

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

1750 EAST FOURTH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6267

FAX (657) 328-6510

TTY 711

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Governor's Office of Planning & Research

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STATE CLEARINGHOUSE

Gayle Ackerman
25550 Commercentre Drive, Suite 100
Lake Forest, CA 92630

File: IGR/CEQA
SCH#: 2019090102
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SR 241
I-5

Dear Ms. Ackerman,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation for the General Plan Update for the City of Lake Forest. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The General Plan update is expected to be completed in 2020 and will guide the City's development and conservation for the next 20 years to 2040. The City of Lake Forest is in proximity to the State Highway System (SHS). Caltrans is a responsible/commenting agency on this project and upon review, we have the following comments:

Office of Planning and Research 2017 General Plan Guidelines

1. As of 2017, the Governor's Office of Planning and Research (OPR) updated its General Plan Guidelines (GPG) as statutorily required by Government Code Section 65040.2. The GPG is used as a resource to assist communities and accomplish its community goals and priorities while meeting the goals and practices of the State. The updated GPG includes a free General Plan Mapping Tool which incorporates requirements for the mandatory elements and provides Geographic Information Systems tools necessary for cities and counties to use when drafting a General Plan. Social inequities are intimately tied to the environment. Therefore, the updated GPG also expands the equity and environmental justice section including new sections on healthy communities, equitable and resilient communities, economic development, and climate change. For information on the major changes, please refer to OPR website for more information:

<http://www.opr.ca.gov/planning/general-plan/>

Traffic Impact Study

2. In the next environmental document, please include a Traffic Impact Study (TIS) that analyzes short-term and long-term impacts to the SHS including on-ramps, off-ramps, and freeway mainline specifically for State Route 241 and Interstate 5.

Please include the following:

- Existing and Build-out Annual Average Daily traffic volumes.
- Existing and Build-out AM and PM Peak Hour traffic volumes.
- A discussion of trip generation methodology including any counts, traffic modeling and forecasting tools, distribution and assignments, justification of modal splits, etc.
- A discussion of any Transportation Demand Management measures including potential funding to support longevity of these measures.
- Traffic impact analysis methodology used and any specific assumptions used that are unique to the City of Lake Forest.
- Ninety-five percent queue information for all off-ramps on the SHS under the Build-out condition.
- Potentially significant adverse impacts and its associated mitigation measures. Any impacts to the SHS should not be deemed 'Significant and Unavoidable' without consultation with Caltrans to mitigate these impacts in the early development stages of the environmental document.

Multimodal Planning

3. Moving toward the State's SB 743 goals includes supporting infill land use, reducing greenhouse gas emissions, and supporting active transportation. Caltrans suggests that the General Plan Update includes a Vehicle Miles Travels (VMT) based transportation analysis that assesses impacts and mitigates with transportation demand management (TDM), multimodal, and operational efficiency projects.
4. In addition, the General Plan Update should also include an analysis of existing multimodal transportation system. Under the Complete Streets Act of 2008, Assembly Bill (AB) 1358, cities and counties are required to integrate multimodal transportation network policies into the circulation elements of its General Plans. These networks should allow for all citizens to effectively travel by motor vehicle, foot, bicycle, and transit to reach

destinations throughout the city. Prioritizing and allocating space to efficient modes of travel can allow streets to transport more people in a fixed amount of right-of-way. The goal is to encourage connectivity within the local and regional bicycle network. Poor connectivity can result in higher speed of traffic along local roads and a more hostile environment for pedestrians.

Freight

Please consider including the following in the General Plan where it would be deemed appropriate:

5. Please consider overnight parking and well-lit parking lots to accommodate truckers rather than empty lots or side streets. Ensure adequate truck parking is onsite for trucks or that there are nearby areas for trucks to stage and park while they are waiting for pick-ups/drop offs.
6. In order to reduce conflicts with traffic and bicycles, please consider directing deliveries to loading docks away from curbside. Please also consider redesigning outdated loading docks to accommodate new freight truck design. Utilize alley space, if available, to take trucks off street curbs.
7. For all freight designated on-street parking, ensure that the width of the parking lane is wide enough for freight trucks, so parked trucks do not take up space in bicycle lane or street lane. Designate on-street freight-only parking and delivery time windows and appropriate signage if building loading docks are not accessible or non-existent and ensure that this parking is close to business entryway to reduce distance needed to travel from the truck to business.
8. Please consider designing freight parking spaces to accommodate loading ramp and ensure that the maximum length of ramp (typically 40') will not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking.
9. We recommend commercial and residential developments to offer pick-up point services or automated parcel systems to allow for deliveries that can be made with one truck stop instead of multiple stops to individual residences.

10. Bicycle parking especially designed for cargo bikes, especially food delivery services, should be installed to encourage and facilitate the growing use of food delivery services and parcel deliveries.
11. Establish freight pick up and drop off times that do not coincide with peak commute hours.

Climate Change Reductions

12. Further, AB 32, also known as the California Global Warming Solutions Act of 2006 mandates Greenhouse Gas (GHG) emissions reduction in California. Senate Bill (SB) 375, also known as the Sustainable Communities and Climate Protection Act of 2008, capitalizes on the need for reducing GHG by directing the California Air Resources Board to set regional targets for reducing GHG emissions. SB 375 builds on AB 32 in coordinated efforts to address transportation and land use planning needs with an overall goal of promoting more sustainable communities. SB 375 sets emission reduction standards for the years 2020 and 2035. Consistent with the goals brought forth by AB 32, SB 375 encourages plans/projects consistent with to-be regional plan that achieves GHG reductions as those highlighted in the Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As noted by the updated GPG, it is important to address these environmental impacts.
13. It is our recommendation for the city of Lake Forest to incorporate these recommended practices and policies within the Lake Forest General Plan Update. By addressing impacts at the General Plan level, Caltrans and the City can ensure that those impacts are mitigated or avoided, while also providing streamlining benefits at the project level.

Americans with Disabilities Act

14. The Americans with Disabilities Act of 1990 (ADA) provides comprehensive rights and protections to individuals with disabilities. Please consult available accessibility Guidelines for public rights-of-way to implement the goal of ADA compliance.

Encroachment Permits

15. 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