California Department of Transportation

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August 24, 2026

Mr. Izzak Mireles
Senior Planner
City of San Juan Capistrano
1 Civic Center Plaza
San Juan Capistrano, CA 92675

File: LDR/CEQA
SCH: 2026030917
12-ORA-2026-03194
SR 74, PM 0
I-5, PM 9.45

Dear Mr. Mireles,

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

The proposed project includes the rehabilitation and development of a hotel and ancillary uses on 1.68-acre property located at 31861-31871 Camino Capistrano with a proposed 70-room boutique hotel consisting of six buildings with a restaurant, event spaces, fitness center, pool area, a public gathering space, and on-site valet parking. The project involves the restoration and rehabilitation of the Domingo Yorba and Casa Manuel Garcia Adobes, both listed on the National Register of Historic Places for use as guest rooms and dining areas integrated within the overall hotel design. Regional access to the site is provided by State Route 74 (SR 74) and 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. The project is adjacent to several existing and planned bicycle facilities. Therefore, 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. Although the documents mentioned nearby bicycle facilities, please specify the bicycle facility type as well (such as in, but not limited to, section 4.10.3.3 of the Environmental Impact Report). For instance, there is a nearby Class 3 Bike Lane on Camino Capistrano, and the project site is not far from Trabuco Creek Trail.

4. Caltrans encourages 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, 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.

5. 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.

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

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

8. The DEIR should quantify the expected number and type of freight trips generated by the project, including linen services, housekeeping supply deliveries, food and beverage distribution, package delivery (parcel carriers,

on-demand delivery services), solid waste and recycling hauling, and event-related deliveries

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.

    Please also evaluate how construction may alter wayfinding, transit signage and multimodal circulation in the immediate project area and surrounding vicinity. Given the site's proximity to nearby rail and bus service, the project should consider both temporary construction-period access and long-term access for future users, including opportunities to support transit use.

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-related traffic does not adversely impact operations on the State Highway System. All temporary traffic control within or affecting 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.

13. 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.

14. 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 includes 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 (Aug 24, 2026 15:34:40 PDT)

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