

DEPARTMENT OF TRANSPORTATION

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AUG 29 2019

STATE CLEARINGHOUSE

August 23, 2019

Mr. Jerry Guevara
 City of Santa Ana Planning
 20 Civic Center Plaza
 Santa Ana, CA 92701

File: IGR/CEQA
 SCH#: N/A
 12-ORA-2019-01190
 SR 55 8.539

Dear Mr. Guevara,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation of an Environmental Impact Report (NOP) for the proposed Bowery at 2300 South Red Hill Avenue Mixed-Use Project. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The proposed development will redevelop the project site into a mixed-use development featuring 1,150 multi-family residential units and 80,000 square feet of commercial space. The project development is located on the western corner of Red Hill Avenue and Warner Avenue, on the border of the cities of Santa Ana and Tustin, east of State Route (SR) 55. Caltrans is a commenting agency and has the following comments:

Transportation Planning:

1. The proposed project is adjacent to the Tustin Legacy development. Tustin Legacy is a 1,600-acre development that can include 6,800 new residential units. Cumulative impacts from both developments will have a significant impact on the local transportation system. Please coordinate with the City of Tustin to develop strategies to mitigate impacts for the local transportation system.
2. 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:
 - The City of Santa Ana's Active Transportation Plan (2019) shows the following proposed bicycle facilities nearby: Class IV on Warner Avenue; Class II on Carnegie Avenue; and Class II on Pullman

Street. Additionally, the Tustin Legacy Specific Plan (2017) notes the following proposed bicycle facilities nearby: Class II on Red Hill Avenue; Class II on Warner Avenue; Class II on Victory Road; and Class II on Armstrong Avenue. There is also an existing Class II on Barranca Parkway. Coordinate with the City of Tustin to discuss constructing the bicycle facilities on Red Hill Avenue and Warner Avenue. Active Transportation facilities increase mobility and regional connectivity, improve air quality, and reduce congestion and VMT.

- Consider including Complete Street measures for all modes of transportation. 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. Examples of supportive Complete Streets facilities and safety features include secure bicycle storage, high visibility crosswalks, wayfinding signage, transit shelters, and Class IV separated bikeways.
 - Promote the use of transit. OCTA operates bus transit routes with stops near the project site. Route 472 runs from Tustin Metrolink Station to Irvine Business Complex. Route 71 runs from the City of Yorba Linda to the City of Newport Beach. Ensure that transit service will not be disrupted during construction.
 - Ensure that connections are provided to the Tustin Metrolink Station, which is located three miles away from the project site, as rail transit increases regional connectivity. OCTA Bus Route 472 provides a direct connection to Tustin Metrolink. Bicycle facilities also improve first-/last-mile connections to the station. The Tustin Legacy Specific Plan (2017) proposes a Class I trail through the Tustin Legacy Park that runs diagonally from Red Hill Avenue and Barranca Parkway to the Tustin Metrolink Station.
3. One of Caltrans' goals is to reduce VMT, congestion, and reduce emissions. Consider installing electric vehicle charging stations within the development. Include vanpooling and carpooling parking spaces at convenient location to promote these services and reduce the number of automobiles on the road.
 4. Consider incorporating designated areas/parking for freight delivery and micro-transit pick up and drop off in the site plan design for this project.

Traffic Operation:

5. The project site is located in proximity to SR 55 facilities on Dyer Road and Newport Avenue. Submit a Traffic Impact Study on the SR 55, including queuing analysis at Dyer Road and Newport Avenue.
6. The project site is located in proximity to SR 261 facilities on Jamboree Road. Submit a Traffic Impact Study for the SR 261, including traffic circulation to Jamboree Road.
7. Include a Traffic Management Plan to avoid disrupting normal traffic conditions.

Encroachment Permits:

8. 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.

Sincerely,



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