California Department of Transportation

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October 8, 2025

Ms. Starla Barker
Contract Staff
City of Laguna Niguel
30111 Crown Valley Parkway
Laguna Niguel, CA 92677

File: LDR/CEQA
SCH: 2025050495
12-ORA-2025-02925
SR 73, PM 10.095-13.785
I-5, PM 12.62-14.463

Dear Ms. Barker,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report for the Laguna Niguel General Plan Update. The mission of Caltrans is improving lives and communities through transportation.

The project involves a comprehensive update to its existing General Plan which will guide the City's development and conservation through land use objectives and policy guidance. Regional access to the site is provided by Interstate 5 (I-5), State Route 73 (SR 73), and State Route 1 (SR 1). Caltrans is a commenting agency on this project and has the following comments:

General Comments:

1. Caltrans supports the City's progress in meeting its Regional Housing Needs Assessment (RHNA) allocation, and we encourage the City to promote the development of housing units for a variety of income levels.

2. Increased density can increase traffic impacts. Consider opportunities to encourage multimodal transportation and mode shifts through the planning and implementation of high-quality Complete Streets that are safe and accessible for people of all ages and abilities.

   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. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, and comfortable

connections to nearby active transportation and/or transit facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation. Continue to incorporate Complete Streets in project development.

3. The City of Laguna Niguel has several Class I, Class II, and Class III bike facilities. Caltrans recommends the inclusion of secure and functional short-term bike parking. Short-term bike parking at public locations should be placed in visible areas that are close to main destinations and should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etcs.). With the increasing popularity of electric bikes and cargo/utility bikes, bike parking should also be designed to accommodate different styles, sizes, and weights of bikes (e.g. cargo bike, bike with trailer, adult tricycle, etc.).

   For additional guidance on bicycle parking best practices, see the "Essentials of Bike Parking" guide created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: https://www.apbp.org/Publications).

4. For future developments, please submit a VMT-based Traffic Impact Study. Please follow the Governor's Office of Planning and Research Guidance to identify VMT related impacts that includes any potential mitigation measures necessary.

   With the enactment of Senate Bill 743 (SB 743), Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assess VMT analysis for land use projects, please review Caltrans' Transportation Impact Study Guide to ensure a complete VMT-based Traffic Impact Study is prepared.

   https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf

Appendix F: Transportation Analysis Comments:

5. In Appendix F Transportation Analysis, under Section 1.5.1, Traffic Operations recommends to use HCM Method of Analysis for signalized intersections within Caltrans' jurisdiction

6. Table 2.3 Current General Plan Buildout Changes Summary needs to clarify if it is comparing to "changes to existing."

7. Similar to Section 2.1, Section 2.2 needs to re-organize the order of Table 2.4 and 2.5. Table 2.5 which shows the Proposed General Plan Buildout land use summary should be arranged before Table 2.4 which shows the land use changes comparing to Current General Plan Buildout.

8. Table 2.4 Proposed General Plan Buildout Changes to Current General Plan Buildout Summary should clarify that the table exhibits changes in comparison to Current General Plan Buildout.

9. Under Section 3.1, there is no Figure 3-1. Please confirm if the figure is Figure 3-1A or 3-1B.

10. Under Section 3.1, Figure 3.2 needs to show in color coded. Confirm whether "current" means "Current" as Existing or as "Current Buildout."

11. Under Section 3.4, Traffic Operations recommends to include a table (3-14) of summary comparison with impacted to existing, current, and proposed VMT per Capita, Employee, and Service Population using data generated from Table 3-2, 3-4, 3-6, 3-8, 3-10, and 3-12.

12. Under Section 6.1.1, the intersection #31 should be "Camino Capistrano at Avery Parkway."

13. On Table 6.2, deficient LOS for both intersections #31 and #47 should be bold.

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 Joseph Jamoralin at Joseph.Jamoralin@dot.ca.gov.

Sincerely,

Scott Shelley (Oct 8, 2025 16:19:22 PDT)

Scott Shelley
Branch Chief, Local Development Review-Climate Change-Transit Grants
Caltrans, District 12