

California Department of Transportation

DISTRICT 11
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July 24, 2025

11-SD-52

PM 13.27

Carlton Oaks Country Club and Resort Project
DEIR/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 Draft Environmental Impact Report (DEIR) on the Carlton Oaks Country Club and Resort Project near State Routes 125 (SR-152), 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.

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:

Figure 2-3 Proposed Site Plan shows proposed off-site improvements under the SR-52 overcrossing structure. Please clarify what type of improvements are proposed. Because improvements are proposed under a Caltrans structure, HQ Structure Maintenance and Investigations will need to approve.

Traffic Impact Study

In reference to DEIR Appendix O1- Transportation Impact dated May 6, 2025, Section ES.4 Proposed Project Impacts on page ES-4, last paragraph:

" As shown, the implementation of these TDM measures would not reduce the project related impact to less than significance. Therefore, the Proposed Project would still have significant and unavoidable transportation vehicle miles traveled (VMT) impact for CEQA purposes since no feasible mitigation measures could be identified."

Caltrans encourages the City of Santee (City) to work towards meeting State goals of Greenhouse Gas Emissions (GHG) and VMT reductions through Transportation Demand Management (TDM) strategies to reach 15% below the regional average VMT/Per Capita, VMT/Employee and decrease total VMT.

We encourage the City to utilize strategies that will help the City achieve conformance with State GHG emission and VMT reduction goals. Potential measures to reduce VMT include, but are not limited to:

- Implementing other transportation improvements that would be comparable to fully mitigating the VMT impact.
- Improve or increase access to transit.
- Increase access to common goods and services.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle, and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming measures and strategies.
- Provide bicycle parking.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.

Synchro Files

- Please revise to show the correct storage lengths and lane configurations. The eastbound and westbound exits to Mast Boulevard are incorrectly modeled in Synchro. Please resubmit the Synchro analysis with a queuing analysis.
- It is recommended additional mitigation or mitigations be implemented to address the project's VMT impacts.
- For the DEIR, please reference the Caltrans "Local Development Review (LDR) Safety Review Practitioner's Guidance" <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf> to determine if the project meets both of the screening criteria. If both screening criteria are not met, then a safety review will be needed. Please explain how the project would meet both criteria if that is determined.
- If a safety review is needed, please include a safety review for the SR-52 eastbound exit queuing, SR-52 westbound exit queuing, the westbound Mast Boulevard queuing, and the eastbound Mast Boulevard queuing.

Hydrology and Drainage Studies

Flood Map Proposed Conditions (Sheet 33)

- Please provide Right of Way (R/W) lines with callout of City and State R/W.
- Include alignment and stationing of SR-52 and SR-125.

A Conditional Letter of Map Revision (CLOMR) Map Pocket 1 and 2

- Provide R/W lines with callout of City and State R/W.
- Include alignment and stationing of SR-52 and SR-125.

Early coordination with Caltrans is recommended.

Caltrans generally does not allow development projects to impact hydraulics within the State's Right-of-Way. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.

System Planning

Page 188 of the DEIR mentions Caltrans in relation to the San Diego River Trail project coordinated by SANDAG. The San Diego River Park Master Plan indicates that SANDAG is leading this plan and will coordinate with Caltrans to identify alignments and methods where the proposed trail would run underneath SR-52. However, this proposed project is not included in this DEIR. Caltrans System Planning acknowledges the proposed project, and we look forward to working with the City of Santee and SANDAG on this matter.

SR-52 is mentioned throughout the DEIR, but no direct impacts are discussed. Please consider expanding upon potential impacts, including the off-site proposed improvements under SR-52 shown in Figure 2-3.

Please include that as of September 29, 2024, the Copper Line began service and currently serves the El Cajon Transit Center to the Santee Trolley Station.

The [Climate Action Plan for Transportation Infrastructure 2.0 \(CAPTI 2.0\)](#) was released in January 2025. Please review this document.

- Please note that Executive Order N-2-24 sets the goal to create 2.5 million new homes by 2030 and directs several state agencies to work together to address barriers in the development of infill housing.
- Please reference the [Smart Mobility Framework 2010](#) for guidance on integrating transportation with land use.

The SANDAG 2021 Regional Plan is listed within the DEIR for the Carlton Oaks Golf Course Clubhouse and Resort Project. Some proposed projects to be aware of in the [Draft 2025 Regional Plan](#) in the Draft [2025 Regional Plan Appendix A: Transportation Projects, Programs, Policies, and Phasing](#):

- AT168: San Diego River Trail: Carlton Oaks Segment (2035)
- AT055: San Diego River Trail- Mast Park to Lakeside Baseball Park (2035)
- AT056: Santee- El Cajon Corridor- Forester Creek Connection (2035)
- AT057: SR 52 Bikeway- SR 52/Mast Drive to San Diego River Trail (2050)
- CC023: SR 52 (I-15 to Mast Boulevard)
- CC024: SR 52 (Mast Boulevard to SR 125) (2035)
- Express Rapid Route 870
- Express Rapid Route 890

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.

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.

Hauling/Traffic Control Plan

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 may need to be submitted to Caltrans District 11, including impacts to SR-52, 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-52) and traveling public from the detour, demolition and other construction activities should be discussed and addressed before work begins.

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 visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

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need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. 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