California Department of Transportation

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December 11, 2025

Ms. Laura Stokes
Principal Analyst
City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, CA 92675

File: LDR/CEQA
SCH: 2025110456
12-ORA-2025-02992
I-5 PM 11.68

Dear Ms. Stokes,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation of a Draft EIR for the Legacy Ranch Project In the City of San Juan Capistrano (City). The mission of Caltrans is improving lives and communities through transportation.
The proposed project includes an Amendment to the Northwest Open Space Area Specific Plan Specific Plan to allow for development of the Legacy Ranch on the project site. The proposed Legacy Ranch would consist of nine cores: Equestrian Core, Farm Stay Core, Chapel Core, Swanner House Core, Agricultural Core, Event Barn Core, Community Building Core, Natural Core, and Trail Core. Each core would incorporate various community amenities. The proposed project also includes the preservation of the existing uses on the project site, including the Swanner House, Dr. John Cortese Dog Park, and Putuidem Village, and would provide greater access to each of these existing uses. In 1993, the NWOS property was acquired by the City for potential future park use. The original property encompassed approximately 70 acres. In 2020, a 3.85-acre portion of the property bounded by Camino Capistrano, Junipero Serra Road and Trabuco Creek was acquired by C&C Development for development of an affordable housing project. Regional access to the various sites is provided by 1-5, SR-73, and SR-74. Caltrans is a commenting agency on this project and has the following comments:

1. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional,

interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

2. New residential infill development offers an opportunity to encourage multimodal transportation options. Caltrans encourages the project to look at opportunities to include Complete Streets improvements in the project, and/or to improve bicycle, pedestrian, and transit access and connectivity to nearby bikeway, sidewalk, and 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.

3. The project area is located by a Class II Bike Lane on Camino Capistrano. Caltrans thus recommends the inclusion of additional 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, etc.). 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" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: https://www.apbp.org/Publications).

4. Consider identifying potential Complete Streets elements on existing or planned pedestrian and bicycle facilities on the Proposed Amenities map (on Page 6 of the Notice to Proceed and Figure 2-4 of the Initial Study), in the areas that are not currently highlighted, including the areas around Trabuco Creek Trail and bordering Camino Capistrano. If there are no existing or planned amenities (whether CS or otherwise), please consider indicating these are not part of the project on project maps for clarification (such as Figure 1 of the Notice to Proceed, which has the entire area colored yellow).

5. Caltrans encourages the City to continue coordination with the Orange County Transportation Authority (OCTA) for opportunities to enhance multimodal transit strategies.

6. Caltrans encourages the City to look at transit mobility opportunities to connect to the nearby OCTA 91 bus services and the San Juan Capistrano train station for local and regional connectivity with the Metrolink and Amtrak Pacific Surfliner rail services. The project involves pursuing a Conditional Use Permit for group activities and community events that may attract large crowds. Up to 1,225 temporary parking spaces could be provided on-site.

7. Caltrans supports incorporating multimodal transportation and transit strategies to help mitigate parking and traffic impacts on the surrounding area during events and beyond.

8. Please include discussion relating to City's Circulation Element in promoting an advanced public transportation network (Circulation Goal 2).

9. 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. If coordination is not required, please submit an encroachment permit application package (EPAP) through the Caltrans Encroachment Permit System (CEPS - https://ceps.dot.ca.gov/). EPAP should include application, PE signed and stamped site-specific traffic control plan, insurance, letter of authorizations as needed, and any other relevant documents. EPAP should be submitted as early as possible to avoid any delays.

10. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans R/W lines should be clearly labeled, which include existing and proposed (if there are any changes to Caltrans R/W), the north arrow, the edge of pavement, and edge of the sidewalk, if applicable. When submitting the application, please include final Environmental Clearance Documentation, relevant design details including design exception approvals and construction and drainage plans, traffic control plans, traffic management plan and traffic impact study if proposed traffic delay of 30 minutes above normal recurring traffic delay is anticipated, any Caltrans R/W certifications if needed, maintenance agreement as needed, shoring plans for any excavation 5-feet or more, ADA certification, and any letter of authorizations.

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 (Dec 11, 2025 15:29:05 PST)

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