

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12

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Governor's Office of Planning &amp; Research

**DEC 04 2019****STATE CLEARINGHOUSE**

December 4, 2019

John Morgan  
City of Laguna Niguel  
301111 Crown Valley Parkway  
Laguna Niguel, CA 92677

File: IGR/CEQA  
SCH#: 2019110083  
12-ORA-2019-01259  
I-5, PM 11.97  
SR 73, PM 11.942  
SR 1, PM 5.358

Dear Mr. Morgan,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation for the proposed City Center Mixed-Use project in the City of Laguna Niguel. 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 proposes a Mixed-Use project which includes specialty retail, restaurants, office, a new County library, community-oriented event/programmable space, integrated residential apartment homes, and extensive walkable open spaces, paseos, and plazas. Regional access to the project site is provided by State Route 73 (SR 73), State Route 1 (SR 1), and Interstate 5 (I-5). Caltrans is a commenting agency for this project and upon review, we have the following comments:

**Traffic Operations**

1. In the next environmental document, please include a Traffic Impact Study (TIS) that analyzes short-term and long-term impacts to the State Highway System (SHS) including on-ramps, off-ramps, and freeway mainline specifically for I-5, SR 73, and SR 1.
2. The Traffic Impact Study should include but not be limited to analysis of potential environmental impacts to traffic at the intersections of SR 73 at the SR 73 southbound offramp intersection at Greenfield Drive, the SR 73 northbound on-ramp intersection at Greenfield Drive, the SR 73 southbound off-ramp intersection at Moulton Parkway, and SR 1 and Crown Valley Parkway.

3. Please also include potentially significant adverse impacts and its associated mitigated measures. Any impact 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.

### **Active Transportation**

4. Please include a discussion on impacts to existing and proposed Active Transportation facilities as well as a discussion on possible connections to these facilities. There are several existing bicycle facilities in the project vicinity, namely Class II facilities on Crown Valley Parkway, Alicia Parkway, and Pacific Island Drive.
5. Providing safe connections to Active Transportation facilities such as sidewalks and bicycle lanes encourages people to utilize walking and bicycling as forms of transportation. The use of Active Transportation also decreases congestion, improves air quality, and increases regional connectivity.
6. Mixed-use development offers an opportunity to encourage multi-modal travel and a reduction in Vehicle Miles Traveled (VMT). Short local car trips can potentially be replaced with walking, bicycling, and transit trips. Caltrans encourages the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities.
7. As part of state goals to increase active transportation and given the network of Class II bike lanes on streets adjacent to the project site, Caltrans recommends the inclusion of secure and functional short- and long-term bike parking. Short-term bike parking at public/commercial locations should be placed in visible areas that are close to main entrances and should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.).

Long-term bike storage for residential units should be provided indoors and on the ground floor. Both short- and long-term bike parking should be designed to accommodate different types of bikes (e.g. cargo bike, bike with trailer).

8. For additional guidance on providing functional bike parking, see the attached "Essentials of Bike Parking" guidance created by the Association

of Pedestrian and Bicycle Professionals:  
<https://www.aapbp.org/Publications>

**Freight**

9. 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.
  
10. 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. Utility alley space could be utilized if available, to take trucks off street curbs.

**Encroachment Permits**

11. 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