

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

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a California Way of Life.**STATE CLEARINGHOUSE**

January 22, 2024

Mr. Joseph Lambert
Director of Development Services
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870

File: IGR/CEQA
SCH#: 2017021012
12-ORA-2023-02450
SR 57, PM 16.603
SR 91, PM 7.289

Dear Mr. Lambert,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Supplemental Mitigated Negative Declaration for the Packing House District Transit-Oriented Development Expansion Project in the City of Placentia. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment.

The project proposes the expansion of the City's existing Transit Oriented Development (TOD) Packing House District zoning and land use designation to include approximately 14.5 additional acres of land adjacent to the existing TOD Packing House District that were identified as potential housing sites in the City's 2021-2029 General Plan Housing Element Update. Regional access to the project area is provided by State Route 57 (SR 57) and State Route 91 (SR 91). Caltrans is a commenting agency for this project and upon review, we have the following comments:

1. According to City of Placentia Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, it appears that a Traffic Impact Analysis which includes LOS shall be required for a proposed project that meets any of the following criteria:
 - a. When either the AM or PM peak hour trip generation is expected to exceed 100 vehicle trips from the proposed development.
 - b. Projects on the Arterial Highway System which generate 1,600 Average Daily Trips (ADT).
 - c. Projects that will add 51 or more trips during either the AM or PM peak hours to any intersection.
 - d. When determined by the City Transportation Manager that existing or proposed traffic conditions in the project vicinity have unique characteristics that warrant evaluation.

2. Please ensure analysis considers the Orangethorpe/Placentia Mixed Use Project traffic impact on Orangethorpe Ave on/off-ramps. This development is located on the Northeast corner of Placentia Ave and Orange Ave. The document was prepared by Harris & Associates and the Transportation Study was conducted by RK Engineering.
3. Please consider the additional AM and PM peak volumes and the impact on the delay of the surrounding intersections, including the on/off-ramps. These additional trips could impact the operation of the signal/ramp meters and the respective freeway system.

Please ensure that queuing and delay of these on/off-ramps is satisfactory and no mitigation is required for any Caltrans facilities.

4. Please analyze the impacts of the merging and diverging of on and off-ramps at both Orangethorpe Ave and Chapman Ave to and from the mainline SR 57.
5. Per page 5-80, Section MM XVI-1, please consult with Caltrans District 12 Division of Transportation Planning and Local Assistance Local Development Review Branch on coordination of any necessary Traffic Mitigation Agreements.
6. Provide a discussion on existing bus route services and future transit improvement opportunities including intercounty and regional connectivity.

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. The proposed expansion of this TOD zone will bring additional development within 1-2 miles of the proposed Placentia Metrolink Station, the Cal State Fullerton campus, and the Santa Ana River Trail. Considering strategies to better integrate the expanded TOD zone with these and other important destinations through complete streets elements, such as vertically separated bicycle infrastructure (e.g., Class I and IV bicycle lanes), bicycle parking, and traffic calming mechanisms.

When considering enhancements for bicyclists and pedestrians, please review OCTA's 4th District Bikeways Report (<https://octa.net/pdf/4thDistrictBikewaysReport.pdf>) and the forthcoming Yorba Linda-Placentia Active Transportation Plan.

8. Caltrans 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. Please consider including a discussion on equity in the environmental document.

9. Establish freight pick up & drop off times that do not coincide with peak commute hours to reduce passenger vehicle conflicts and congestion for freight. Consider designating on-street freight-only parking and delivery time windows so trucks will not resort to double parking, thus causing street traffic congestion.
10. Consider offering pick-up point services or automated parcel systems (e.g. Amazon Lockers) so that deliveries can be made with one truck stop instead of multiple stops to individual residences.
11. Bicycle parking design may need to accommodate cargo bikes, such as for food delivery services, to encourage and facilitate the growing use of food delivery services and parcel deliveries. This can alleviate the need for delivery trucks and GHG emissions associated with them.

Installing bicycle parking for workers encourages active transportation, especially in areas supported by transit.

12. 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 Joseph Jamoralin at (805) 732-8047 or Joseph.Jamoralin@dot.ca.gov

Sincerely,



SCOTT SHELLEY
Branch Chief, Local Development Review-Climate Change-Transit Planning
District 12