California Department of Transportation

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July 16, 2026

Mr. Izzak Mireles
Senior Planner
City of San Juan Capistrano
32400 Paseo Adelanto
San Juan Capistrano, CA 92675

File: LDR/CEQA
SCH: 2026060895
12-ORA-2026-03167
SR 74, PM 0.129
I-5, PM 9.322

Dear Mr. Mireles,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation for the Paseo Espada Project for the City of San Juan Capistrano. The mission of Caltrans is improving lives and communities through transportation.

The project proposes to redevelop the existing Capistrano Business Park into a residential community. Existing property is occupied with 14 commercial and professional office buildings totaling 305,304 sf. The Specific Plan proposes the future development of up to 247 residential units, 481 parking spaces in garage and surface parking, 56 parking spaces for senior apartments, open space, and on-site drainage basins. Regional access to the site is provided by Interstate 5 (I-5) and State Route 74 (SR 74). Caltrans is a commenting agency on this project and has the following comments:

1. The Department firmly embraces racial equity, inclusion, and diversity. These values are foundational to achieving our vision of a cleaner, safer, and more accessible and more connected transportation system. Caltrans recognizes the shared responsibility to assist communities of color and underserved communities by removing barriers to provide a more equitable transportation system for all.

   Please consider providing a discussion on equity and efforts to meet the City's Regional Housing Needs Assessment (RHNA) allocation per the California Department of Housing & Community Development (HCD).

2. The project should conduct a transportation analysis to determine whether significant transportation impacts would occur. If impacts are identified,

potential mitigation measures may include Transportation Demand Management (TDM) strategies (e.g. increased transit access, rideshare programs, and improved bicycle and pedestrian facilities), investments in active transportation or transit amenities, lane reassignment, and traffic signal installations, signal phasing or timing modifications to mitigate impacts from project trips. Transportation System Management (TSM) improvements may be applicable to optimize traffic flow and enhance the efficiency of existing transportation infrastructure.

3. For the Draft Environmental Impact Report, please submit a VMT-based Transportation Impact Study. Please follow the Governor's Office of Planning and Research Guidance to identify VMT related impacts and include 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 asses 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

4. 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.

5. 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).

6. 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.

7. 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 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).

8. 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.

9. Please encourage the use of transit among future residents and workers of the development. Increasing multimodal transportation will lead to a reduction to 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. Given proximity to the San Juan Capistrano Station.

10. 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.

11. Consider a reduction in car parking as excessive parking supply induces unnecessary car trips. Please consider incorporating TDM strategies alongside parking reforms, shared parking arrangements, pricing strategies, and improved first-and last-mile connections.

12. Residential developments generate frequent package deliveries, moving trucks, and service vehicle trips. Caltrans encourages the City to evaluate

adequacy of driveway widths, turning radii, and internal alleys for box trucks, and delivery vans.

13. 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.

14. Encourage the inclusion of shared package drop-off areas (e.g. parcel lockers) to reduce VMT and internal truck circulation and improve efficiency, especially in high-density residential developments.

15. Caltrans recommends assessing whether construction truck emissions, delivery activity, and potential queueing could affect nearby residents, even though the NOP notes the area is urbanized and not located within a CalEnviroScreen defined disadvantaged community.

16. 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

17. Consider whether temporary construction staging may affect local roads near the State Highway System (SHS), including Rancho Viejo Road, Paseo Espada, and Calle Arroyo.

18. 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.

19. 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.

20. Any project work proposed in the vicinity of the State Right-of-Way (ROW) would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project

does not meet Caltrans's requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual at: http://www.dot.ca.gov/hq/traffops/developserv/permits/

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,

Julie Lugaro
Julie Lugaro (Jul 16, 2026 12:03:55 PDT)

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