

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 709-5152 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov



August 21, 2023

11-SD -8
PM 20.053

Los Coches Plaza Shopping Center
MND/SCH#2023070444

Mr. Sean Oberbauer
Land Use & Environmental Planner
County of San Diego
Planning and Development Services
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Dear Mr. Oberbauer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration (MND) for the Los Coches Plaza Shopping Center located near Interstate 8 (I-8) and Los Coches Road in Lakeside. 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 is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the County of San Diego in areas where the County and Caltrans have joint jurisdiction to improve the transportation network and

connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Engineering and Analysis

- Any traffic control signs or devices for this development that encroach within Caltrans' Right-of-Way (R/W) will require an approved Caltrans encroachment permit.
- We suggest updating the pedestrian ramps to current Americans with Disabilities Act (ADA) standards, if necessary, to accommodate pedestrians and disabled persons.
- No access to the project site through Caltrans' R/W will be allowed.
- The Caltrans' R/W fence and footing is to be protected in place as all grading (both temporary and permanent) will be on the project site.
- Please protect all Caltrans' fencing in-place at the project boundary.
- If no fencing is intended to be replaced and/or removed. Therefore, no encroachment permit will be necessary for the work within Caltrans' R/W.
- The Synchro models need to be revised; they do not reflect the existing conditions of the roadways including but not limited to:
 - One lane shown in each direction between the I-8 eastbound ramps and I-8 westbound ramps, when it should be two lanes.
 - Westbound and eastbound I-8 exit ramps' lane storage and link distances.
 - There is an incorrect northbound left turn towards the I-8 eastbound exit ramp.
- The local mobility analysis needs to include the analysis results for all intersections with the post mitigation traffic signal installed.
- Sim Traffic appears to show queuing issues with the post mitigation signal. Please provide an extensive queuing analysis for the Los Coches Road intersections in the area including the I-8 westbound ramps, I-8 eastbound ramps, Camino Canada, and Ora Belle Lane. The queuing analysis should include Existing, Existing + Project, Existing + Project + Cumulative + Mitigation, and any other relevant scenarios.

Design

Ensure that the footing of the proposed retaining wall is constructed fully within the shopping center property. The final design needs to ensure that this feature will comply with this requirement, especially if the project will need a Caltrans encroachment permit to enter the R/W for construction activities. A proposed footing that extends underground into the Caltrans' R/W will be flagged by the Caltrans Permits Office staff for needing more in-depth review and evaluation.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the County of San Diego, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the County to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The County should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Environmental

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 MND 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, CEQA determination or exemption. 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 fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of greenhouse gas (GHG) emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

Hydraulics

- On all plans, show Caltrans' R/W.
- Any modification to the existing drainage and increase runoff to State facilities will not be allowed.
- Proposed retaining wall at Caltrans' R/W appears to be contiguous to State property. Provide details cross sections in this area for review.
- Please clarify if Biofiltration Basin A reduces the 100-year post-development flow rate to the 100-year pre-development flow rate.
- Early coordination with Caltrans is recommended.

Traffic Control Plan/Hauling

Caltrans has discretionary authority with respect to highways under its jurisdiction and may, upon application and if good cause appears, issue a special permit to operate or move a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations specified in the California Vehicle Code. The Caltrans Transportation Permits Issuance Branch is responsible for the issuance of these special transportation permits for oversize/overweight vehicles on the State Highway network. Additional information is provided online at: <http://www.dot.ca.gov/trafficops/permits/index.html>

If a Traffic Control Plan is required, it needs to be submitted to Caltrans District 11, including the interchange at I-8 and Los Coches Road, 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. Please include accommodations for pedestrians and bicycle facilities, where applicable.

Potential impacts to the highway facilities (I-8) and traveling public from the detour, demolition and other construction activities should be discussed and addressed before work begins.

Right-of-Way

1. Is the property line (P/L) also the Caltrans' R/W? If so, please add the Caltrans' R/W label in addition to the P/L designation.
2. The existing fence is not the R/W. Caltrans often has offsets from the fence line to the actual Caltrans' R/W.
3. If there are gaps between the existing chain link fence and any future wall on private property, weeds and trash tend to collect in this area. There may need to be a discussion on maintaining this area in the future if any such wall is built.
4. The construction of any wall (including footings) needs to be completely within the proposed project's property. There is no additional setback within the property being developed, unless an easement is in place.
5. 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.
6. 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.

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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 Mark McCumsey, LDR Coordinator, at (619) 985-4957 or by e-mail sent to Mark.McCumsey@dot.ca.gov.

Sincerely,

Kimberly Dodson for

MAURICE A. EATON
Branch Chief
Local Development Review