

California Department of Transportation

DISTRICT 12
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<https://dot.ca.gov/caltrans-near-me/district-12>



April 3, 2024

Samantha Beier
City of Tustin
300 Centennial Way
Tustin, CA 92780



File: LDR/CEQA
SCH#2017-02509
LDR LOG #1994071005
I-5, I-405, SR-55, SR-261

Dear Ms. Beier,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation of a Draft Environmental Impact Report for the Tustin Legacy Specific Plan Amendment (TLSP). The proposed specific plan would amend Neighborhood D South, D North, and G to increase the allowed residential capacity to be consistent with the 2021-2029 Housing Element Update (HEU). The proposed upzoning would add a total of 855 additional residential units to the existing residential capacity of Neighborhoods D and G. The HEU also included 1,356 buffer units that are intended to make up for any potential units that are not developed on the other HEU sites. Therefore, a total of 2,211 units have been incorporated into the residential caps of the TLSP Neighborhoods D North, D South, and G. The provision for density bonus pursuant to the Surplus Land Act is applicable to the TLSP area, and therefore, the application of density bonus has been analyzed through the addition of 2,759 units. Together, the HEU Regional Housing Needs Assessment (RHNA) units, buffer units, and density bonus units total an additional 4,970 units that will be analyzed in the Draft Supplemental Environmental Impact Report. The Project site is generally bounded by Red Hill Avenue to the west, Edinger Avenue to the north, Harvard Avenue to the east, and Barranca Parkway to the south.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Caltrans is a responsible agency on this project and has the following comments:

1. Due to the proximity of the proposed project to I-5, potential impacts are anticipated to the mainline, on/off ramps, and intersections. Please submit a Traffic Impact analysis that includes any potential mitigation measures necessary. If impact analysis leads to findings of significance, please coordinate

with Caltrans District 12 Local Development on development of a Traffic Mitigation Agreement or similar effort.

2. Please refer to OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA and Caltrans' Transportation Impact Study Guide for the VMT assessment. Pursuant to SB 743, VMT is a required metric for transportation impact analysis per CEQA Guidelines Section 15064.3. Please provide a VMT analysis for this project in the EIR. Caltrans' Transportation Impact Study Guide can be found on: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf> and OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf
3. Caltrans supports 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 and promote improved first-/last-mile connections. Keeping in mind Caltrans' safety first approach, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures>) for Safe System Approach (SSA) to use any of 28 proven safety countermeasures for speed, ped/bike, roadway departure, intersections, and crosscutting.
4. Consider specifications listed in HDM 1003.1 (CHAPTER 1000 (ca.gov)) when designing the Class I bikeway proposed on PDF page 373 of the draft initial study. Caltrans applauds the inclusion of bicycle parking facilities within this plan. 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 (link to online PDF: <https://www.apbp.org/Publications>). The study notes the desire to Construct, contribute, or dedicate land for the provision of off-site bicycle trails..." (PDF page 434). See OCTA's bikeways planning for planned projects in the region and align future plans with this document. <https://www.octa.net/getting-around/active/oc-bike/bikeways-planning/overview/>
5. Please provide a discussion of all existing transit route services such as local, intra-county and inter-regional bus services if any, within the nearby proposed project areas including the regional connectivity into the rail services provided by Metrolink and Amtrak Pacific Surfliner. Also, please provide a discussion about City's multimodal mobility strategies and improvement opportunities to accommodate additional demand for transit services with the anticipated increase in population.

6. Encourage the use of transit among future residents, visitors, and workers of the development. Increasing multimodal transportation may lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality. Provide adequate wayfinding signage and related amenities to the transit stops within the project vicinity.
7. Ensure that truck parking, ingress and egress, and staging will not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking.
8. Establish freight pick up & drop off times that do not coincide with peak commute hours to reduce passenger vehicle conflicts and congestion for freight. Consider designating on-street freight-only parking and delivery time windows so trucks will not resort to double parking, thus causing street traffic congestion.
9. For the multifamily residential units proposed, consider how many individual packages will be delivered daily to individual residences. Amazon lockers or an equivalent shared drop-off location can help reduce the amount of driving done by delivery trucks and can increase the efficiency of deliveries.
10. Work with local partners and community representatives to mitigate any truck traffic routing onto residential streets or conflicting with other road users, including and especially bicyclists and pedestrians.
11. In the event of any work performed within Caltrans right-of-way, an encroachment permit will be required prior to construction. Please submit all applications and associated documents/plans via online web portal base Caltrans Encroachment Permit System (CEPS) at <https://ceps.dot.ca.gov/>
12. Any work performed within Caltrans right of way (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. Prior to submitting to Caltrans Permit's branch, applicant should fill out Applicant's Checklist to Determine Applicable Review Process (QMAP List) Form TR-0416 to determine if project oversight/coordination with Caltrans Project Manager is needed. Applicant must submit a signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. Please note that all utility work should be disclosed prior to permit submittal, and utility companies are to apply for separate permits for their corresponding work.

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Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Maryam Molavi, at Maryam.Molavi@dot.ca.gov.

Sincerely,



Scott Shelley
Branch Chief – Local Development Review/Climate Change/Transit
District 12