California Department of Transportation

DISTRICT 12
1750 East 4th Street, Suite 100 | SANTA ANA, CA 92705
(657) 328-6000 | FAX (657) 328-6522 TTY 711
https://dot.ca.gov/caltrans-near-me/district12

August 17, 2026

Ms. Laura Stokes
Planning Manager
City of Irvine
1 Civic Center Plaza
San Juan Capistrano, CA 92675

File: LDR/CEQA
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I-5, PM 10.89

Dear Ms. Stokes,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report for the Legacy Ranch Project for the City of San Juan Capistrano. The mission of Caltrans is improving lives and communities through transportation.

The project proposes to include an Amendment to the Northwest Open Space Specific Plan to allow for development of the Legacy Ranch on the project site. The proposed Legacy Ranch would consist of seven core elements: Equestrian, Chapel, Swanner House, Agricultural, Event Barn, Community Building, and Trails/Natural. Each core would incorporate various community amenities. The proposed project 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. Regional access to the site is provided by Interstate 5 (I-5). 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. Caltrans recommends the inclusion of secure and functional short-term bike parking pursuant to CALGreen code. Short-term bike parking should be place on the ground floor in visible areas that are close to main entrances 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 providing functional bike parking, see the attached "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: https://www.apbp.org/Publications).

3. Please consider the addition of high visibility crosswalks and ADA curb ramps on intersections in or adjacent to the project location that currently lack one or both.

4. Consider adding pedestrian scale lighting along sidewalks within or adjacent to project limits to improve pedestrian safety.

5. Caltrans recommends providing a discussion on multimodal transit strategies. The DEIR mentions OCTA Bus Route 91, which runs immediately outside the proposed development. Consider how Route 91 will provide a direct connection to the San Juan Capistrano rail station and its benefit on users who may be encouraged to seek alternative multimodal transit options.
   With the connection to the rail station, connectivity of first and last mile mobility options and transit services can help integrate a complete multimodal transportation network. Additionally, consider providing adequate wayfinding signage to nearby transit services within the project vicinity roadways.

6. Please ensure that all ingress/egress driveways and internal circulation routes are designed to accommodate the turning radii and manuevering needs of large trucks and trailers, consistent with Caltrans and American Association of State Highway and Transportation Officials (AASHTO) standards.

7. Confirm that access points from Camino Capistrano are designed to prevent truck queuing onto the public roadway and do not create conflicts with passenger vehicles, bicycles, or pedestrians.

8. For large events, clarify the plan for temporary truck and bus staging, including overflow parking and coordination with local law enforcement or traffic control. Ensure that event logistics do not result in truck queuing or parking on Camino Capistrano or other public rights-of-way.

9. Confirm that internal roads and parking areas are designed for safe truck circulation, including adequate width, turning radii, and clear signage. Emergency access routes should be maintained and not obstructed by truck parking or event staging.

10. During construction phase, please ensure that appropriate detours, signage, and safety measures that prioritize the mobility, access and safety of all traffic modes, including bicyclists, pedestrians and transit users

11. All construction haul vehicles accessing the State Highway System must use routes approved by Caltrans. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods for the construction and operation phases. Construction truck loads should be covered with a tarpaulin cover.

12. The applicant shall ensure that construction-relation traffic does not adversely impact operations on the State Highway System. All temporary traffic control within or affecting state highways state highways shall comply with the most current edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans standards. The applicant shall ensure that public safety and mobility are maintained during construction.

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 (Aug 17, 2026 17:21:30 PDT)

Scott Shelley
Branch Chief, Local Development Review-Climate Resiliency
Caltrans, District 12