

California Department of Transportation

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July 3, 2024

11-SD-52

PM 13.27

Carlton Oaks Country Club and Resort Project
NOP/SCH#2024060258

Ms. Christina Rios
Senior Planner
Planning and Building Department
City of Santee
10601 Magnolia Avenue
Santee, CA 92071

Dear Ms. Rios:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) on the Carlton Oaks Country Club and Resort Project near State Route 52 (SR-52) and Mast Boulevard in Santee. 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:

Traffic Impact Study

- A Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS) should be provided for this project. Please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.¹
- The TIS may also need to identify the proposed project's near-term and long-term safety or operational issues, on or adjacent any existing or proposed State facilities.
- Please provide Local Mobility Analysis, if available.

Hydrology and Drainage Studies

The project's runoff will drain away from Caltrans' Right-of-Way (R/W), but it may impact tailwater for culverts along SR-52. The project is within a Federal Emergency Management Agency (FEMA) defined floodway/floodplain. The proposed project features may alter the FEMA defined floodway/floodplain and associated water surface elevations through the project area and may have adverse impacts upstream. Caltrans requests that the City of San Diego and the City of Santee, acting as the Local FEMA Administrators, include Caltrans in reviews of all submittals regarding floodplain administration and allow for Caltrans to comment prior to the Conditional Letter of Map Revision (CLOMR) application or the Permit issue, to assure that Caltrans' assets are not adversely impacted by any change in the water surface elevation resulting from this project. In addition, per 44 CFR §65.12, Caltrans requests that a formal notification be sent to Caltrans when the City of San Diego and the City of Santee approves the permit to alter the floodway/floodplain and/or when the Developer applies for the CLOMR and Letter of Map Revision (LOMR).

System Planning

Please be aware of the following:

1. [2021 Regional Transportation Plan](#) (Appendix A: Transportation Projects, Programs, and Phasing):
 - Review Table A.3. State Route 125 table. The following projects should be taken into consideration for the Carlton Oaks Golf Course Clubhouse and Resort project.

¹ California Governor's Office of Planning and Research (OPR) 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

- a) CC043: SR-125 (Amaya Drive to Mission Gorge Road)
 - b) TL033: Rapid 292 Phase 2 (Pacific Beach to Otay Mesa via Kearny Mesa, El Cajon, Jamacha, and Otay Lakes) (full version of Rapid)
 - Review Table A.8. Coast, Canyons, and Trails table. The following projects should be taken into consideration for the Carlton Oaks Golf Course Clubhouse and Resort project.
 - a) AT009: San Diego River Trail - Carlton Oaks Segments
 - b) AT061: San Diego River Trail - Mast Park to Lakeside Baseball Park
 - c) AT065: Santee - El Cajon Corridor - Forester Creek Connection
 - d) AT120: SR-52 Bikeway- SR-52/Mast Drive to San Diego River Trail
 - e) CC030: SR-52 (I-15 to Mast Boulevard)
 - f) CC031: SR-52 (Mast Boulevard to SR-125)
 - g) TL50: Rapid 870 (El Cajon to UTC via Santee, SR-52, I-805)
 - h) TL51: Rapid 890 (El Cajon to Sorrento Mesa via Santee, SR-52, I-805)
 - Review Transit Leap Frequency and Span of Service table. The following project should be taken into consideration for the Carlton Oaks Golf Course Clubhouse and Resort project.
 - a) Local Bus 834: Santee Town Center-West Santee - will see a continued span of service by 2050.
 - Near El Cajon Mobility Hub
2. [SR 52 Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan \(CMCP\)](#) will provide more specific information regarding the Carlton Oaks project area.
- Appendix B: Existing and Future Conditions
 - a) Population and Employment: Moderately dense demographic areas include La Jolla, North Clairemont, Winter Gardens, and Santee...The biggest increases in population growth in the Coast Canyon Trails (CCT) area will be in Kearny Mesa, El Cajon, & Santee.
 - Appendix D: Transportation Solution Strategies
 - a) CC03: Convert 2 general purpose lanes to 2 managed lanes and add 1 reversible from I-15 to Mast Boulevard.
 - b) CC04: Add 2 managed lanes and 1 reversible from Mast Boulevard to SR-125.
 - c) CC09: Complete Corridor: MLC SR-52 (SR-125) – from SR-125 to SR-52.
 - d) CC18: Convert general purpose lanes and/or shoulder/parking to flex lane from SR-52 to Boulder Vista.
 - e) CC19: Mission Gorge Road Flex Lane – Convert general purpose lanes and/or shoulder/parking to flex lane, from SR-52 to Cuyamaca Street.

- f) CC74: SR 52 HOV Policy – Create a HOV 3+ policy change when managed lanes are utilized at their target capacity (LOS C), from I-15 to SR-125.
- g) CC85: Add a Direct Access Ramp (DAR) at SR-52 to Mast Boulevard.
- h) CC123: Mission Gorge Road Class 1 Bike Path – SR-125 to Carlton Hills Boulevard.
- i) CC134: Fanita Parkway Class 1 Bike Path – Carlton Oaks Drive to Mission Gorge Road.
- j) CC137: Carlton Hills Boulevard Class II Bike Lanes – Lake Canyon Road to Swanton Drive.
- k) CC159: Pedestrian Hybrid Beacon at Forrester Creek Trail/Mission Gorge Road.
- l) MH39: Mobility Hub Major Node 8- Santee Town Center (Multilingual wayfinding, real-time information, and interactive kiosks).
- m) NO23: Next OS – Emergency Response and Other Data (Emergency situations and incidents can significantly impact mobility along key portions of the corridor (e.g., open spaces susceptible to wildfires, etc.) that could limit capacity and impact transit services, truck routing, etc.)
- n) NO43: Next OS – ATM 4 – Variable Speeds & All Lanes Running SR-52 from Mast Boulevard to Cuyamaca Street.

3. [CAPTI: Climate Action Plan for Transportation Infrastructure](#)

- Guiding Principles: Promoting compact infill development while protecting residents and businesses from displacement by funding transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.
- Strategy S7: Strengthen Transportation – Land Use Connections
 - a) S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production.
- Executive Order (EO) N-19-19: CalSTA to direct investments to strategically support smart growth to increase infill housing.

4. [CTP 2050: California Transportation Plan 2050](#)

- Recommendations:
 - a) 3. Expand access to jobs, services, and education.
 - b) 8. Advance zero-emissions vehicle (ZEV) technology and supportive infrastructure.
 - o 6. Coordinate with local land use authorities to support ZEV charging at residential developments, job centers, and public buildings.

- c) 11. Encourage efficient land use.
- d) 12. Expand protection of natural resources and ecosystems.

5. Upcoming Proposed Projects:

- [MTS Copper Line](#) that will serve the El Cajon Transit Center to the Santee Trolley Station.
- [Town Center Specific Plan – Notice of Preparation:](#)
 - a) 2019 Update: Establish an Art & Entertainment Overlay District to support tourism and attract commercial, educational, and recreational uses that beautify and enliven portions of the Town Center.
 - b) 2021 Update: City Council adopted Sixth Cycle Housing Element, included 4 large strategic housing sites, analyzed programmatically within Sixth Cycle Housing Element EIR.
 - c) Current update: comprehensive update to TCSP to modify or establish new land use designations, land uses, development standards, conceptual guidelines that apply to future development within TCSP area.
 - Updated allowable and permitted land uses and development standards tailored to the project area.
 - Update circulation network exhibits (bicycle, pedestrian, transit network maps, street cross sections); key improvements in public R/W.
- [City of Santee – Land Use Element:](#)
 - a) The Carlton Oaks Country Club property will be developed according to a master development plan, consistent with the below Guiding Principles.
 - 1. The development of the Carlton Oaks Country Club property should focus on mixed use recreation-related development, which is oriented towards, and enhances the San Diego River, and is related to other recreation areas within the City.
 - 2. The property should be focused on a high-quality resort and recreation-related uses. Any residential uses should be accessory and related to the primary recreation use.
- [East Elliot Community Plan:](#)
 - a) Proposals:
 - 5. Construct the San Diego River Park Pathway from Calton Oaks Golf Course, extending west under West Hills Boulevard and SR 52, to connect to Mission Trails Regional Park trail system.

6. Public Transit:

- MTS Route 834 (West Santee Loop)
 - a) West Hills Parkway and Carlton Oaks Drive
 - Consider adding bus shelter/bench and widening sidewalk.
 - b) Carlton Hills Boulevard and Carlton Oaks Drive
 - Consider adding a bus shelter.

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.

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.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-52.

Aeronautics

One of the goals of the Caltrans Aeronautics Program, is to assist cities, counties, and Airport Land Use Commissions or their equivalent (ALUC), to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq.

The proposed Project is located in the Review Area 2 of the Gillespie Field Airport, established by the San Diego County Regional Airport Authority serving as the ALUC for San Diego County pursuant to Section 21675(c). Therefore, the proposed project shall adhere to the safety and land use criteria and restrictions defined in the Airport Land Use Compatibility Plan (ALUCP) formed by the ALUC pursuant to the PUC, Section 21674 and Section 21676 and is subject to review authority by the ALUC.

The Review Area 2 land use actions outlined in the ALUCP should be reviewed to determine if the project is subject to ALUC review. Particularly due to the redevelopment of the golf course and other uses that may cause a hazard to flight. Review Area 2 is also subject to airspace limitations, particularly in areas of high terrain and overflight notification areas. Proposed structures that exceed FAA Regulations Part 77 height criteria are subject to an Obstruction Evaluation/Airspace Analysis for determination.

Compatibility concerns regarding airport obstructions and hazards to flight (such as wildlife attractants, lighting, or glare i.e., solar, etc.) should also be considered for further review upon site specific updates or projects.

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. Please indicate our status as a Responsible Agency for the Final Environmental Document. 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 Environmental Document 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 that include the work in Caltrans' R/W, 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.

Right-of-Way

- There is one monument on the Caltrans' R/W. Since the rear set back is determined by the R/W, please confirm it has been properly surveyed.
- 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.

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