

California Department of Transportation

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



March 18, 2024

Governor's Office of Planning & Research

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

Mar 19 2024
STATE CLEARING HOUSE

File: LDR/CEQA
SCH#2024020969
LDR LOG #202402499
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 Market Place project. The City is proposing to designate an 18-acre portion of the overall 76.9-acre Project site exclusively for residential development. The 18-acre site consists of seven parcels (full or partial APNs 500-291-06, -07, -11, -12, and -25 and 500-312-03 and -10), which are primarily used as surface parking lots.) This new High Density Residential designation would allow for the future development of up to 900 dwelling units on the Project site, consistent with the certified 2021-2029 Housing Element Update. The Project site is generally bounded by Myford Road to the northwest, Bryan Avenue to the northeast, Jamboree Road to the southeast and I-5 (Santa Ana Freeway) to the southwest.

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. Please submit a Traffic Impact Study 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. Pursuant to SB 743, VMT is a required metric for transportation impact analysis per CEQA Guidelines Section 15064.3. Potential Significant impacts to traffic safety and operations on the I-5 freeway facility (mainline, on/off ramps, intersections). Please provide a VMT study for the project in the EIR. 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-a11y.pdf 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. Caltrans encourages connecting this housing development with bike lanes on Bryan Avenue and Jamboree Road for the future use of residents to connect to transit hubs. Please see (Metrolink Stations) and other transit services (OCTA). consider Caltrans DIB 89-02 (<https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>) when designing and implementing Class IV bikeways; consider HDM 1003.1 (CHAPTER 1000 (ca.gov)) when designing Class I bikeways. For additional guidance on proposed bike parking, see "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>)
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