

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12

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Governor's Office of Planning &amp; Research

**APR 17 2020****STATE CLEARINGHOUSE**

April 17, 2020

Laura Stokes  
City of San Juan Capistrano  
32400 Paseo Adelanto  
San Juan Capistrano, CA 92675

File: IGR/CEQA  
SCH#: 2019110083  
12-ORA-2019-01343  
I-5, PM 9.223  
SR 74, PM 0.274

Dear Ms. Stokes,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation for the proposed Tirador Residential Development 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 proposed project includes the construction of a 132-unit residential development consisting of 43 two-story detached units and 89 three-story attached townhome units, a 20 ft wide multi-purpose pedestrian, bicycle, and equestrian trail, and various recreational amenities throughout the development. Regional access to the plan area is provided by State Route 74 (SR 74) and Interstate 5 (I-5). Caltrans is a commenting agency for this project and upon review, we have the following comments:

**Transportation Planning**

1. Caltrans encourages the City of San Juan Capistrano and the Tirador Residential Development Project to address the availability of the OCTA bus stops for Bus Route 91 which runs near the project vicinity.
2. The San Juan Capistrano Metrolink Station is in close proximity to the proposed project. Consider promoting sufficient transportation connection to and from the station to the project site with wayfinding/signage.

Providing rail connectivity will add multi-modal options to residents leading to decreased VMT and improved air quality.

3. The San Juan Creek Trail (SJCT) provides a local east/west bicycle and pedestrian connectivity. The westward portion of SJCT from the project passes through the I-5.

Please coordinate with Caltrans regarding any improvements that might be needed to improve bicycle and pedestrian safety. Some features may include improved lighting and railing on the San Juan Creek side.

4. Coordinate with Caltrans for possible creation of green walls on the project side by I-5. These green walls are vegetative sound walls that will serve the dual purpose of reducing noise impacts to residents and filter some pollutants in the air.

### **Traffic Operations**

5. The queue analysis in the report states that there is sufficient storage on the Southbound I-5 off-ramp during the PM peak hour, which our analysis as well as reports from CHP (California Highway Patrol) indicate differently.
6. Based on our analysis, Caltrans is currently developing project plans to address the traffic queuing on I-5 main lines from the Southbound off-ramp. There is heavy traffic exiting the I-5 off-ramp approaching both Westbound and Eastbound directions to Ortega Highway. The intersections of Ortega Highway and Southbound I-5 as well as Rancho Viejo Road both have existing V/C ratios that are greater than 1 with a LOS F (Level of Service F) during the PM peak hour.
7. Adding vehicles to the left turning movement to the Southbound I-5 off-ramp during PM peak hour as indicated in the report will have an impact to the current operations of the facility.
8. The ICU and HCM Tables show that there would be an impact at Rancho Viejo/Ortega Highway, known as hot spot intersection. Project increase in ICU and the resulting LOS is F. The proposed project will generate 890 ADT, 64 trips in AM peak hour and 82 trips in pm peak hours, which will cause significant delays throughout the area.
9. In the report under Queue analysis – Table 4.11.L considers “the storage length of the dual westbound turn lanes at the I-5 southbound ramps.” However, the access to the project is through eastbound direction. Please clarify the statement.

10. Caltrans Traffic Operations would like to have the existing operations of the intersections on Ortega Highway between Del Obispo Street and Rancho Viejo Road revised in the report to better reflect the current operations to address what operational impacts may need to be addressed as a result of the proposed development.

### **National Pollutant Discharge Elimination System (NPDES)**

11. On page 1004 of the Appendices document, the Preliminary Water Quality Management Plan (PWQMP) states:

“Just outside the property limits, an existing earthen swale, located along the western edge of the subject site, running along the 5 Freeway collects any potential stormwater run-on from the westerly areas and conveys storm flows to an existing 27" RCP, which leads to San Juan Creek. The proposed project may take advantage of this existing storm drain that currently conveys onsite storm flow to San Juan Creek.”

As stated in our comments for the Notice of Preparation (dated December 6, 2019) and as referenced in the PWQMP, the Tirador Residential Development project will affect Caltrans Right of Way. An Encroachment Permit will be required and should be routed to the NPDES unit for review including the final Water Quality Management Plan (WQMP) for the development showing calculations of the proposed post construction treatment Best Management Practices (BMPs) especially those proposed to be discharged to Caltrans Right of Way.

### **Encroachment Permit Process**

12. All existing Caltrans drainage facilities should be protected during construction and existing flow patterns shall be maintained. Therefore, no diversion flow shall be allowed.
13. Final construction plans, hydrology/hydraulics calculations and maps need to be reviewed and approved by Hydraulics branch during Encroachment Permit process.
14. Any project work proposed in the vicinity of the State Right-of-Way (ROW) would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to

meet requirements for any work within or near State ROW. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual at:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Joseph Jamoralin at (657) 328-6276 or [Joseph.Jamoralin@dot.ca.gov](mailto:Joseph.Jamoralin@dot.ca.gov)

Sincerely,



SCOTT SHELLEY  
Branch Chief, Regional-IGR-Transit Planning  
District 12