

## California Department of Transportation

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September 3, 2026

11-SD-52

PM 13.27

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

Ms. Sandi Sawa  
Director  
Planning and Building Department  
City of Santee  
10601 Magnolia Avenue  
Santee, CA 92071

Dear Ms. Sawa:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Revised Environmental Impact Report (RIR) 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 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 has the following comments:

### **Traffic Impact Study**

The following Traffic Engineering & Analysis (TEA) comments from Caltrans comment letter dated July 24, 2025, made on the June 2025 Draft Environmental Impact Report have not yet been addressed:

*The eastbound and westbound exits to Mast Boulevard are incorrectly modeled in Synchro. Please revise to show the correct storage lengths and lane configurations. Then resubmit the Synchro analysis with a queuing analysis.*

*Additional mitigation or mitigations need to be implemented to address the project's VMT impacts.*

*Provide a safety review at the SR-52 and Mast Boulevard interchange per the Caltrans "Local Development Review Safety Review Practitioner's Guidance". 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.*

These comments remain unresolved. Please refer to the attached LDR comment letter dated July 24, 2025.

Please provide a safety review at the SR-125 and Mission Gorge Road intersection per the Caltrans "Local Development Review Safety Review Practitioner's Guidance"

<https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-all.pdf>.

Also, include a safety review for the SR-125 northbound to Mission Gorge Road exit queuing, and the Mission Gorge Road to southbound SR-125 queuing.

Please provide the revised synchro files used to analyze the project.

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 VMT impact for CEQA purposes since no feasible mitigation measures could be identified."*

Therefore, the project's VMT impact is currently not in alignment with the State's VMT and emissions reduction goals. The project VMT needs to be mitigated down to a level considered less than significant. The project needs to investigate additional methods to address its VMT impact. Potential measures to reduce VMT include, but are not limited to:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- 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.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

### **Hydrology and Drainage Studies**

The project may impact tailwater for culverts along SR-52 if the water surface elevation is increased within the floodway/floodplain.

The project is within a 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 the Caltrans to comment prior to the Conditional Letter of Map Revision (CLOMR) application.

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 Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR).

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

### **System Planning**

The PRDEIR mentions the proposed San Diego River Trail project that would require coordination with varying agencies and the proposed Carlton Oaks Golf Course project. 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. Please clarify whether the applicant will have any involvement as it relates to Caltrans Right-of-Way encroachment.

- The previous comments submitted by Caltrans System Planning addressed the then-proposed MTS Copper Line project. Please note 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. This document may provide relevant information for the proposed project.
  - 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.
- Please note that the [SANDAG 2025 Regional Plan](#) is now complete.

**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

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to [D11.QMAP.Permits@dot.ca.gov](mailto: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 Shannon Aston, LDR Coordinator, at (619) 992-0628 or by e-mail sent to [shannon.aston@dot.ca.gov](mailto:shannon.aston@dot.ca.gov).

Sincerely,

*Rogelio Sanchez for*

KIMBERLY D. DODSON, GISP  
Branch Chief  
Local Development Review

Attachments: Carlton Oaks Clubhouse Hotel Project DEIR 07-24-2025