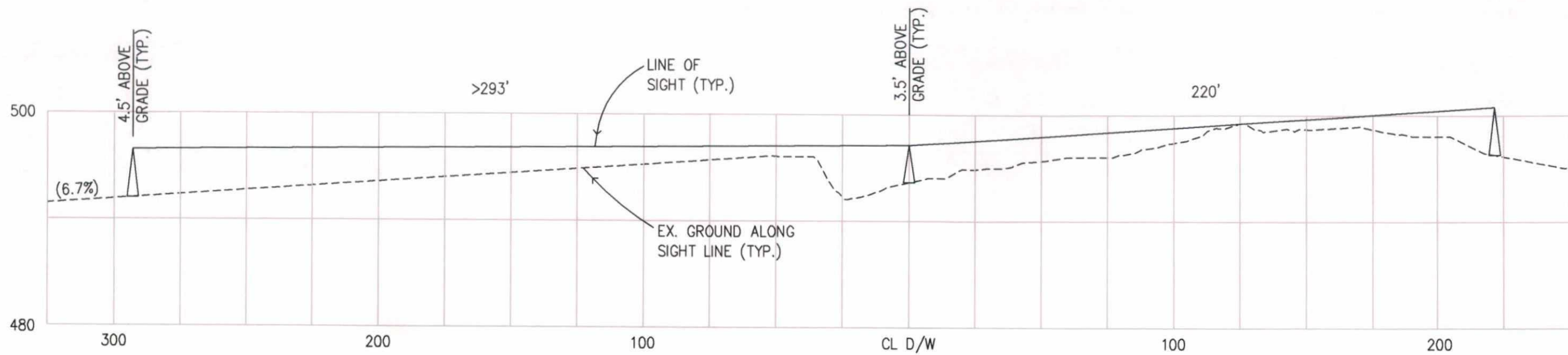
PROFILE: LEMON CREST DRIVE (PROPOSED CENTERLINE)
 PDS2014-TM-5582

SCALE: HORIZ. 1"=50'
 VERT. 1"=8'

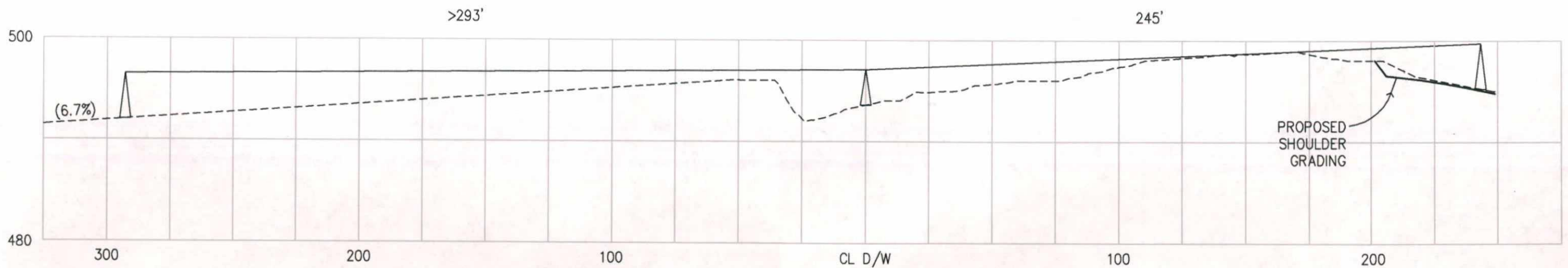


PROFILE: LEMON CREST DRIVE (EX. CENTERLINE)
 PDS2014-TM-5582

SCALE: HORIZ. 1"=50'
 VERT. 1"=8'



EXISTING CONDITION



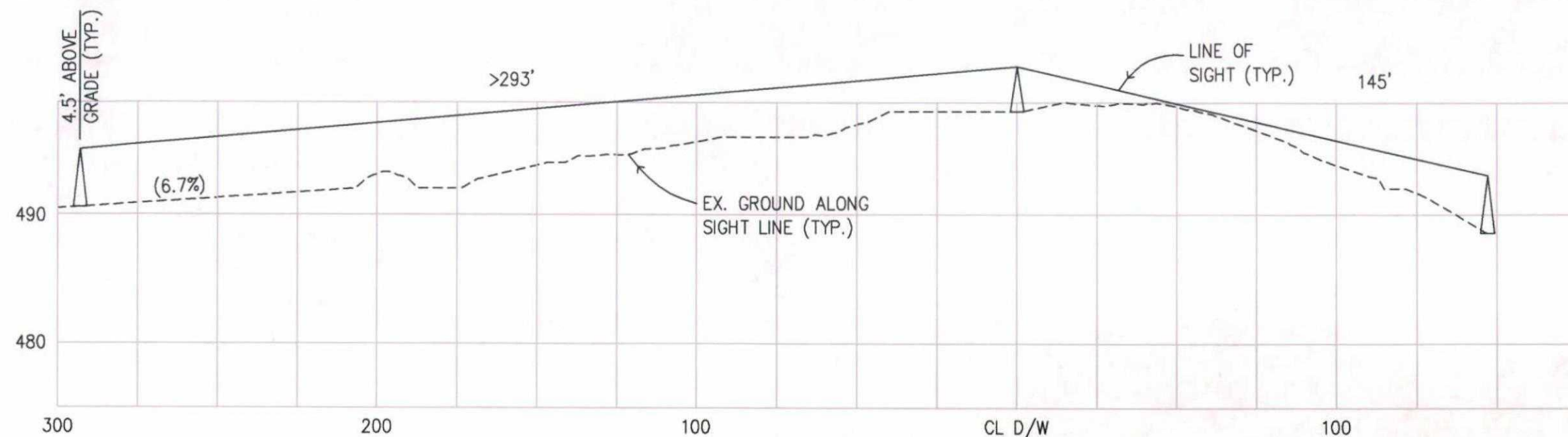
PROPOSED IMPROVEMENT

PROFILE: SIGHT DISTANCE FROM DRIVEWAY AT 12350
AND 12358 LEMON CREST DRIVE (COMMON D/W)

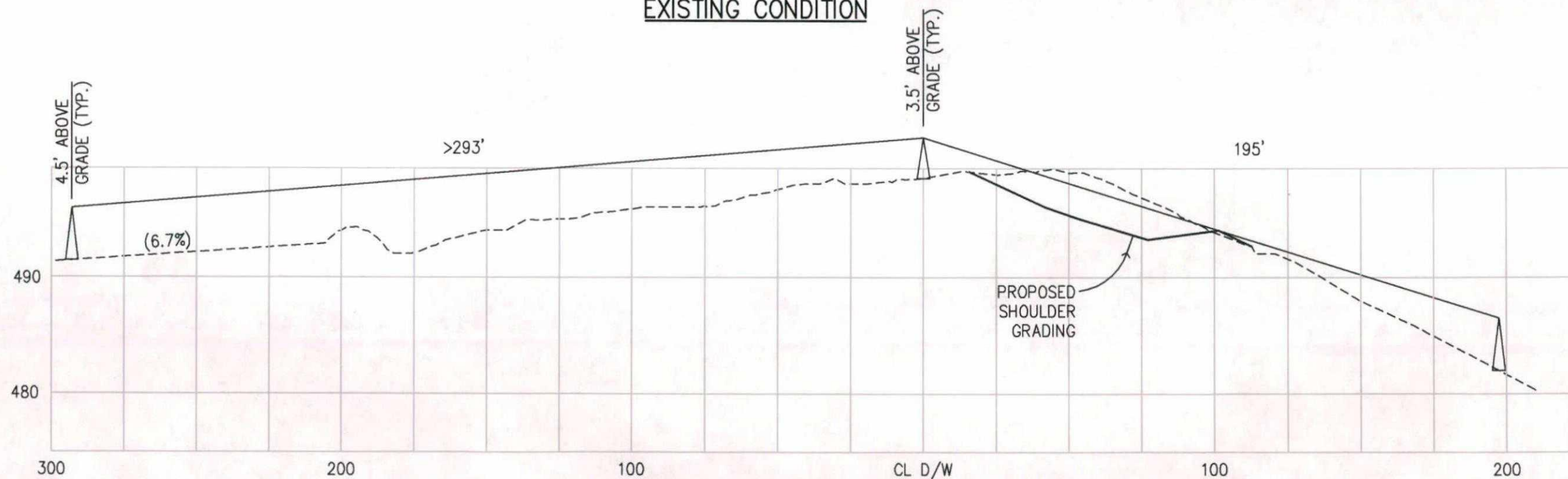
PDS2014-TM-5582

SCALE: HORIZ.: 1"=40'

VERT: 1"=10'



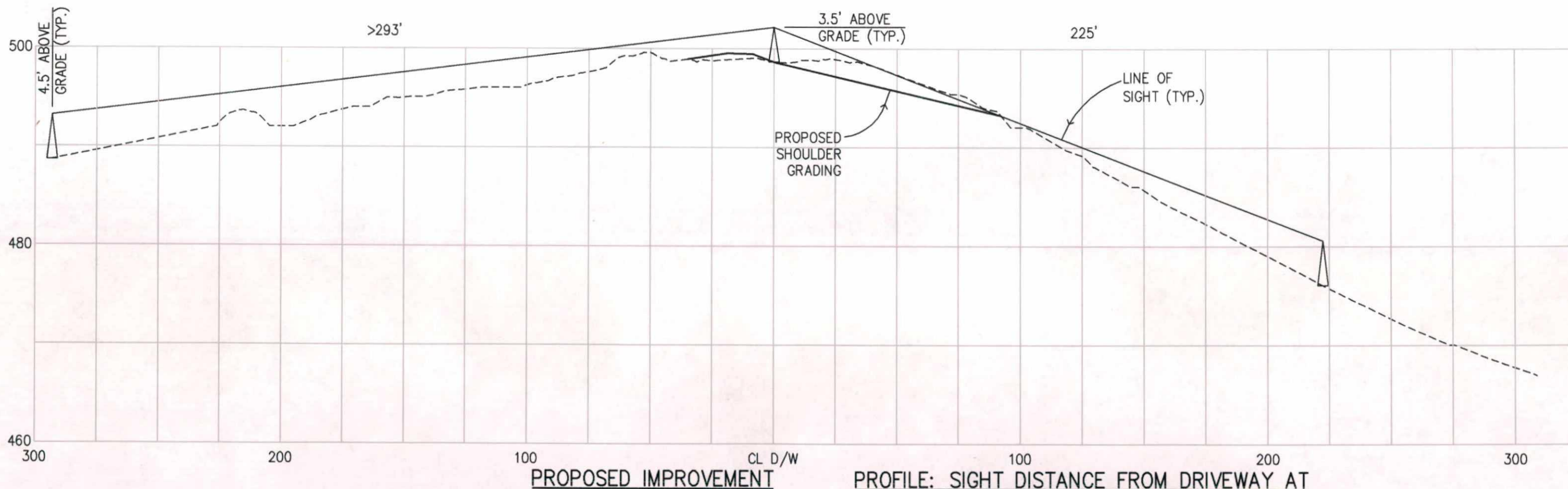
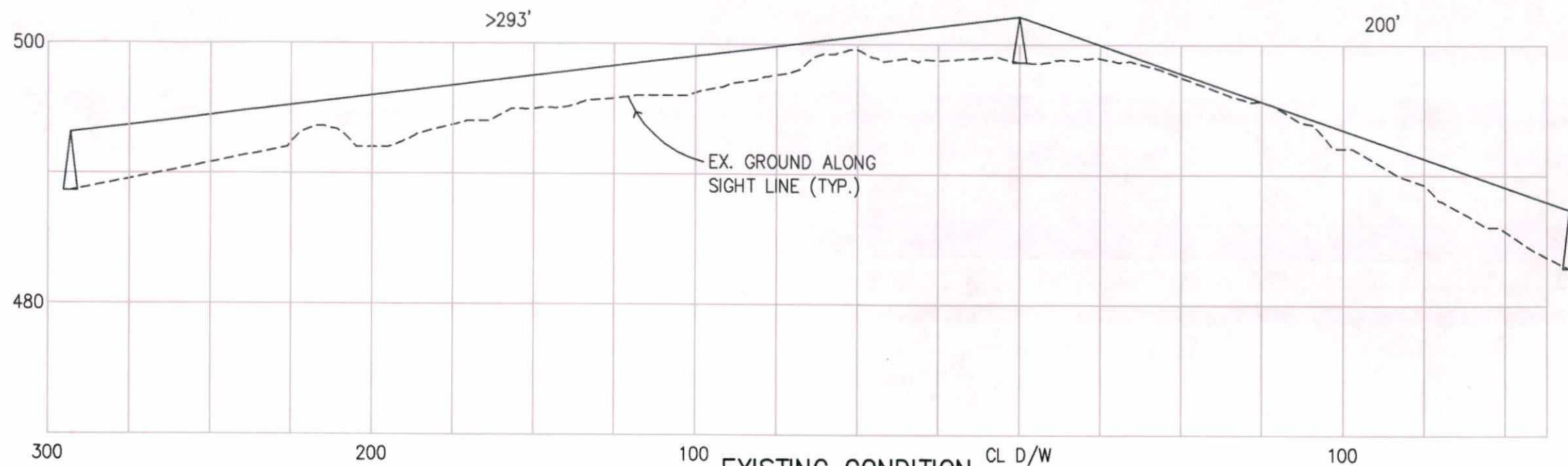
EXISTING CONDITION



PROPOSED IMPROVEMENT

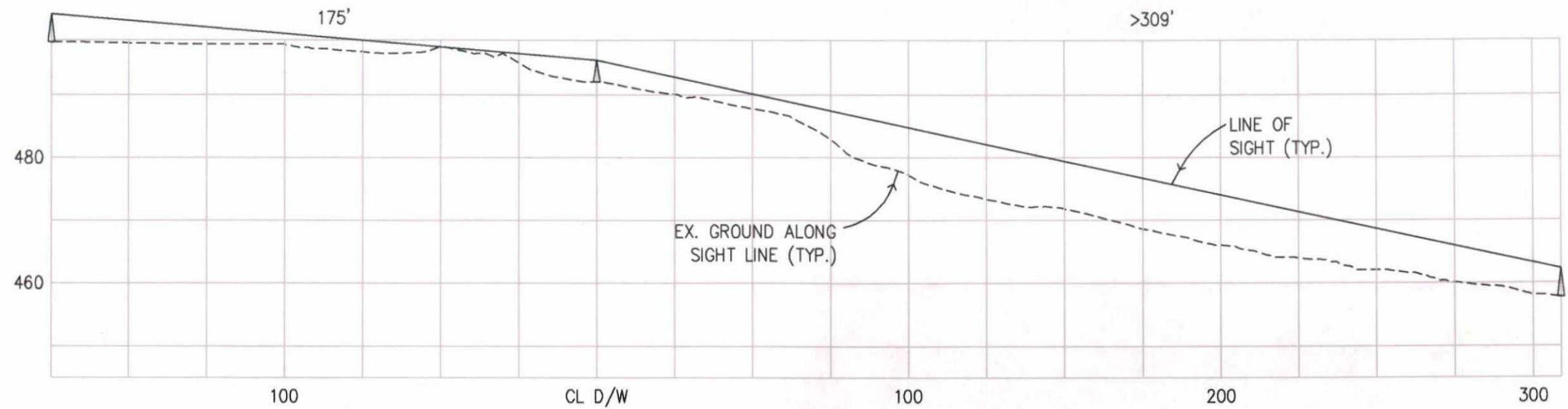
PROFILE: SIGHT DISTANCE FROM DRIVEWAY AT
12360 LEMON CREST DRIVE
PDS2014-TM-5582

SCALE: HORIZ.: 1"=40'
 VERT: 1"=10'

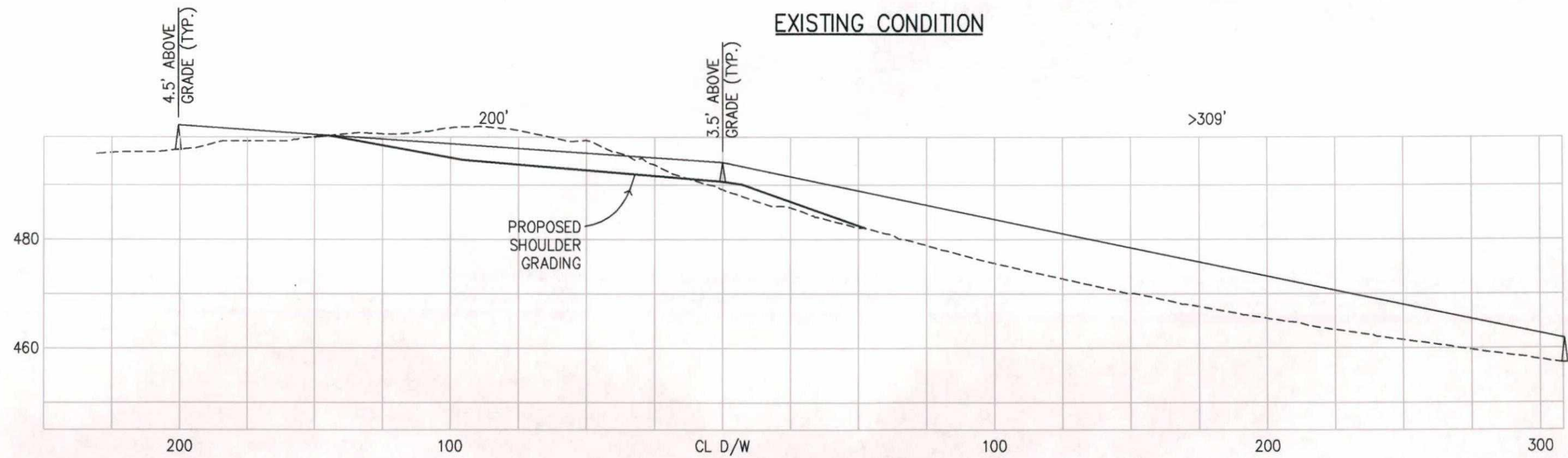


PROFILE: SIGHT DISTANCE FROM DRIVEWAY AT
 12366 LEMON CREST DRIVE
 PDS2014-TM-5582

SCALE: HORIZ.: 1"=40'
 VERT: 1"=10'



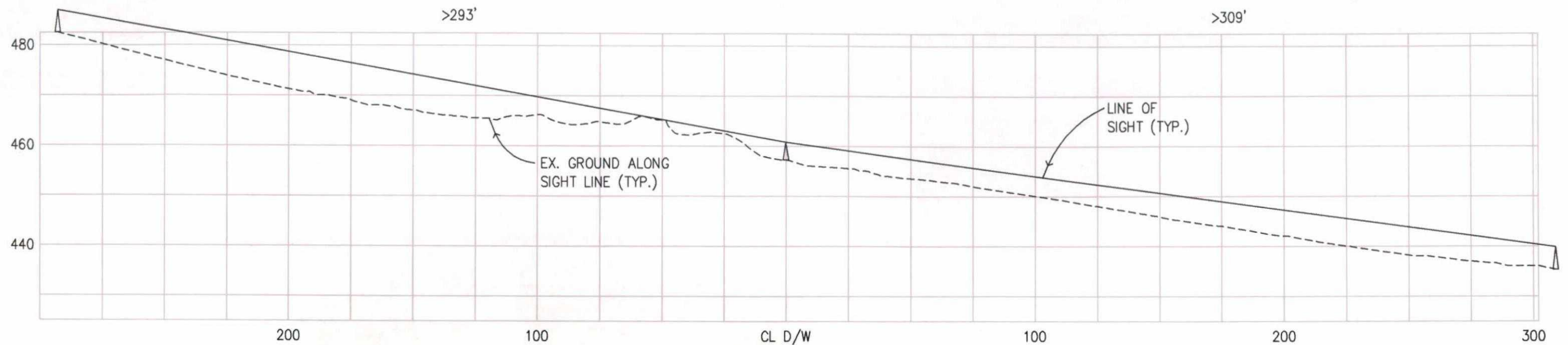
EXISTING CONDITION



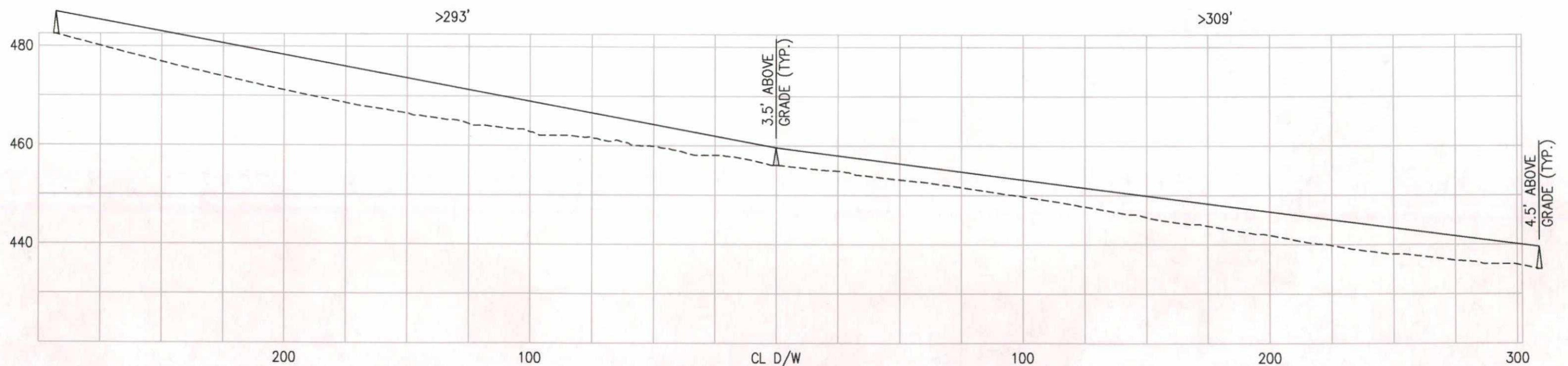
PROPOSED IMPROVEMENT

PROFILE: SIGHT DISTANCE FROM DRIVEWAY AT
12378 LEMON CREST DRIVE
PDS2014-TM-5582

SCALE: HORIZ.: 1"=40'
 VERT: 1"=20'



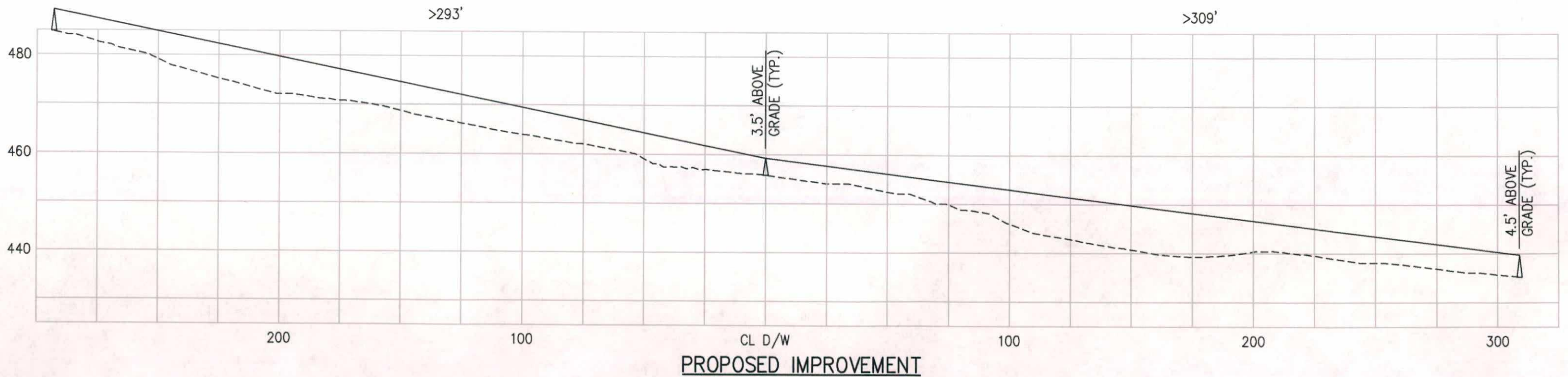
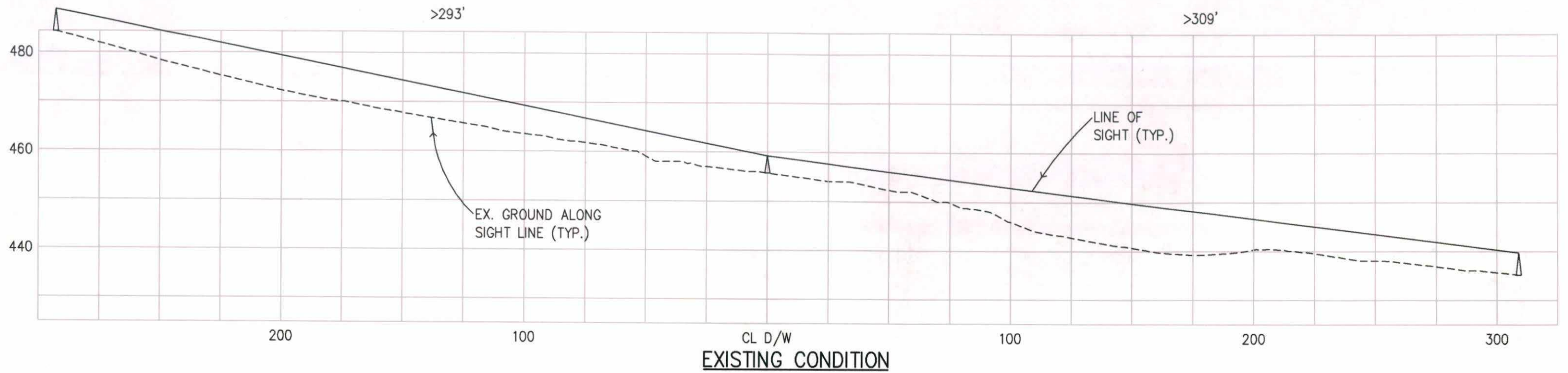
EXISTING CONDITION



PROPOSED IMPROVEMENT

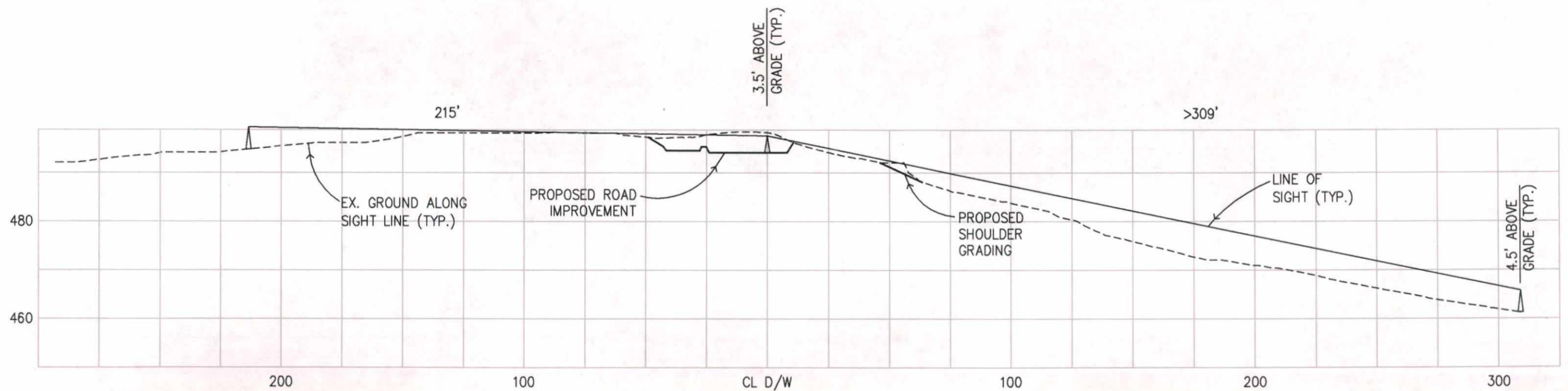
PROFILE: SIGHT DISTANCE FROM DRIVEWAY AT
12412 LEMON CREST DRIVE
PDS2014-TM-5582

SCALE: HORIZ.: 1"=40'
 VERT: 1"=20'



PROFILE: SIGHT DISTANCE FROM DRIVEWAY AT
 12443 LEMON CREST DRIVE
 PDS2014-TM-5582

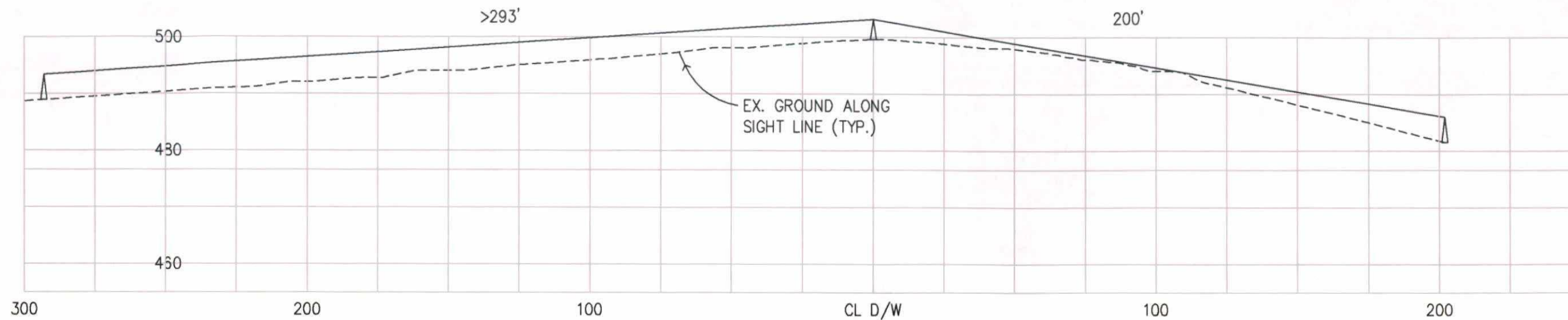
SCALE: HORIZ.: 1"=40'
 VERT: 1"=20'



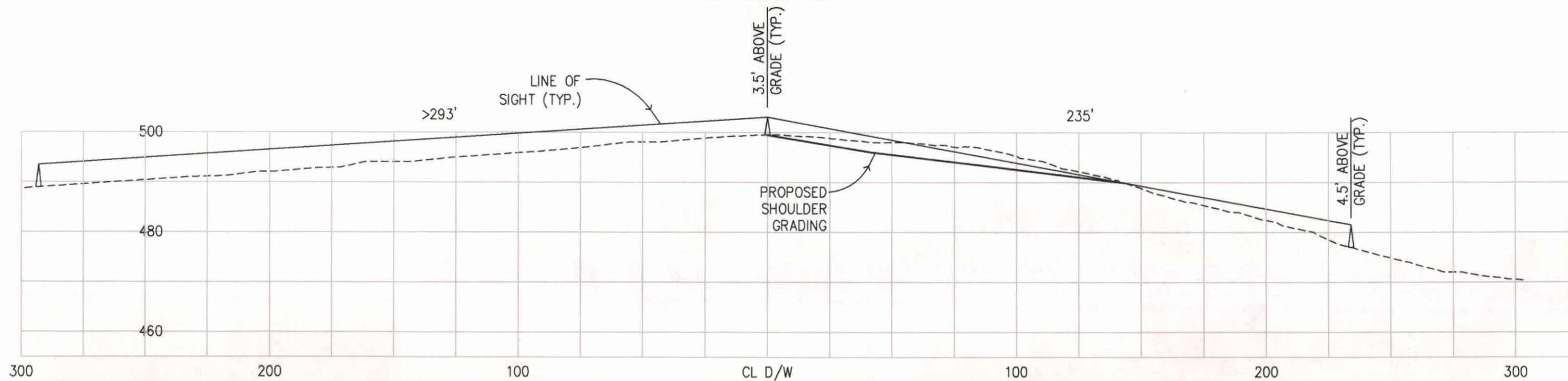
PROPOSED IMPROVEMENT

PROFILE: SIGHT DISTANCE FROM
PROPOSED PRIVATE ROAD
PDS2014-TM-5582

SCALE: HORIZ.: 1"=40'
 VERT: 1"=20'



EXISTING CONDITION



PROPOSED IMPROVEMENT

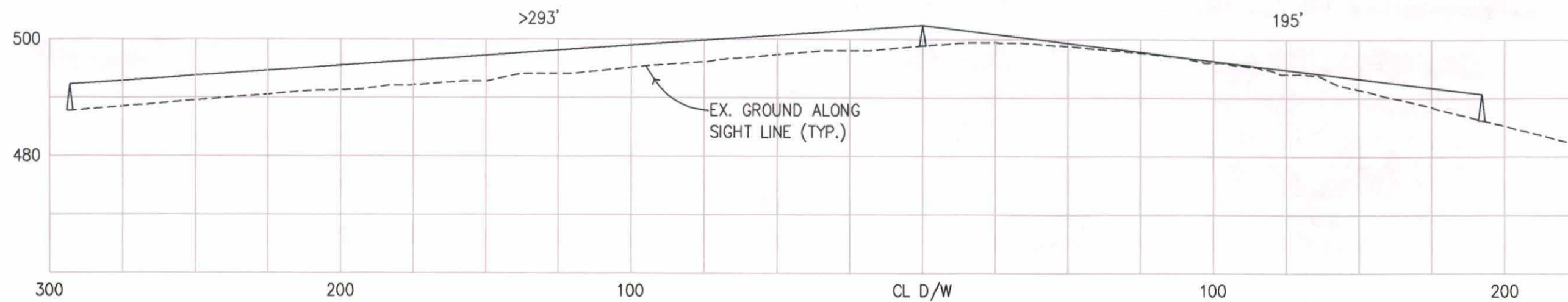
PROFILE: SIGHT DISTANCE FROM DRIVEWAY AT 12363

LEMON CREST DRIVE

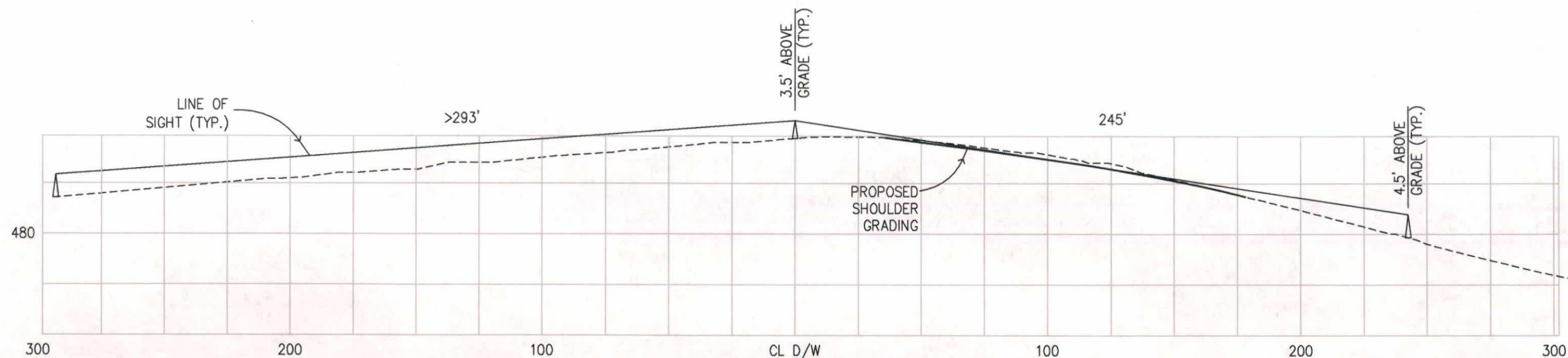
PDS2014-TM-5582

SCALE: HORIZ.: 1"=40'

VERT: 1"=20'



EXISTING CONDITION



PROPOSED IMPROVEMENT

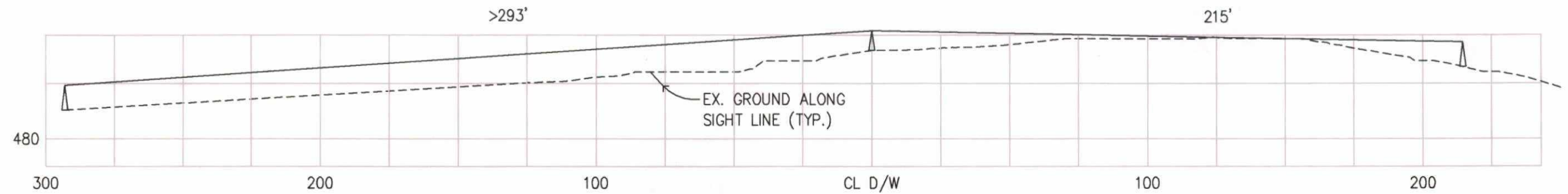
PROFILE: SIGHT DISTANCE FROM DRIVEWAY AT 12355

LEMON CREST DRIVE

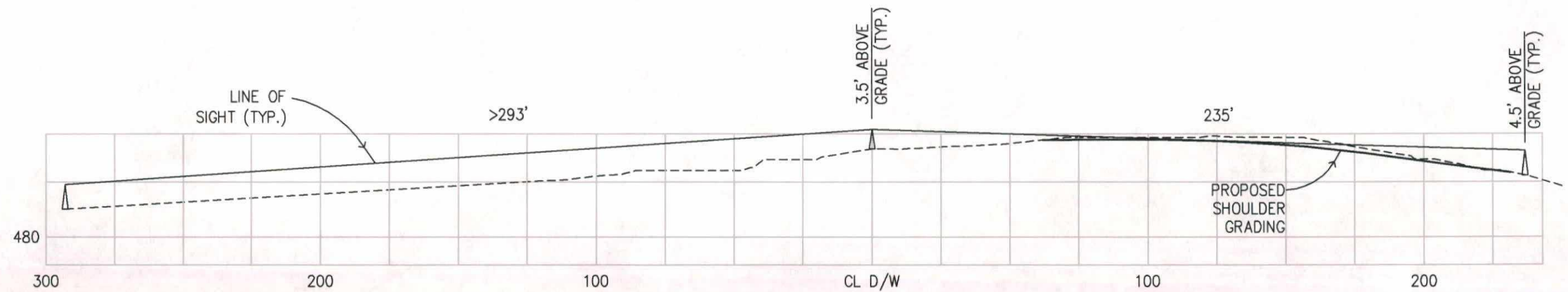
PDS2014-TM-5582

SCALE: HORIZ.: 1"=40'

VERT: 1"=20'



EXISTING CONDITION



PROPOSED IMPROVEMENT

PROFILE: SIGHT DISTANCE FROM DRIVEWAY AT 12345

LEMON CREST DRIVE

PDS2014-TM-5582

SCALE: HORIZ.: 1"=40'

VERT: 1"=20'



County of San Diego

MARK WARDLAW
DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
www.sdcounty.ca.gov/pds

DARREN GRETLER
ASSISTANT DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

September 13, 2016

Ronald Ashman
Crew Engineering and Surveying
5725 Kearny Villa Road
Suite D
San Diego, Ca 92123

REQUEST FOR AN EXCEPTION TO A ROAD STANDARD –TM 5582

Dear Mr. Ashman:

The Department of Planning & Development Services (PDS) has reviewed your request for a Design Exception to a Road Standard to reduce the vertical design speed suggested in table 28 of The County of San Diego- Public Road Standards for a Residential Collector, 30MPH, to approximately 25 MPH to allow for a 250 foot crest vertical curve for Lemon Crest Drive." The request is also to shift the centerline of the road toward the project and to construct interim public road standard width of 28 feet.

PDS is able to conditionally support your request for this design exception to a road standard. The request is acceptable as long as:

1. The proposed cross section of Lemon Crest Drive is modified to be crowned in the center of the 28 foot improvement, i.e. the improvement centerline shall be centered 14 feet from edge.

If you have any questions or need additional information related to this request, please contact Ed Sinsay at (858) 694-2486.

Sincerely,

DARREN GRETLER, Assistant Director
Planning & Development Services

DG:EMS:EB

cc: PDS2014-TM-5582 file

REQUEST FOR AN EXCEPTION TO A ROAD STANDARD –TM-5582 Lemoncrest

NATURE OF REQUEST

The Department of Planning & Development Services (PDS) has reviewed your request for a Design Exception to a Road Standard to reduce the vertical design speed suggested in table 28 of The County of San Diego- Public Road Standards for a Residential Collector, 30MPH, to approximately 25 MPH to allow for a 250 foot crest vertical curve for Lemon Crest Drive." The request is also to shift the centerline of the road toward the project and to construct interim public road standard width of 28 feet.

BACKGROUND:

The project is a proposed 24 lot Residential Tentative Subdivision Map over 15.1 acres, APN 394-290-28-00. The project site is located along Lemon Crest Drive in the Lakeside Community Planning area, within unincorporated San Diego County. The site is subject to the General Plan Regional Category Village, Land Use Designation is 8. Zoning for the site is CN. The site has one existing structure that will be removed. Access would be provided by a private easement road connecting to Lemon Crest Drive. The project would be served by sewer and imported water.

Applicant's request is based on the following:

1. Building the road to standard design speed will preclude access to existing homes on Lemon Crest Drive.
2. Sight Distance will be an issue if the road is lowered to meet standard.

PROJECT MANAGEMENT TEAM REVIEW:

It is recommended that the Director of Public Works support this request. Decision is based upon the following:

1. The County of San Diego Traffic Engineer has reviewed the request and has no objection to the approval.
2. PDS Planning Manager, David Sibbet, has reviewed the request and has no concerns or comments.

RECOMMENDATION:

Support the requested design exception to waive Private Road Improvements.

Request Recommended / Not Recommended: _____ Date: _____
Edwin Sinsay

Request Recommended / Not Recommended: _____ Date: _____
Darren Gretler

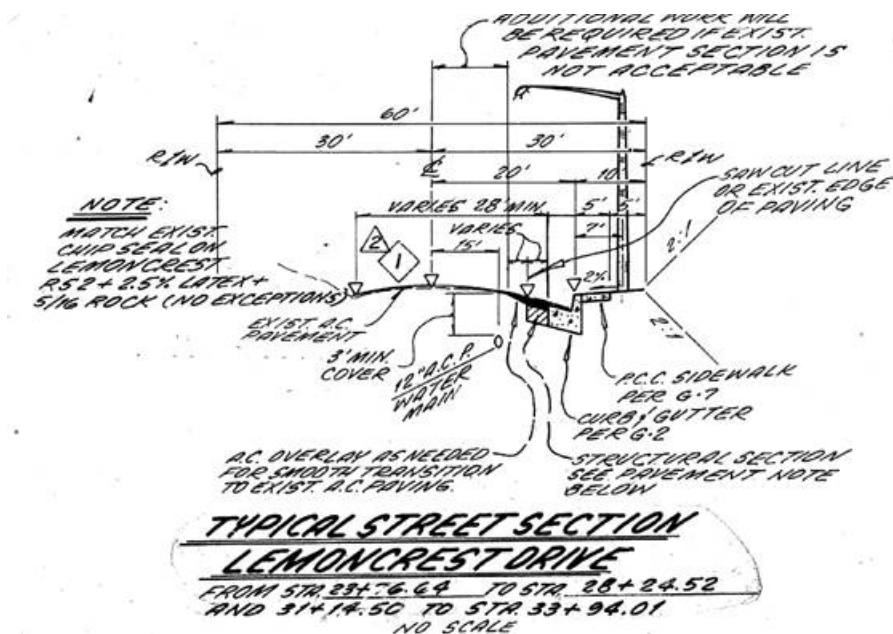
Garcia, Teni

From: Garcia, Teni
Sent: Friday, October 06, 2017 8:09 AM
To: 'Crew Engineering and Surveying'
Cc: Sinsay, Edwin M; 'Bob Stewart'
Subject: RE: PDS2014-TM-5582 (Lemon Crest Project)- DER

Good morning Ron,

I have a meeting with Zoubir regarding the DER for Lemon Crest project and he agreed that required improvements for this TM can match the record plans CG 3548. Based on the typical cross section shown below, the proposed face of curb on your project side will be located 20' from CL and the required pavement width will be a minimum of 28' with approximately 18.5' on your project side and about 9.5' on the opposite side. I will revise the DER letter to reflect this.

Please let me know if you have any questions or would like to discuss this further.



Thank you ,

Teni Garcia, P.E.

Land Development Division | Planning & Development Services

County of San Diego

5510 Overland Ave., Suite 310, San Diego, CA, 92123

Teni.garcia@sdcounty.ca.gov | 858.495.5496

From: Crew Engineering and Surveying [mailto:crewengineering@gmail.com]
Sent: Wednesday, September 20, 2017 6:56 PM
To: Garcia, Teni <Teni.Garcia@sdcounty.ca.gov>
Subject: Re: PDS2014-TM-5582 (Lemon Crest Project)- DER

Hi Teni,

I am sending you, attached, a copy of the curb grade plan against which the County issued a public improvement permit when the elementary school at our easterly edge built the partial improvements of LemonCrest Drive. Please note it is a record plan, the improvements exist right up to the northeast corner of this

project. Their typical cross section is looking in the direction of the school (easterly). Our project is not a spot improvement, we will have to match this condition. To build a crown in the middle of a partial improvement would be inconsistent with what you made the school build. Please pass this information on to Ed Sinsay and your traffic personnel for consideration. You have the full record plan in your cartographic services records if they desire to see it.

Let me know.

Ron Ashman
Crew Engineering
and Surveying



Virus-free. www.avast.com

On Wed, Sep 20, 2017 at 2:43 PM, Garcia, Teni <Teni.Garcia@sdcounty.ca.gov> wrote:

Good afternoon Mr. Ashman,

We had a meeting with our traffic engineer, Zoubir, about the DER on Lemon Crest Project. Would you mind sending an exhibit showing the alignment of the road with the crown located at center of improvements. Zoubir would like to see that alignment and compare to what is currently shown on the plans before making any determination.

Please let me know if you have any questions or would like to discuss this further.

Thank you,

Teni Garcia, P.E.

Land Development Division|Planning & Development Services

[County of San Diego](#)

[5510 Overland Ave., Suite 310, San Diego, CA, 92123](#)

Teni.garcia@sdcounty.ca.gov | [858.495.5496](tel:858.495.5496)