

**DEPARTMENT OF TRANSPORTATION**

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Making Conservation  
a California Way of Life.

April 09, 2020

Ms. Belinda Ann Deines  
City of Dana Point  
33282 Golden Lantern  
Dana Point, CA 92629

File: IGR/CEQA  
SCH#: N/A  
12-ORA-2020-01356  
SR 1 0.797; I-5 6.849

Dear Ms. Deines,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) for the Doheny Village Zoning District Update Project. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The project would provide updated guidelines for long-range development for the Doheny Village Plan Area. The Plan Area is bounded by State Route 1 on the South, Interstate 5 on the East, Metrolink Rail on the West, and Stone Hill Drive on the North in the City of Dana Point. The Project affect the following State Facilities: Interstate 5 (I-5), I-405, State Route 1 (SR 1). Caltrans is a responsible agency and has the following comments:

**Transportation Planning:**

1. Caltrans has provided comment letters for the Doheny Village Connectivity Study that was circulated late last year. Consult the previous Caltrans comment letter for connecting Doheny Village to Doheny State Beach.
2. The NOP states that the City has identified 3 areas three new zoning districts specific to the project area: Village Commercial/Industrial (V-C/I), Village Commercial/Residential (V-C/R), and Village Main Street (V-MS). New developments within all these new growth areas will need to be reviewed by Caltrans to mitigate possible significant impacts on State facilities.
3. As stated in Caltrans' Toward an Active California, the State's Bicycle and Pedestrian Plan, our goal is to triple biking, double walking, and double

transit trips by 2020. Caltrans has developed the following comments to work towards this goal:

- A. Caltrans supports the implementation of the proposed bicycle facilities laid out within the City's Bicycle and Pedestrian Trails Master Plan. Coordinate with Caltrans for bicycle and pedestrian facilities that are located on Caltrans facilities.
  - B. Caltrans supports the project's inclusion of short-term bike parking at multiple locations within the project site. Caltrans recommends that the provided bike parking be installed at least 24" away from walls and other objects (e.g. trash cans, plants, benches, etc.). Bike parking should also be designed to accommodate different types of bikes (e.g. cargo bike, bike with trailer).
  - C. Consider improving Complete Streets infrastructure around the project site and adding appropriate bicycle-, pedestrian-, and transit-oriented safety measures. 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. 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.
4. Consider incorporating designated areas/parking for freight delivery and micro-transit loading and unloading zones within new developments.

#### **Traffic Operations:**

5. The following State facilities are to be analyzed for impacts and mitigation provided where needed per Caltrans Guide For The Preparation of Traffic Impact Studies:
- A. Freeway Segments (Basic, Weaving, Merge and Diverge)
  - B. Ramp Terminals
  - C. Multi-Lane Highways
  - D. Signalized Intersections
6. Analysis of State Facilities within the influence area of the project is requested. With the given project it is expected that there would be impacts to Doheny Park Road SR 1 on- and offramps and Stonehill Drive I-5 onramp.
- A. The Department is concerned with the additional traffic onto freeway off ramps and the queuing effects onto the mainline and the adverse operational and safety impacts. Therefore, a queuing analysis is requested for all off ramps within the study area.

7. The use of either Synchro or HCS software is preferred. All input sheets, assumptions and volumes on State Facilities should be submitted to Caltrans for review and approval.

**Design:**

8. All pedestrian facilities within Caltrans ROW (if any) shall be ADA compliant. All roadways within Caltrans ROW shall comply to standards set forth in the Highway Design manual or receive and approved exception.

**Permits:**

9. 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 keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Jude Miranda at (657) 328-6229 or [Jude.Miranda@dot.ca.gov](mailto:Jude.Miranda@dot.ca.gov).

Sincerely,



SCOTT SHELLEY  
Branch Chief, Regional-IGR-Transit Planning  
District 12