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**From:** Sanchez Rangel, Rogelio@DOT <roger.sanchez-rangel@dot.ca.gov>  
**Sent:** Thursday, May 23, 2019 1:28 PM  
**To:** Gregory.Mattson@sdcounty.ca.gov  
**Cc:** Eaton, Maurice A@DOT; OPR State Clearinghouse  
**Subject:** Otay Ranch Village 13 DEIR SD County (SCH# 2004101058)  
**Attachments:** DEIR SCH 2004101058.pdf; Pages from Fire Protection Plan.Appendix\_II\_FPP\_AltH\_Sept 2018 (Optimized).pdf

Hi Gregory,

Per our conversation, in addition to our previous comment letter dated May 15, 2015, Caltrans would like to add the following comment,

*The Fire Protection plan under alternative H, **Section 2.1 project location**, does not include SR-94 as one of the nearby state highways. Please include SR-94.*

Thank you

Roger Sanchez  
Caltrans D 11  
Development Review Branch  
[roger.sanchez-rangel@dot.ca.gov](mailto:roger.sanchez-rangel@dot.ca.gov)  
Tel (619) 688-6494

Governor's Office of Planning & Research  
MAY 23 2019  
STATE CLEARINGHOUSE

# Fire Protection Plan

## The Otay Ranch Resort Village - Alternative H Project

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## 2 PROPOSED ALTERNATIVE H SUMMARY

### 2.1 Location

The Alternative H site consists of approximately 1,869 acres located in southwestern San Diego County, approximately 0.25 miles east of the City of Chula Vista (Figure 1, Regional Map and Figure 2, Alternative H Site Location)). The Alternative H area lies within the watershed of the Otay River, a westerly flowing stream that drains an area of approximately 145 square miles. The site is upstream of Savage dam, which creates Lower Otay Reservoir. The Alternative H site is bordered by Lower Otay Reservoir to the south and west. Regional access is provided by Interstate 805 (I-805), approximately 7 miles west of the site and State Route 125 (SR-125) located approximately 2.5 miles west of the Alternative H site. State Route 54 (SR-54) provides regional east-west circulation, approximately 5 miles north of the Alternative H site. Local access is via Telegraph Canyon Road, which transitions into Otay Lakes Road, as an arterial road that forms the southern boundary of the Alternative H site. The property is located on the United States Geological Survey (USGS) Jamul Mountains Quadrangle, Sections 4, 5, 6, 31, 32, 33; Townships 16 South and 17 South, and Range 1 East.

The Alternative H Assessor Parcel Numbers are 595-090-03, 598-130-021, 598-130-03, 598-140-01, 647-020-08, 647-020-09, 647-020-12, and 647-030-05.

#### 2.1.1 Vicinity Land Use

Existing land uses surrounding the Otay Ranch Resort Village - Alternative H site vary from open water to highly urbanized areas (Figure 3, Surrounding Land Uses). Lower Otay Reservoir, a water and recreation reservoir owned by the City of San Diego, is located to the west and south of the Alternative H site. The Eastlake Vistas residential community, the Eastlake Woods residential community and the U.S. Olympic Training Center compose the edge of urban development to the west. Lower Otay Reservoir, a recreational reservoir and water supply owned by the City of San Diego, is located to the south and west of the Alternative H site. Upper Otay Reservoir and the Birch Family Estate Parcel, a portion of the Otay Ranch Resort Village Alternative H identified for possible future development as a specialty conference center and low-density residential use, are located to the northwest. A parachute training facility and airstrip is located on a private airfield (John Nichols Airfield) owned by the City of San Diego at the east end of Lower Otay Reservoir, and an inactive quarry is located farther to the east of the project site. Existing open space preserve land is located north of the Alternative H area.

Prior to 2001, the southern half of the Alternative H area was used for ranching, specifically cattle grazing. Crop cultivation likely occurred on the southwestern corner of the property decades ago. The site is bounded on the south by Otay Lakes Road and Jamul Creek is located just east of the

**DEPARTMENT OF TRANSPORTATION**

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*Flex your power!  
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May 15, 2015

Mr. Dennis Campbell  
 San Diego County  
 Department of Planning & Development Services  
 5510 Overland Ave, Suite 310  
 San Diego, CA 92123

Governor's Office of Planning & Research 11-SD-125  
 PM 4.04

MAY 23 2015

STATE CLEARINGHOUSE

Dear Mr. Campbell:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. 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 our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network.

Caltrans has received Draft Environmental Impact Report (DEIR) SCH 200410105814061078 for the Otay R for the Otay Ranch Village 13 project. The project will be located along Otay Lakes Road from State Route 125 (SR-125) and State Route 94 (SR-94). Caltrans has the following comments:

1. The 7.1 summary table of approved/pending projects still does not include the other Otay Villages and Jamul Casino project. The addition of these projects may change the cumulative impact analysis.
2. Figures 4-2B.1 and 4-2D.1 had about 1000 trips that are lost between intersection 44 and 21. Now the lost trips are reduced to 220. Please clarify.
3. Any work performed within Caltrans right-of-way (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. 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.

Mr. Dennis Campbell

May 15, 2015.

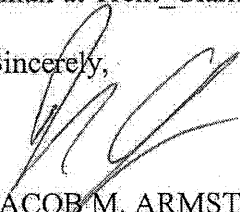
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Improvement plans for construction within State Highway R/W must include the appropriate engineering information consistent with the state code and signed and stamped by a professional engineer registered in the State of California. Caltrans Permit 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.

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.

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](mailto:Trent_Clark@dot.ca.gov).

Sincerely,



JACOB M. ARMSTRONG, Chief  
Development Review Branch