

## California Department of Transportation

DISTRICT 12  
1750 East 4<sup>th</sup> Street, Suite 100 | SANTA ANA, CA 92705  
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<https://dot.ca.gov/caltrans-near-me/district-12>



July 18, 2024

Samantha Beier  
City of Tustin  
300 Centennial Way  
Tustin, CA 92780  
Dear Ms. Beier,

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

Thank you for including the California Department of Transportation (Caltrans) in the review of the 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. The proposed project increases the capacity of allowable housing units and will function as a mixed-use site. Mixed-use development offers an opportunity to encourage multi-modal travel and reduce VMT. Short local car trips can potentially be replaced with walking and bicycling trips.
2. Consider complete street designs on streets surrounding the project area. There are opportunities for connections to other modes of transportation near the

project. These include the Santa Ana Metrolink Station, OCTA Bus Route 60, and a Class II bike lane east of Prospect Avenue.

3. Caltrans encourages the design of Complete Streets that include high-quality pedestrian and bicycle facilities that are safe and comfortable for users of all ages and abilities. Consider enhancing bike and pedestrian infrastructure on 17<sup>th</sup> Street.
4. During construction, please ensure that appropriate detours and safety measures are in place that prioritize the mobility, access, and safety of bicyclists, pedestrians, and transit users. If adjacent sidewalks or bike lanes need to be closed during construction, please ensure that closures and detours are clearly signed. See OCTA's bikeways map for the regional landscape of complete streets <https://www.octa.net/pdf/ocbikewaysmap.pdf>
5. There is a missing crosswalk at the southeast corner of the Project site on Enderle Center Drive and Vandenberg Lane. Adding a crosswalk here would support pedestrian accessibility between the housing community south of Vandenberg Lane to businesses at future housing at the project site.
6. Consider midblock crosswalks with safety features on Yorba Street and Enderle Center Drive to connect future housing development on east and west side of the project site to the businesses at Enderle Center. This will enhance walkability and accessibility and provide convenient access between the residential areas and local businesses.

Please consider the following recommendations from Caltrans March 18, 2024, letter:

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.

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](mailto:Maryam.Molavi@dot.ca.gov).

Sincerely,



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