

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



May 23, 2024

11-SD-15
PM M23.00

Rancho Bernardo Health Center Medical Office Building, UCSD
MND/SCH#2024041069

Ms. Alison Buckley
Senior Environmental Planner
University of California, San Diego
9500 Gilman Drive, MC 0074
La Jolla, CA 92093-0074

Dear Ms. Buckley:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration (MND) Document for the Rancho Bernardo Health Center Medical Office Building, University of California, San Diego (UCSD) located near Interstate 15 (I-15) and Bernardo Center Drive in Rancho Bernardo. 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 UCSD in areas where UCSD 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.

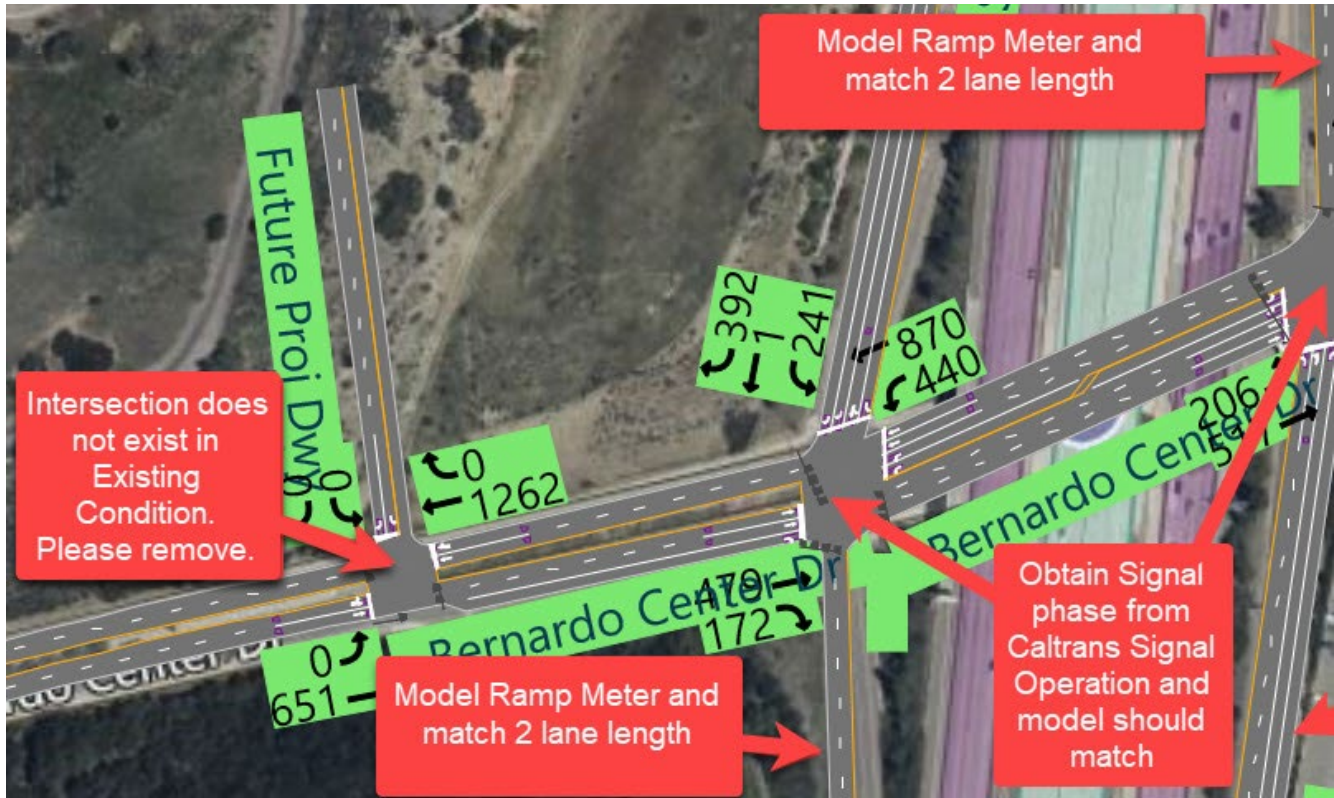
Caltrans has the following comments:

Traffic Impact Study

- The Site plan, grading plans, and exhibits show the developer building on Caltrans Right-of-Way (R/W) easement. On Parcel 1 which currently is a conveyance for the freeway and Caltrans' R/W based on the Highway Easement Deed from September 19, 1989, a portion of the proposed project driveway and parking lot cannot be built without vacation. It recommended that the section of Parcel 1 and all of Parcel 2 be vacated.
- Because I-15 is a federal highway, any proposed changes to I-15 will need approval by Federal Highway Administration (FHWA).
- A permit will be required for any excavation and potential geotechnical mitigation area work inside Caltrans' R/W.
- No construction work will be allowed access through Caltrans' R/W and the I-15 exit ramp adjacent the development's parcel.

In regards to the Synchro models submitted:

- The Existing condition included the proposed intersection that currently does not exist. Please remove for Existing and Near Term.
 - The updates to existing will also affect all other scenarios.
- The Existing + Project condition is missing. This is required to see any direct impacts to Caltrans ramps and queue analysis.
- Make sure Synchro is using Caltrans Signal Operations phasing that is currently used for these intersections.
- The Appendix H1; Local Mobility Analysis (LMA) is incomplete:
 - Existing + Project scenario is missing. This helps show direct impacts to Caltrans' facilities.
 - An Exit Ramp queue analysis is also required for all scenarios.



Drainage and Grading Plans

- Please provide Caltrans' R/W with labels indicating Caltrans and City R/W boundaries, include drainage and grading layouts, drainage profile and drainage details.
- Provide centerline of I-15 with stationing.
- Provide contours with 1-foot contours intervals.
- Include all existing drainage facilities.

Drainage Report

- Please provide Caltrans' R/W lines with clearly marked Caltrans and City boundaries on all Hydrology maps.
- Provide elevation labels every 5 feet on all maps.
- Include 25-year storm in your calculation. Include 10-year storm for the spread calculation on Bernardo Center Road.
- Provide center line with labeled station on the southbound Interstate-15 off-ramp.
- Include nodes on the post development hydrology map.
- Include all existing drainage facility in pre and post drainage maps.

- Provide all drainage calculation which include but not limited to, inlets calculation, spread calculation, stage-storage discharge calculation, pipe calculation with hydraulics profile lines.
- Any State onsite Hydrology study must comply with current edition of the Highway Design Manual (HDM).
- What is BMP 3 MWS? Why are there two different drainage designs on Pages 688 and 708? Who will be maintaining this facility?
- Any Drainage facility in Caltrans' R/W must comply with the HDM.

Design

Caltrans has non-exclusive rights in Parcel 2. The applicant is currently not showing any vacation for Parcel 2, however, both Parcels require approval as long as vacation does not occur prior to the permit. The highway easement for Parcel 1 does cover the southbound off-ramp and UCSD would be the owner.

An Encroachment Permit is needed for the proposed project in a section of Parcel 1 and all of Parcel 2. An Encroachment Policy Exception (EPE) will be needed for the proposed project in the section of Parcel 1. As part of an EPE, access control would be through FHWA consultation.

Geotechnical

Final foundation plan should be reviewed by Caltrans. Based on review of the Final Geo Soils report infiltration basins are not proposed for the project. Any proposed addition of infiltration basins should be reviewed by Caltrans. It is recommended that the top of the ground anchor wall be surveyed prior to construction and periodically throughout the construction of the property to assure Caltrans that the work on the adjoining parcel is not adversely impacting the ground anchor wall and the freeway.

The buildings will be on piles. The piles should not be in conflict with the tiebacks. Caltrans need to review the final foundation design.

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, UCSD and the City of San Diego is encouraged.

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.

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

Traffic Control Plan/Hauling

The California Department of Transportation (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>

A Traffic Control Plan is to be submitted to Caltrans District 11, including the interchanges at I-15/Bernardo Center Drive, 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 (I-15) 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 or future configuration of I-15 and Bernardo Center Drive.

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.

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.

Hazardous Waste

A hazardous waste concern for this project is aerially deposited lead (ADL). Elevated levels of ADL are common in the soil adjacent to State highways and can also be found underneath some existing road surfaces due to past construction activities. ADL is usually found within 30 feet of the edge of the pavement and within the top six inches of the soil. In some cases, the lead is as deep as two to three feet below the surface. The Department of Toxic Substances Control (DTSC) sets regulatory thresholds for lead in soil, based on risk assessment work performed by CalEPA's Office of

Environmental Health Hazard Assessment (OEHHA). It is the Permittee's responsibility to comply with the DTSC ADL requirements for roadway soil management.

Right-of-Way

- 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.
- 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.

A future step for this project is to get FHWA concurrence and Caltrans' functional units review of the proposed vacation of the proposed line of vacation of easement from Parcel 1. The goal is to vacate the portion of Parcel 1 and move access control outside of where the proposed project is located. The goal is also to vacate all of Parcel 2. This can be done as a part of the encroachment permit process since the applicant will need to get Caltrans' approval to build on the segment of Parcel 1 and Parcel 2.

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. The next steps to apply for the Caltrans Encroachment Permit is through the Caltrans Encroachment Permit System:

<https://ceps.dot.ca.gov/>

by clicking on "Start an Application".

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 D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

Attachment - Highway Easement Deed

OFFICIAL RECORDS, SAN DIEGO COUNTY, VERA L. LYLE, RECORDER

FREE - STATE BUSINESS
STATE OF CALIFORNIA
HIGHWAY USAGE
ORIGINAL
STATE BUSINESS FREE
GOVT CODE 6103
DEPT. OF TRANSPORTATION
DISTRICT 11
When recorded mail to
Dept. of Transportation
District 11
P. O. Box 85406
San Diego, CA 92138-5406

2000

89 526799

89 SEP 29 PM 1:13
VERA L. LYLE
COUNTY RECORDER

NO FEE

SPACE ABOVE THIS LINE FOR RECORDER'S USE
DOCUMENTARY TRANSFER TAX \$

**HIGHWAY EASEMENT
DEED**
(CORPORATION)
DONATION

DISTRICT	COUNTY	ROUTE	POST MILE	NUMBER
11	SD	15	22.7	R/W 24573-1,2

Home Capital Corporation

a corporation organized and existing under and by virtue of the laws of the State of California

does hereby grant, convey and dedicate to the STATE OF CALIFORNIA, the right of way and incidents thereto for a public highway upon, over and across that certain real property, in the City of San Diego

without any demand for monetary or other consideration

County of San Diego, State of California, described as:

PARCEL 1:

An easement for right of way in and to that portion of Rancho San Bernardo according to Map thereof recorded August 21, 1883 in Book 2, Page 462 of Patents in the Office of the County Recorder of said San Diego County, described as follows:

Beginning at the intersection of the Westerly line of land described in deed to the State of California recorded July 14, 1948 in Book 2871, Page 297 of Official Records of San Diego County with the Northerly line of Bernardo Center Drive as described in Parcel 2 of deed recorded May 15, 1964 as Instrument No. 88235 of said Official Records; thence (1) along said Westerly line N.06°05'19"E., 743.51 feet; thence (2) N.83°54'35"W., 16.00 feet to the Southeasterly line of Lot 12 of Bernardo Industrial Park Unit No. 9 according to Map thereof No. 6513 filed in the Office of said County Recorder; thence (3) along said Southeasterly line S.63°04'10"W., 70.05 feet; thence (4) leaving said Southeasterly line S.05°21'47"W., 76.92 feet;

thence (5) S.06°16'44"W., 157.00 feet; thence (6) S.26°28'12"W., 213.60 feet; thence (7) S.40°16'30"W., 260.45 feet; thence (8) S.06°23'31"W., 124.64 feet; thence (9) S.12°20'03"E., 29.00 feet to said Northerly line of said Bernardo Center Drive; thence (10) along said Northerly line N.77°39'57"E., 248.94 feet; thence (11) along a tangent curve to the left, with a radius of 1549.00 feet, through an angle of 01°58'25", a distance of 53.36 feet to the point of beginning.

PARCEL 2:

An easement for right of way in and to that portion of Rancho San Bernardo according to Map thereof recorded August 21, 1883 in Book 2, Page 462 of Patents in the Office of the County Recorder of San Diego County, ~~said easement for right of way being bounded as follows:~~ on the south by the Northerly line of Bernardo Center Drive as described in Parcel 2 of deed recorded May 15, 1964 as Instrument No. 88235 of Official Records of said County; on the North by the Southeasterly line of Lot 12 of Bernardo Industrial Park Unit No. 9 according to Map thereof No. 6513 filed in the Office of said County Recorder; on the East by the Westerly boundary of land as described in Parcel 1 above; on the West by the Easterly line of Lot 11 of Bernardo Industrial Park Unit No. 8 according to Map thereof No. 6293 filed in the Office of said County Recorder.

As to PARCEL 1 above:

This conveyance is made for the purposes of a freeway and the grantor hereby releases and relinquishes to the grantee any and all abutter's rights of access, appurtenant to grantor's remaining property, in and to said freeway over and across courses (4) through (9); also release and relinquishes any and all other abutter's rights other than access appurtenant to said remaining property in and to said freeway.

As to PARCEL 2 above:

Reserving therefrom, for the benefit of Grantor, the right to non-exclusive use over any portion of the property, provided however, that such non-exclusive use does not interfere with the easement granted herein to the State of California. Such use shall include, but not be limited to, the right of access, ingress, and egress, together with the installation of structures or other improvements, all subject to the prior approval of the State of California, provided however that such approval will not unreasonably be withheld.

SAN DIEGO COUNTY VERA L. LYLE, RECORDER

2002

- 3 -

The bearings and distances used in the above descriptions are on the California Coordinate System of 1927, Zone 6. Multiply all distances used in the above descriptions by 1.0000521 to obtain ground level distances.

2/3/89

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature *John F. Sage*
Registered Professional Engineer

Date 11 Feb 89



RECORDS SAN DIEGO COUNTY, VERA L. LYLE RECORDED 41

2003

The grantor hereby further grants to grantee all trees, growths (growing or that may hereafter grow), and road building materials within said right of way, including the right to take water, together with the right to use the same in such manner and at such locations as said grantee may deem proper, needful or necessary, in the construction, reconstruction, improvement or maintenance of said highway.

The grantor, for itself, its successors and assigns, hereby waives any claim for any and all damages to grantor's remaining property contiguous to the right of way hereby conveyed by reason of the location, construction, landscaping or maintenance of said highway.

IN WITNESS WHEREOF, said corporation has caused its corporate name to be hereunto subscribed and its corporate seal to be affixed hereto this 23 day of May, 1989.

HOME CAPITAL CORPORATION, A CALIFORNIA CORPORATION

By Marilyn A. Cobley VICE President
By Donald R. Faye VICE President Secretary

STATE OF CALIFORNIA

[CORPORATE SEAL]

County of San Diego } ss.

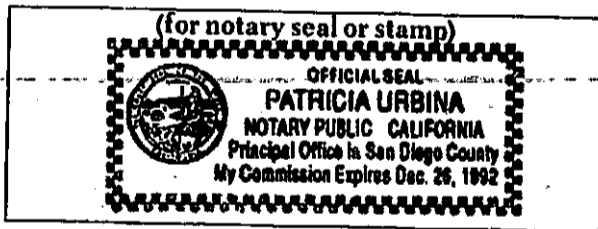
On May 23, 1989 before me, the undersigned Notary Public in and for said County and State, personally appeared Marilyn A. Cobley and Donald R. Faye

- personally known to me,
- proved to me on the basis of satisfactory evidence,

to be the person who executed the within instrument as the VICE President and VICE Secretary, respectively, of Home Capital Corporation, and acknowledged to me that the corporation executed it.

WITNESS my hand and official seal.

Signature Patricia Urbina
Notary Public in and for said County and State



(CERTIFICATE OF ACCEPTANCE, GOVERNMENT CODE, SECTION 27281)

THIS IS TO CERTIFY That the State of California, grantee herein, acting by and through the Department of Transportation, hereby accepts for public purposes the real property, or interest therein, conveyed by the within deed and consents to the recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 19th day of September, 1989

Robert K. Best
Director of Transportation

By E. L. Lyle

EDWARD R. KIRWAN
DEPUTY DISTRICT DIRECTOR
RIGHT OF WAY, DISTRICT 11
Attorney in Fact

RECORDED - SAN DIEGO COUNTY - VERA L. LYLE, RECORDER