

California Department of Transportation

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July 25, 2022

11-SD-52, 67, 125
PM VAR

Fanita Ranch

Recirculated Sections of Final Revised EIR/SCH#2005061118

Mr. Chris Jacobs
Principal Planner
City of Santee
10601 Magnolia Ave.
Santee, CA 92071

Governor's Office of Planning & Research

JUL 25 2022

STATE CLEARINGHOUSE

Dear Mr. Jacobs:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Recirculated Sections of Final Revised EIR for the Fanita Ranch Project located near State Route 52 (SR-52), State Route 67 (SR-67) and State Route 125 (SR-125). 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 City of Santee in areas where the City 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:

System Planning

- Caltrans and SANDAG are completing two Comprehensive Multimodal Corridor Plans (CMCP) for SR-52 (“Coast Canyons and Trails”) and SR-67 (“San Vicente”) anticipated to be complete by Fall, 2022. These highways are identified as evacuation routes in Section 4.1 of the Wildland Fire Evacuation Plan. The scope of the CMCPs touch on the Fanita Ranch project and may require additional coordination with Caltrans and SANDAG on these efforts.
- Both CMCPs emphasize a need for improved evacuation connections between highways and local roadways to enable ingress and egress during emergencies in high-risk areas in and around Fanita Ranch. Notably for Sections 1.2 and 4.1 of the Wildland Fire Evacuation Plan, the San Vicente CMCP is exploring similar options to introduce short and mid-term solutions related to the installation of emergency message systems, push notifications, variable message signage, CCTV infrastructure, and improved fire road access. Long-term solutions include shoulder widening along SR-67.
- The San Vicente CMCP will also support the selected alternative of the SR-67 Highway Improvements Project, which is projected to conclude in June of 2025, as the primary recommendation to increase evacuation capacity. This alternative is intended to create the necessary evacuation lanes, as will be determined by the final study.
- Cuyamaca Street and Magnolia Avenue are key connecting arterials identified in the Coast Canyons and Trails CMCP. Currently, proposed evacuation solutions and strategies have not been identified. However, these arterials will be under evaluation as the plan is developed. Additional consultation between the City of Santee, SANDAG and Caltrans District 11 may be required.

Sustainability

Please continue to work with Caltrans District 11 regarding wildfire evacuation discussions and planning for transportation projects and transportation corridors (underway). This large development appears to have many beneficial fire mitigations (i.e. additional fire station(s), community education and preparedness, defensible space, and fire resistant structures) but will still increase the population of the area that would ultimately use the transportation network daily and in the event of an emergency.

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 City of Santee 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 City 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 City 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 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, 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 lighting, signage, drainage, guardrail, slopes and landscaping.

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.

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.

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.

Mr. Chris Jacobs, Principal Planner
July 25, 2022
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If you have any questions or concerns, please contact Kimberly Dodson, LDR Coordinator, at (619) 985-1587 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

Maurice A. Eaton

MAURICE EATON
Branch Chief
Local Development Review