

California Department of Transportation

DISTRICT 12
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Governor's Office of Planning & Research

Dec 04 2023

STATE CLEARINGHOUSE

December 1, 2023

Jerry C. Guevara
City of Santa Ana Planning Division
20 Civic Center Drive
Santa Ana, CA 92708

File: LDR/CEQA
SCH#: 2020029087
LDR LOG #2023-02417
I-405, SR-55

Dear Mr. Guevara,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation for the Draft Environmental Impact Report (EIR) for The Village Santa Ana Specific Plan. The Project would provide for redevelopment of the approximately 17.2-acre site with a mix of residential and commercial uses. The Village is proposed as a mixed-use community that allows for vertical and horizontal mixed uses across the site. The proposed project would include mixed-use commercial and residential, residential only, and commercial only buildings. A central commercial area would include a variety of commercial uses, such as restaurants and neighborhood retail uses, with additional commercial uses extending through the ground floor of adjacent residential buildings. Stand-alone residential and mixed-use buildings would provide housing opportunities for residents in the City's South Bristol Street Focus Area. In total, The Village would include approximately 1,583 residential units (encompassing approximately 1,850,000 square feet of building space), 80,000 square feet of retail space, 300,000 square feet of office space, and over 3.6 acres of open space. Construction of the proposed project is anticipated to begin January 2026 and would be built out in phases, each with access, public facilities, and infrastructure connections. The Village would be developed in a series of five phases with full buildout occurring in approximately 20 years. The nearest state facility to the project site is Interstate 405 (I-405).

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Caltrans is a responsible agency on this project and has the following comments:

1. The Village Santa Ana Specific Plan, Chapter 3, Page 42, states "Bear Street runs north-south, providing access to the western part of the Village and offering direct access to SR-73." An operational and safety analysis for any new trips added to the Bear Street at SR-73 as a result of the Village Santa Ana Specific Plan, should be included in the EIR. Bear Street at SR-73 NB Ramps was identified

to operate at unacceptable Level of service in Santa Ana General Plan Update-Related Bristol Specific Plan that was reviewed on August 23, 2023, and the following comment was made:

The Memorandum prepared by Linscott Law & Greenspan Engineers on August 16, 2023, Page 3, indicate that the intersection of Bear Street at SR-73 NB Ramps (Intersection No. 37) is forecasted to operate at unacceptable LOS E in the PM peak hour, without or with Project traffic and recommended improvements for Bear Street at SR-73 NB Ramps (Intersection No. 37). The recommended improvements include the following: No. 37 – Bear Street at SR-73 NB Ramps: Restripe the existing westbound left-turn lane to provide a shared left/right-turn lane. Modify the existing traffic signal as necessary. Please provide the analysis and discussion of fair share calculation for this recommendation.

2. When analyzing the proposed projects potential short- and long-term traffic impacts with respect to regional vehicle miles traveled (VMT's), please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts and add the analysis results to the TIA.
3. Consider ensuring that the proposed bicycle facilities in the project provide connections to other existing bicycle facilities in the project vicinity. Caltrans supports the inclusion of Complete Streets facilities, providing connectivity to nearby bicycle facilities enhances the overall bicycle network. Regional connectivity is important to further encourage residents and visitors to utilize active transportation, promote mode shift, and improve first-/last-mile connections.
4. Please consider linking the proposed Class I bikeway with the existing Class I north of MacArthur, thereby facilitating trips north and south of the project site. In addition, consider design solutions to integrate the proposed Class IV bike lane with proposed east/west Class II – for example, if feasible, consider Class IV throughout the corridor. When building separated cycle track infrastructure, please review Caltrans guidance, found in DIB 89 -- <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf> For additional guidance on proposed bike parking, see "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>). For resources to ensure local and regional connectivity, please review OC Active See OC Active for Costa Mesa and Santa Ana plans.
https://www.octa.net/pdf/OC_ACTIVE_REPORT_2019-12-23.pdf

5. Please provide a discussion about the City's multimodal mobility strategies and the existing bus route services and future transit improvement opportunities.
6. Look for opportunities to partner with transit operators and bus services for intercounty and regional connectivity and connectivity to the closest train station for Metrolink and Amtrak Pacific Surfliner rail services.
7. Encourage the use of transit among future residents, visitors, and workers of the development. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
8. Provide adequate wayfinding signage and related amenities to the transit stops within the project vicinity and local roadways.
9. Ensure that truck parking, ingress and egress, and staging will not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking.
10. 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.
11. For the 1,583 multifamily residential units proposed, consider how many individual packages will be delivered daily to individual residences. Amazon lockers or an equivalent shared drop-off location can help reduce the amount of driving done by delivery trucks and can increase the efficiency of deliveries.
12. Work with local partners and community representatives to mitigate any truck traffic routing onto residential streets or conflicting with other road users, including and especially bicyclists and pedestrians.
13. 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. Please consider including a discussion on equity in the environmental document.
14. In the event of any work performed within Caltrans right-of-way an encroachment permit will be required prior to construction. Please submit all applications and associated documents/plans via email to

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D12.Permits@dot.ca.gov until further notice. Caltrans Encroachment Permits will be transitioning to an online web portal base for all applications in Fall 2023. Further details to be announced on the Caltrans Encroachment Permits homepage. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6246. For specific details on Caltrans Encroachment Permits procedure and any future updates regarding the application process and permit rates, please visit the Caltrans Encroachment Permits homepage at <https://dot.ca.gov/programs/traffic-operations/ep>.

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 Maryam Molavi, at Maryam.Molavi@dot.ca.gov.

Sincerely,



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