

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

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Governor's Office of Planning & Research

JUNE 20 2019**STATE CLEARINGHOUSE**

June 20, 2019

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

File: IGR/CEQA
SCH#: ~~2019049084~~ 2019050015
12-ORA-2019-01107
I-5, PM 7:38

Dear Mr. Klotz:

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation for the Ganahl Lumber 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 to construct an approximately 17-acre site located immediately north of Stonehill Drive between the San Juan Creek Channel/Trail and the Burlington Northern Santa Fe (BNSF) rail line in the City of San Juan Capistrano. Freeway access to the project site is provided by Interstate 5 (I-5) Freeway. Caltrans is a responsible agency on this project and upon review, we have the following comments:

Traffic Operations

1. The project appears it will have a significant impact on the operations of the Northbound I-5 On-Ramp from Camino Capistrano. Caltrans would request a traffic impact analysis to determine the extent of the impacts and what mitigation measures would need to be addressed to operate the facility at an acceptable level of service.
2. 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 the 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

Stormwater Compliance

3. Section 4.10 Hydrology and Water Quality of the Draft Initial Study (page 4-32) has items which are checked as Potentially Significant Impact even though Construction General Permit (CGP) coverage and Water Quality Management Plan (WQMP) requirements including Hydromodification is listed for the measures being proposed for the project.

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4. All items checked as potentially significant (sections a, c i, c ii, c iii, and c iv) should have measures in place to protect water quality by addressing impact analysis. The impact analysis should be developed further if given measures are not protective of water quality.
5. Section c ii references Section 4.9 ci which is not relevant to water quality. If section 4.10 ci is what was meant to be referenced, there is no discussion in the project that would not substantially alter drainage patterns on the project site during either construction or operation.

Encroachment Permit

6. 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