

DEPARTMENT OF TRANSPORTATION

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a California Way of Life.*

Governor's Office of Planning & Research

Oct 27 2020

October 26, 2020

STATE CLEARINGHOUSE

Paul Garcia
City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, CA 92675

File: IGR/CEQA
SCH#: 2020049032
12-ORA-2020-01365
I-5, PM 10.705

Dear Mr. Garcia,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report for the Creekside Specific Plan 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 demolish an existing one-story vacant industrial building (approximately 123,000 square feet) and associated parking and develop a 188-unit residential community with necessary roadway improvements on a site totaling 16.9 acres. Regional access to the plan area is provided by State Route 74 (SR 74) and Interstate 5 (I-5). Caltrans is a responsible agency for this project and upon review, we have the following comments:

Traffic Operations

1. As indicated in the report, the Northbound and Southbound intersections of I-5 and Junipero Serra are both currently experiencing heavy queueing during the AM and PM peak periods associated with school drop off and pick up times.

A traffic study was conducted by Caltrans which shows that the intersections are currently over capacity during these peak times and queueing onto the I-5 mainline off ramps. As a result, the proposed project will negatively impact these conditions and result in more queueing and degraded Level of Service (LOS).

Transportation Planning

2. Caltrans supports the inclusion of enhanced bicycle and pedestrian connectivity in the project area. Complete Streets improvements promote regional connectivity, improve air quality and public health, reduce

congestion and VMT, promote improved first-/last-mile connections, and increase safety for all modes of transportation.

3. Please consider a centralized location or locker for package drop off/pickup to mitigate conflict with internal traffic circulation and to reduce VMT for delivery trucks caused by going to individual residences
4. Consider creating truck parking off-street with loading/unloading areas to allow for freedom of movement for traffic and bicyclists.
5. Establish freight pick up & drop off times that do not coincide with peak commute hours to reduce passenger vehicle conflicts and congestion for freight.

Encroachment Permit

6. 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

Sincerely,



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