

California Department of Transportation

DISTRICT 12
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July 8, 2026

Ms. So Kim
Community Development Director
City of Aliso Viejo
12 Journey Suite 100
Aliso Viejo, CA 92656

File: LDR/CEQA
SCH: 2026060921
12-ORA-2026-03166
SR 73, PM 14.185

Dear Ms. Kim,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration for the Aliso Creek Residential Development Project for the City of Aliso Viejo. The mission of Caltrans is improving lives and communities through transportation.

The project proposes a 137-unit residential community with enclosed garages and 80 guest parking spaces throughout the site. The project proposes two different residential building types, three-story Rowtowns (70 dwelling units), and three-story Garden Courts (67 dwelling units). Regional access to the site is provided by State Route 73 (SR 73). 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 seeks to promote safe, accessible multimodal transportation (i.e. walking, biking, and transit). Providing improved multimodal transportation to housing can encourage residents to utilize alternative transportation options, thus improving public health by reducing Greenhouse Gas (GHG) emissions, reduction to congestion, and Vehicle Miles Traveled (VMT).

3. The project is adjacent or close to several existing and planned bicycle facilities. Caltrans recommends the inclusion of secure and functional short-term bike parking. Short-term bike parking should be placed 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.).
 - o 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>).
4. 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.
5. Please encourage the use of transit among future residents and workers of the development. Increasing multimodal transportation will lead to a reduction in congestion, Vehicle Miles Traveled, and improve air quality.

Provide a discussion on existing bus route services and future transit improvement opportunities including intercounty and regional connectivity. These include but are not limited to Bus Route 177, Bus Route 90, and connectivity to Laguna Niguel/Mission Viejo Metrolink Station.

6. Consider providing adequate wayfinding signage to nearby transit services within the project vicinity roadways. Connectivity of first and last mile mobility options and transit services help integrate a complete multimodal transportation network.
7. Confirm that internal streets and driveways are wide enough for truck turning movements and that there is adequate space for internal maneuverability, especially for moving vans, delivery vehicles, and emergency vehicles.
8. Encourage the inclusion of shared package drop-off areas (e.g. parcel lockers) to reduce delivery trucks trips and improve efficiency, especially in high-density residential developments.

9. During construction phase, please ensure that appropriate detours, signage, and safety measures that that prioritize the mobility, access and safety of all traffic modes, including bicyclists, pedestrians and transit users
10. 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.
11. 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.

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 \(Jul 8, 2026 16:43:52 PDT\)](#)

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