

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

MAY 15 2019

STATE CLEARINGHOUSE

May 15, 2019

Mr. Sergio Klotz
City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, CA 92675

File: IGR/CEQA
SCH#: 2019049084
12-ORA-2019-01107
I-5, PM 9.564
SR 74, PM 0.0

Dear Mr. Klotz:

Thank you for including the California Department of Transportation (Caltrans) in the review of Notice of Preparation for the Historic Town Center Master Plan Repeal, General Plan Amendment, and Ordinance Change Project in the City of San Juan Capistrano. The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

The project proposes several actions to remedy land use inconsistencies between the Historic Town Center Master Plan (HTCMP) document, the City of San Juan Capistrano's General Plan, and the Form Based Code (FBC). The project area consists of the approximately 150 acres that comprise the Historic Town Center area of downtown San Juan Capistrano. Freeway access to the project site is provided by State Route (SR) 74 (Ortega Highway) and Interstate 5 (I-5) Freeway. Caltrans is a responsible agency on this project and upon review, we have the following comments:

Transportation Planning

1. Please ensure that appropriate measures are planned/implemented to increase safety of bicyclists and pedestrians traveling through the project area. Please also ensure that appropriate connections are provided to existing and planned facilities. This includes considering existing and planned bicycle and pedestrian facilities when developing the Historic Town Center Master Plan Repeal, General Plan Amendment, and Ordinance Change Projects, since the document notes that there may be a Potentially Significant Impact to the circulation system, "including transit, roadway, bicycle and pedestrian facilities."

These measures will increase the safety of Active Transportation users, encourage the development of Complete Streets facilities, and increase regional connectivity. The existing Class I Trabuco Creek Trail and Class I Robert McCollum Memorial Bicycle Trail are located near the site and provide connectivity to other regional trails and destinations. The City of San Juan Capistrano's General Plan Circulation Element

(1999) supports the use of non-motorized modes of transportation in Circulation Goal 3 and Policy 3.1, as well as in Circulation Goal 4 and Policies 4.1 and 4.3.

2. Please ensure that appropriate measures are planned/implemented to encourage residents and visitors to utilize the San Juan Capistrano Metrolink & Amtrak Station. Measures may include wayfinding signage and connections to bikeway facilities. This will increase the use of transit and regional connectivity. The City of San Juan Capistrano's General Plan Circulation Element (1999) supports the use of transit, including Metrolink, in Circulation Goal 2 and Policy 2.1.
3. Caltrans recommends Complete Streets elements to be incorporated into the project. Complete Streets strategies promote connectivity, safety, accessibility, and mobility for all users, and measures include bicycle, pedestrian, transit, and Americans with Disabilities Act facilities. Examples of additional elements may include improving crossings for pedestrians, adding pedestrian-level lighting, and highlighting conflict areas between bicyclists and vehicles. Please refer to Caltrans' Complete Streets Elements Toolbox (2018) for further guidance. Link to the Complete Streets Elements Toolbox: <http://www.dot.ca.gov/transplanning/ocp/docs/Complete-Streets-Elements-Toolbox.pdf>
4. Caltrans recommends incorporating Main Street elements into the Project as well. These strategies promote livability, a sense of community, and sustainability. Examples of Main Street elements may include way-finding signage, bicycle racks, and transit shelters. Main Street and Complete Streets elements complement each other and create a friendlier environment for multi-modal forms of transportation. Please refer to Caltrans' Main Street, California document (2013) for further guidance. Link to the Main Street, California document: <http://www.dot.ca.gov/hq/LandArch/mainstreet/main street 3rd edition.pdf>
5. Caltrans recognizes that the River Street Marketplace Project is located within the HTCMP area. Please ensure that the cumulative traffic impacts to both projects are considered and that appropriate mitigation measures are addressed.
6. Future development documents that fall within the project area should be circulated to Caltrans for review and concurrence.

Traffic Operations

7. The EIR should include a Traffic Impact Study (TIS) that analyzes potential short-term and long-term impacts to the State Highway System (SHS) including on-ramps, off-ramps, and freeway mainline specifically for SR 74 and I-5, based on criteria and methodologies established in the Caltrans Traffic Impact Study Guide: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

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Encroachment Permit

8. Please be advised that any project work proposed in the vicinity of the State Highway System (SHS) will require an Encroachment Permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans' requirements, additional documentation would be required before the approval of the Encroachment Permit. For specific details for Encroachment Permits procedure, please refer to the Caltrans' Encroachment Permits Manual. The latest edition of the Manual is available on the web site:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please continue to keep us informed of this project and any future developments which could potentially impact the SHS. If you have any questions, please do not hesitate to contact Joseph Jamoralin, at (657) 328-6276 or Joseph.Jamoralin@dot.ca.gov.

Sincerely,



Scott Shelley
Branch Chief, Regional-IGR-Transit Planning
District 12

