

California Department of Transportation

DISTRICT 12

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

March 18, 2024

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

Governor's Office of Planning & Research

March 19 2024

STATE CLEARINGHOUSE

File: LDR/CEQA
SCH#2024020747
LDR LOG #202202499
SR-55, I-5

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 Enderle Rezone project. The City of Tustin is proposing a General Plan Amendment (GPA) and zone change for the application of a Housing Overlay (HO) district over an existing commercial development known as the Enderle Center. Pursuant to Housing Element Program 1.1f, the city is proposing an overlay zone ("overlay district") for the Project site to add 413 housing units. The anticipated development does not rely on the demolition of any existing buildings, but rather focuses on areas currently used for surface parking. Additionally, the Project anticipates the additional development of 118,467 square feet of nonresidential uses in the future, for a total nonresidential development capacity of 205,603 square feet on the Project site, pursuant to the General Plan. A specific development project is not proposed as part of this Rezoning Project. The Project involves approval of the proposed Housing Overlay, a General Plan Amendment, Zoning Code Amendment, and a Zone Change. The Project site is generally bounded on the north by 17th Street; on the east by Enderle Center Drive and the eastern property line of properties fronting Enderle Center Drive; to the south by Vandenberg Lane; and to the west by the 55 Freeway, including properties west of Yorba Street.

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 SR-55 potential impacts are anticipated according to Section 5-7. Please submit A Vehicle Miles Traveled (VMT) based Traffic Impact Study (TIS) for this project. Please use the Governor's Office of Planning and research guidance to identify VMT related impacts 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 efforts.

2. Please refer to OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA and Caltrans' Transportation Impact Study Guide for the VMT assessment. Caltrans' Transportation Impact Study Guide: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-all.pdf>
3. This rezoning will result in an increase of 413 residential units, including affordable housing for low-income individuals. As part of this rezoning and subsequent development, Caltrans encourages the consideration of accompanying complete streets elements, such as bike lanes, and pedestrian safety features, such as curb bump outs, rectangular rapid flashing beacons, and leading pedestrian intervals. These should be considered throughout the project area, as increased residential density provides an opportunity to enhance safety for all road users.
4. Please Provide a discussion of existing bus route services and potential future transit improvement opportunities for all including intercounty and regional connectivity along with connectivity to rail services from the nearest train stations provided by both Metrolink and Amtrak Pacific Surfliner. 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 roadways.
5. Ensure that truck parking, ingress and egress, and staging will not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking.
6. 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.
7. 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.
8. 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.

9. 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/>

10. 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.

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