

California Department of Transportation

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February 6, 2023

11-SD-78

PM 26.592

Rancho Guejito Wine Tasting Facility and Event Center
MND/ SCH# 2022120692

Ms. Ashley Smith
Chief – Project Planning
County of San Diego
5510 Overland Avenue
San Diego, CA 92123

Governor's Office of Planning & Research

FEB 6 2023

STATE CLEARING HOUSE

Dear Ms. Smith:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration (MND) (SCH# 2022120692) for the Rancho Guejito Wine Tasting Facility and Event Center Project located near State Route 86 (SR-86). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans has the following comments:

Design

- The project's developers will need to consult the Caltrans Highway Design Manual (HDM) to evaluate all proposed features that will be in the Caltrans Right-of-Way (R/W). Some of these design features may be existing conditions that will be

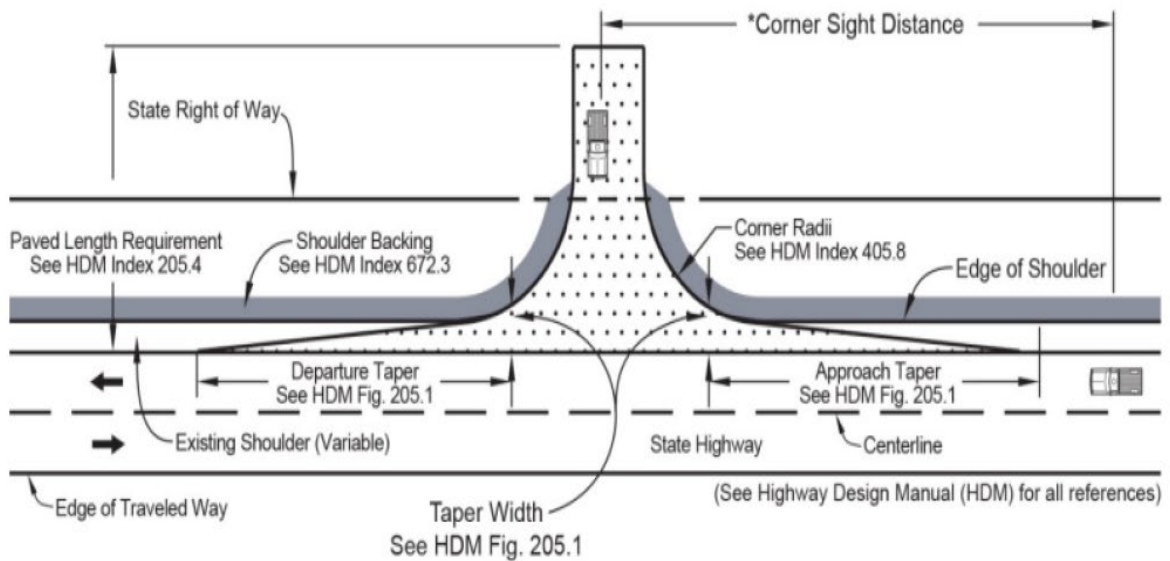
"Provide a safe and reliable transportation network that serves all people and respects the environment"

perpetuated or maintained, but they may need to be documented in a Design Standard Decision Document (DSDD).

- The location of the driveway shall be designed to maximize corner sight distance. For corner sight distance, see the Caltrans Highway Design Manual (HDM) Index 405.1(2)(c). Driveway proposals that do not meet sight distance requirements will not be permitted. The minimum corner sight distance shall be equal to the stopping sight distance as given in HDM Table 201.1. HDM Table 101.2 shows appropriate ranges of design speeds that shall be used for the various types of facilities, place types, and conditions listed. (See HDM Table 101.2 Vehicular Design Speed; Table 201.1 Sight Distance Standards; Index 205.4 Driveways on Frontage roads and in Rural Areas; Index 405.1 (2) Corner Sight Distance).
- Driveways connecting to State highways shall be paved a minimum of 20 feet from the edge of shoulder or to the edge of State Right-of-Way (R/W), whichever is less to minimize or eliminate gravel from being scattered on the highway and to provide a paved surface for vehicles and bicycles to accelerate and merge. Where larger design vehicles are using the driveway (e.g., dump trucks, flatbed trucks, moving vans, etc.), extend paving so the drive wheels will be on a paved surface when accelerating onto the roadway (See HDM Index 205.4 Driveways on Frontage roads and in Rural Areas).
- Design details are shown on HDM Figure 205.1. This detail, without the recess, may be used on conventional highways (See HDM Figure 205.1 Access Openings on Expressways).
- Approach and departure tapers should be 50 feet longitudinal and 8 feet from edge of traveled way at the end of the taper. Approach and departure tapers are not required where the existing paved shoulder is at least 8 feet wide (See HDM Figure 205.1 Access Openings on Expressways).
- Approach and departure tapers should have structural sections matching the existing State highway shoulders. An alternate shoulder design is allowed. See Caltrans HDM Figure 613.4B for details. For asphalt driveway the structural section should be equal to or greater than edge of shoulder or approach and departure tapers. Minimum thickness of surface course is 0.35 foot. Aggregate base depth should match State highway shoulders. Details (cross section, etc.) for concrete driveways are shown on Standard Plan A87A. Minimum thickness at driveway shall be 4 inches for residential and 6 inches for J-1 commercial. (See HDM 613.4(2) Shoulders; Standard Plan A87A Curb and Driveways).

- Place shoulder backing from the edge of pavement (EP) to the hinge point (HP). Shoulder backing should be placed on a width of at least 2 feet from EP. For placement of shoulder backing thickness greater than 0.5 foot for slope repair; shoulder backing behind dikes; and where longitudinal drainage are present; see HDM for details. (See HDM Index 672 Shoulder Backing and HDM Figures 672.3 A through E).
- Where County Regulations differ from the State's, it may be desirable to follow County regulations (See HDM Index 205.4 Driveways on Frontage roads and in Rural Areas).

Driveway Design Requirements for Rural Areas with Unimproved Frontage on Conventional State Highways



*Corner Sight Distance shall be calculated from all directions of approach. See HDM Index 405.1(2) & Figure 405.7 for set back and sight distance calculations.

- Confirm that the existing fence will be relocated outside of the proposed Caltrans R/W dedication, and will not be located within the ultimate sight distance lines. Provide the final location of the fence in the final engineering plans as part of your encroachment permit submittal package.

Materials Engineering

- Please match the existing structural section and thickness within Caltrans' right-of-way (R/W). All materials within Caltrans' R/W shall be in accordance with the latest Standard Specifications. See Materials Engineering's Redline Comment pdf attachment for further detail. The asphalt concrete design mix and all improvements within the Caltrans R/W would need to adhere to Caltrans 2022 standards.

Hydrology and Drainage Studies

- It appears that the Developer did not address the Hydraulics Branch's comments sent to the County of San Diego and Rick Engineering via email on September 27, 2021, for the proposed development Drainage Study, therefore the Hydraulics Branch concludes that the proposed development constitutes an adverse impact to the Department's facilities. The Hydraulics Branch cannot support the proposed development as documented in the MND document at this time.

Traffic Control Plan/Hauling

- A Traffic Control Plan is to be submitted to Caltrans District 11, including the intersection at SR-78 and the Rancho Guejito Winery driveway (Rockwood Grove – central driveway) at least 30 days prior to the start of any construction. Traffic shall not be unreasonably delayed. The plan shall also outline suggested detours to use during closures, including routes and signage.
- Potential impacts to the highway facilities (SR-78) and traveling public from the detour, demolition and other construction activities should be discussed and addressed before work begins.

Noise

- The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, the Department of Transportation (Caltrans) is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-78.

Glare

- The proximity of the project site to SR-78 raises some concerns regarding potential glare that could pose a potential risk to motorists traveling on SR-78. General information was provided to Caltrans describing the reflective characteristics of these types of facilities, which is described as minimal. The

project's potential glare characteristics should be considered as part of the City's/County's Permit approval. Caltrans would want to ensure that all lighting, including reflected sunlight and reflected night lighting, within this project should be placed and/or shielded so as not to be hazardous to vehicles traveling on SR-78.

Environmental

- The plot plan indicates that the roadway widening will require soil disturbance and a fill slope within State R/W. All disturbed areas should be hydroseeded with a low-growing, non-irrigated CA native hydroseed mix to provide erosion control vegetative cover. A suggested seed mix is below.

SEED MIX 1 - (NON-IRRIGATED)

BOTANICAL NAME (COMMON NAME)	PERCENT GERMINATION (MINIMUM)	POUNDS PURE LIVE SEED PER ACRE (SLOPE MEASUREMENT)
ESCHSCHOLZIA CALIFORNICA (CALIFORNIA POPPY)	60	3.0
FESTUCA MICROSTACHYS (SMALL FESCUE)	35	3.0
LASTHENIA CALIFORNICA (DWARF GOLDFIELDS)	35	4.0
LUPINUS BICOLOR (PIGMY-LEAVED LUPINE)	65	3.0
PLANTAGO ERECTA (DOTSEED PLANTAIN)	60	3.0
TRIFOLIUM WILDENOVII (TOMCAT CLOVER)	25	2.0
	TOTAL	18.0

- Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the EIR that Caltrans will use for our subsequent environmental compliance.
- 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 approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, any CEQA determinations or exemption k. The supporting

documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

- We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

Mitigation

- Caltrans endeavors that any direct and cumulative impacts to the State Highway network be eliminated or reduced to a level of insignificance pursuant to the CEQA and National Environmental Policy Act (NEPA) standards.
- Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy. Please refer to the policy for more information and requirements (<http://www.dot.ca.gov/trafficops/ice.html>).
- Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

Right-of-Way

- For new or relocated utilities, please consult the Project Development Procedures Manual, Chapter 17, Encroachments and Utilities, to ensure compliance with current standards. <https://dot.ca.gov/-/media/dot-media/programs/design/documents/pdpm-chapter17-a11y.pdf>.
- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

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- 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.
- Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or emailing D11.Permits@dot.ca.gov or by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Charlie Lecourtois, LDR Coordinator, at (619) 985-4766 or by e-mail sent to Charlie.Lecourtois@dot.ca.gov.

Sincerely,

Maurice A. Eaton

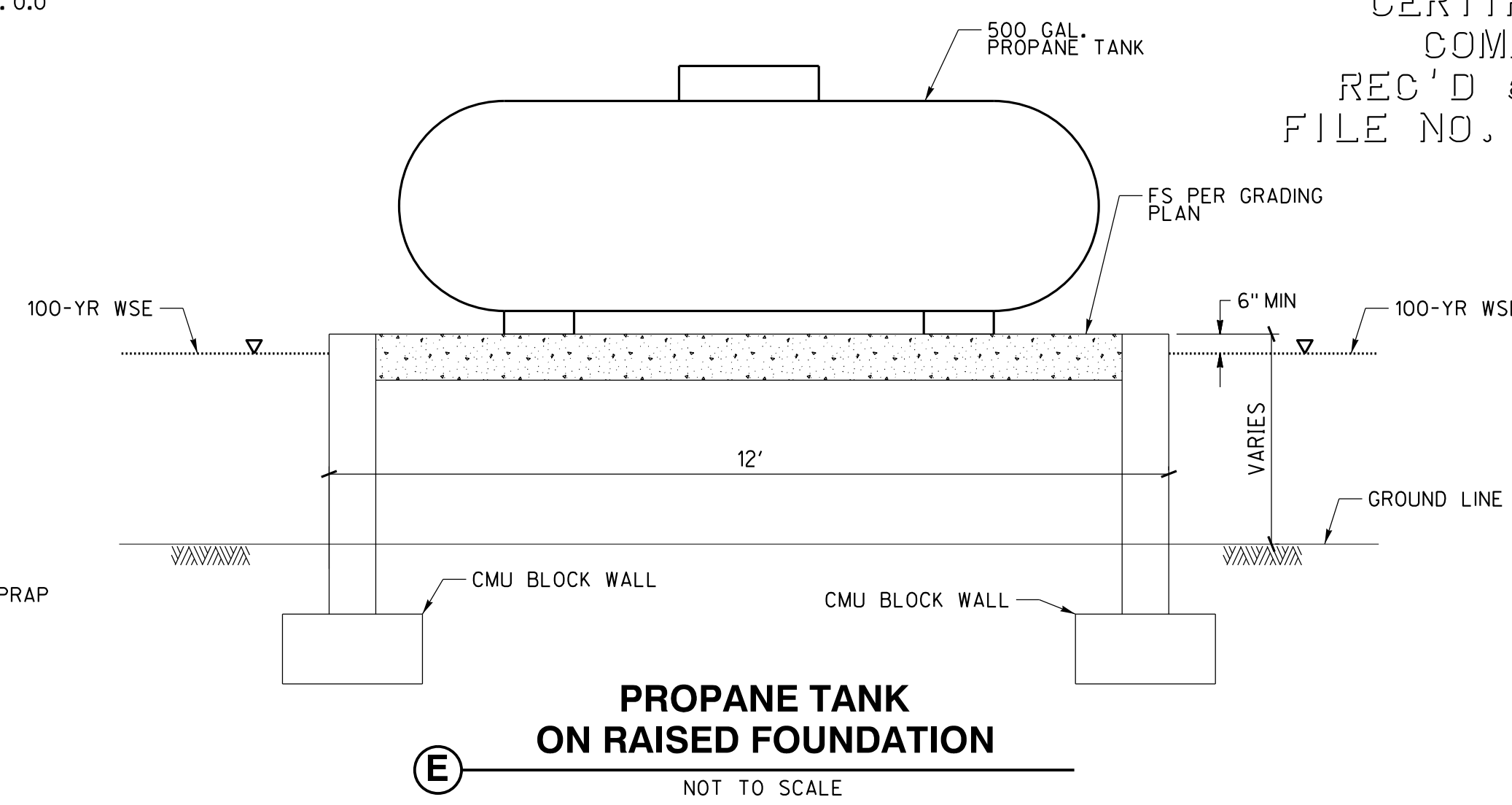
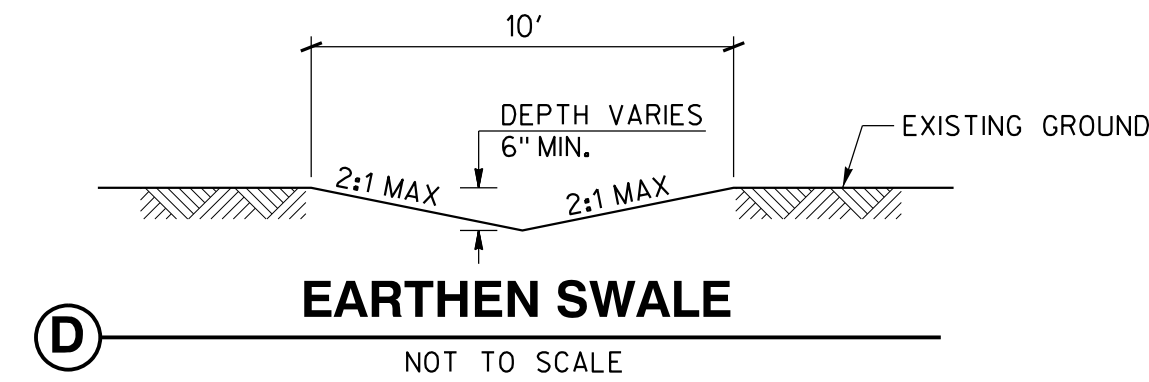
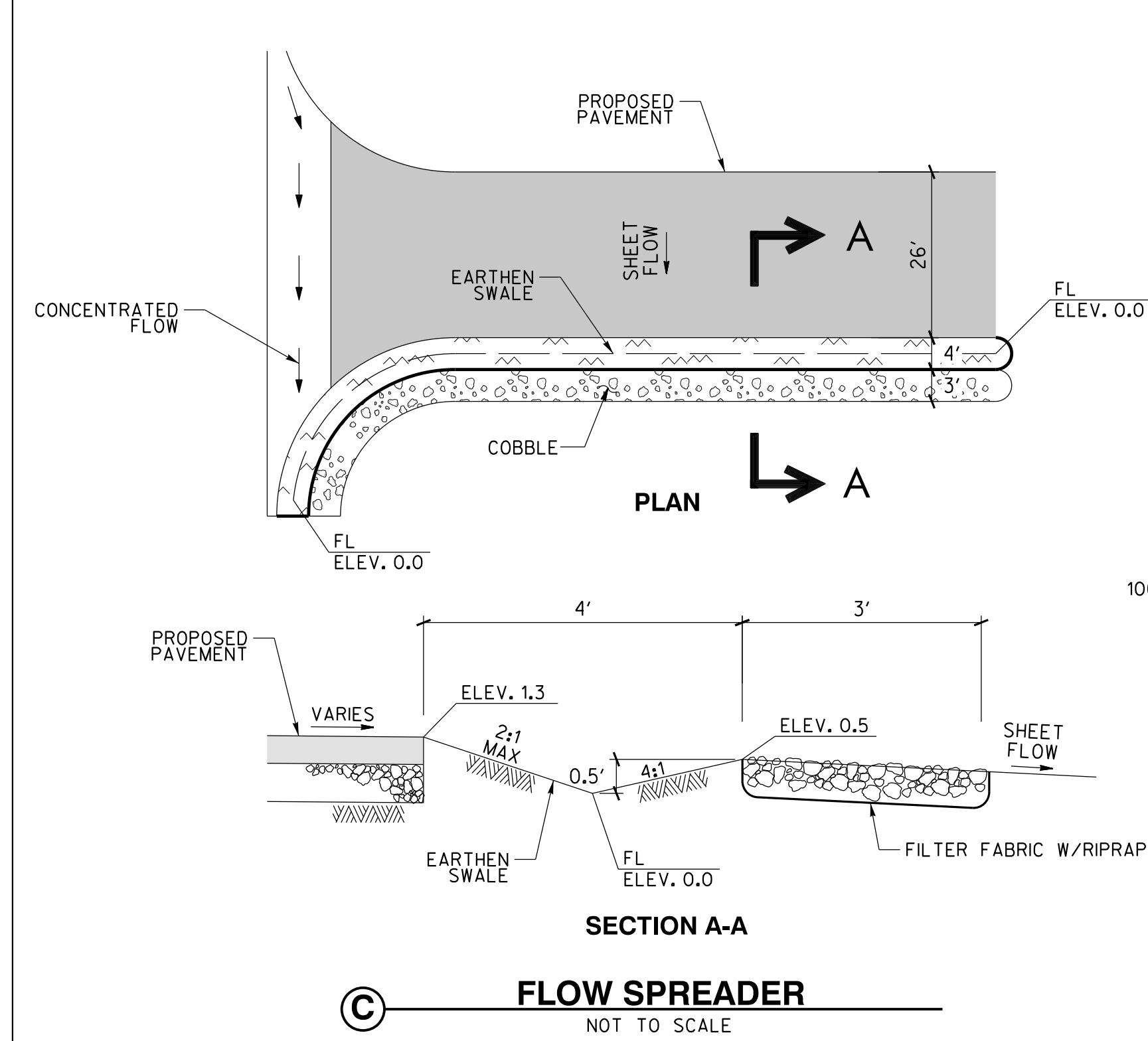
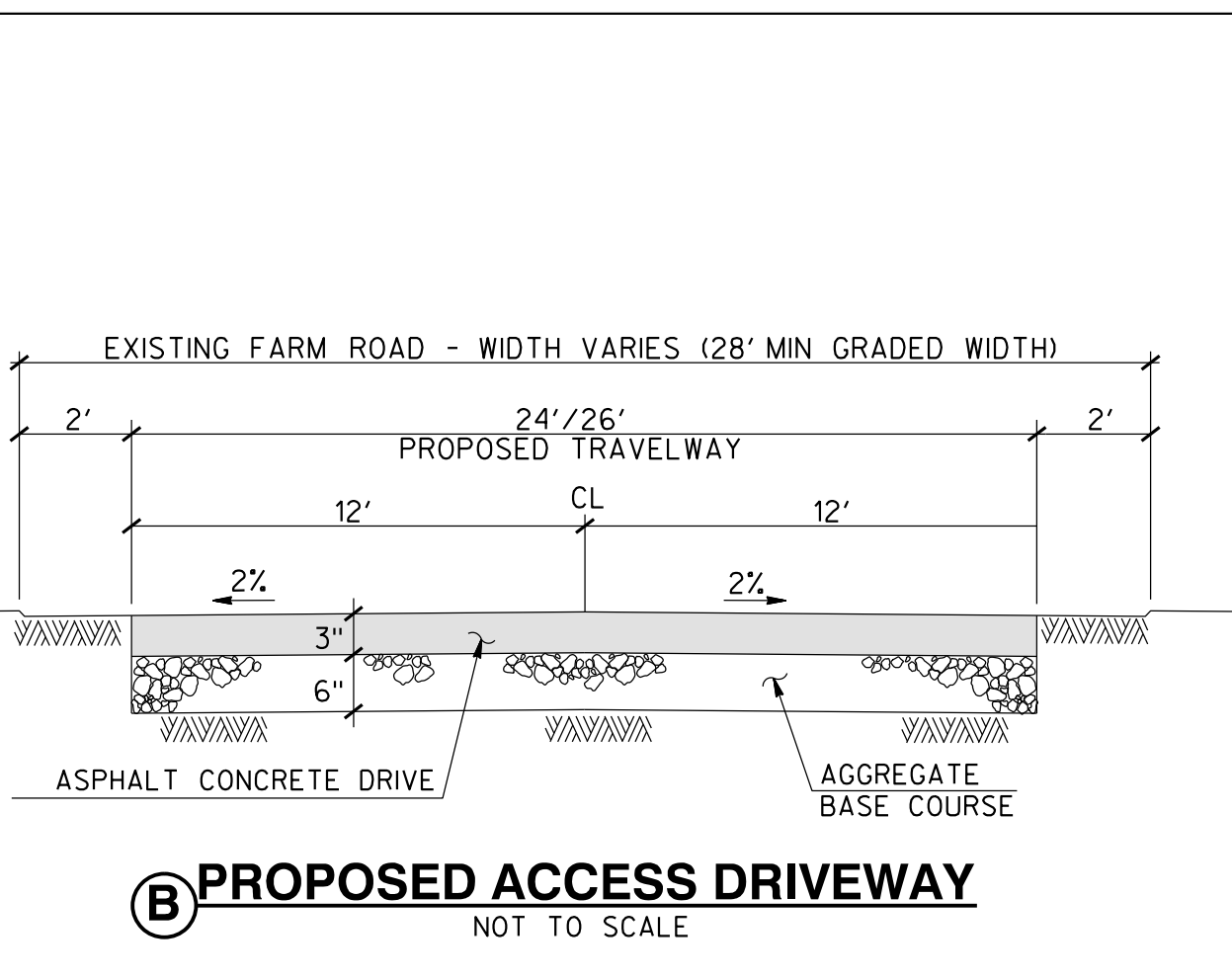
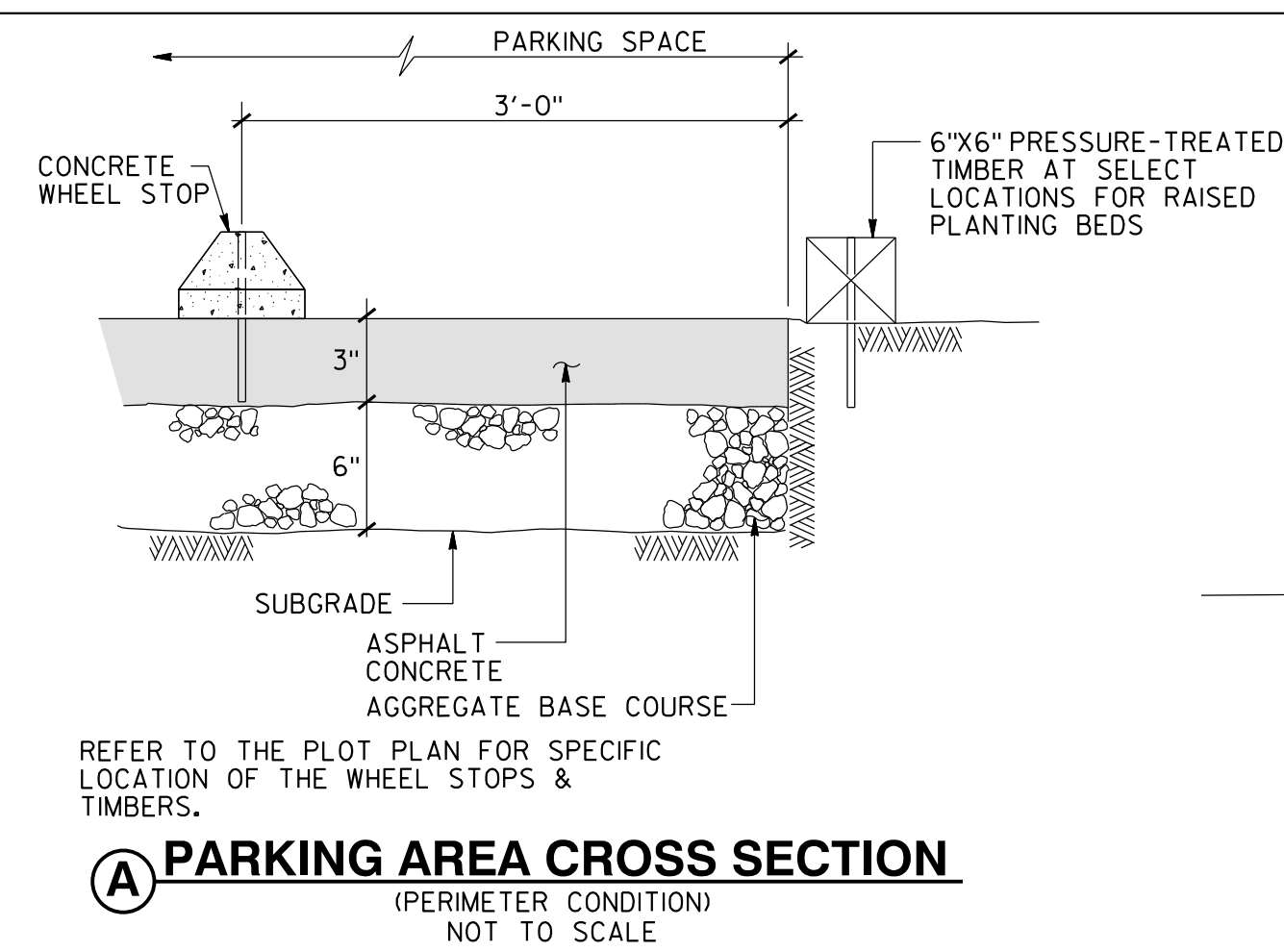
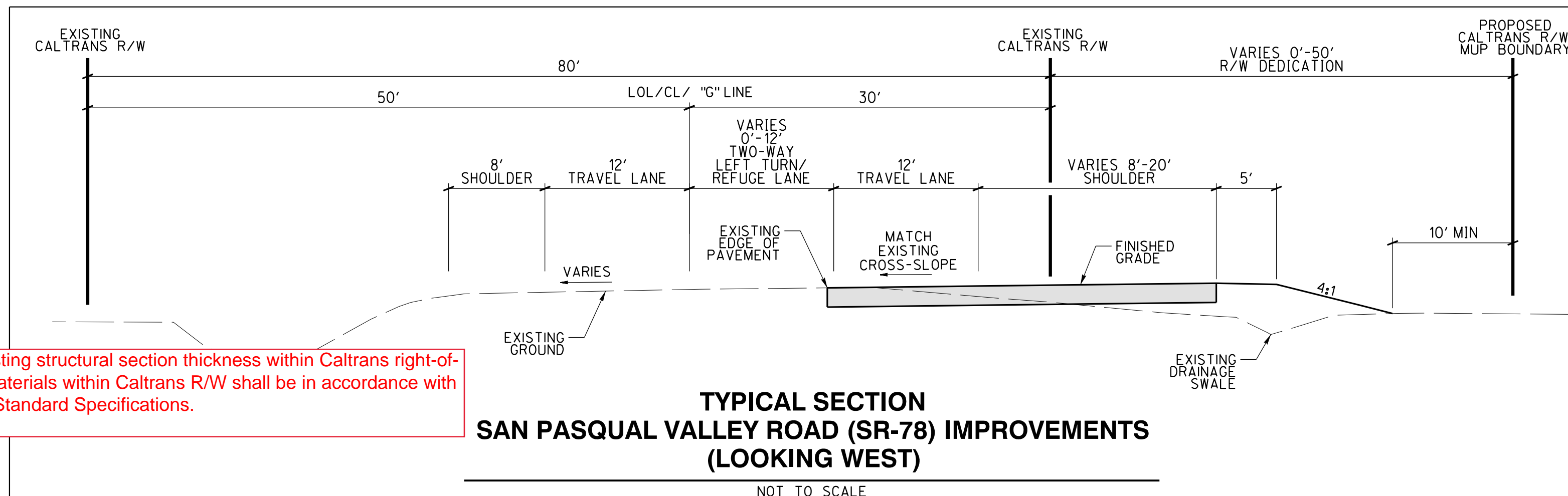
MAURICE EATON

Branch Chief

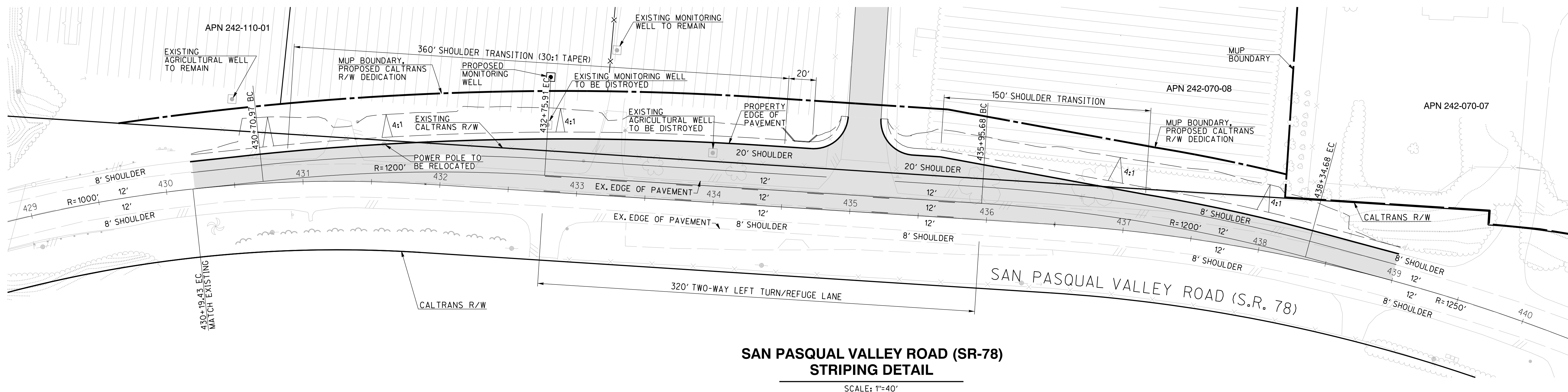
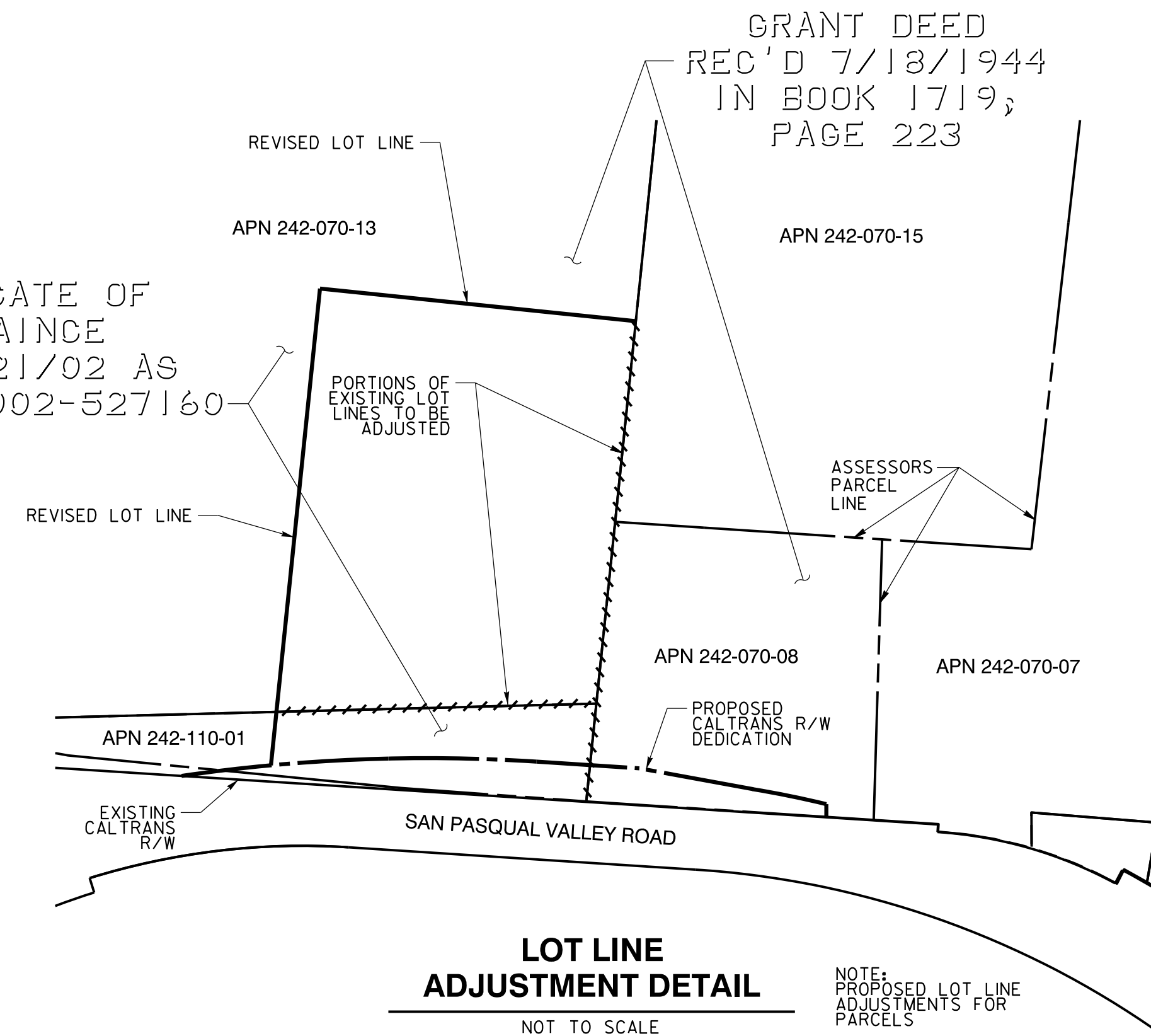
Local Development Review

Attachment - Materials Engineering_Redline Cmmnts_Rancho Guejito

Match existing structural section thickness within Caltrans right-of-way. All materials within Caltrans R/W shall be in accordance with the latest Standard Specifications.



CERTIFICATE OF COMPLIANCE
REC'D 6/21/02 AS
FILE NO. 2002-527160



JOB NO. 14557-0
COUNTY PLAN CHECK NO.

REVISION	3/19/21
RESUBMITTAL	1/24/22

MAJOR USE PERMIT
PDS2020-MUP-20-001; PDS2020-ER-20-09-001
(PREVIOUSLY ADMINISTRATIVE PERMIT AD12-032)
RANCHO GUEJITO WINE TASTING FACILITY & EVENT CENTER

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NOTES & DETAILS