

California Department of Transportation

DISTRICT 12
1750 East 4th Street, Suite 100 | SANTA ANA, CA 92705
(657) 328-6000 | FAX (657) 328-6522 TTY 711
<https://dot.ca.gov/caltrans-near-me/district-12>



April 13, 2023

Ali Pezeshkpour
City of Santa Ana Planning Division
20 Civic Center Plaza, M-20
Santa Ana, CA 92701



File: IGR/CEQA
SCH#2020029087
LDR LOG #2020-02243
I-405 & SR-55

Dear Mr. Pezeshkpour

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation of a Supplemental Environmental Impact Report and Public Scoping Meeting for the Related Bristol Specific Plan Project. The Project proposes a Specific Plan to replace the existing General Commercial (C2) and Regional Commercial (CR) zoning on the Project site. The Specific Plan would include a site-specific plan for the Project site, identifying the allowable site uses, development standards, design guidelines, and the processes and procedures for the approval of future development within the Specific Plan area. In addition to the proposed Specific Plan, the Project also includes redevelopment of the site in three phases. The Project proposes to demolish the existing shopping center and related infrastructure and provide a mixed-use development with (i) up to 3,750 multi-family residential units; (ii) up to 350,000 sf of commercial uses; (iii) a hotel with up to 250 rooms; (iv) a senior living/continuum of care use with up to 200 units; and (v) approximately 13.1 acres of parks, pedestrian paseos, and common open space. The Project would result in a FAR of 2.7 and density of 92 du/ac. Parking would be provided by above- and below-ground parking structures providing shared parking as well as ground level parking. 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:

Traffic Operations

1. A Vehicle Miles Traveled (VMT) based Traffic Impact Study (TIS) should be provided for this project. Please use the Governor's Office of Planning and research guidance to identify VMT related impacts.

2. The TIS should identify the proposed project's near term and long-term potential safety or operational impacts on or adjacent to any existing or proposed state facilities.
3. The TIS needs to address potential impacts on storage capacity for the right turn and left turn pockets for the on-ramps and off-ramps from local city streets within the State right of way. In addition, all potential spill beyond designated storage lane must be addressed for safety concern.

System Planning

4. Caltrans supports the inclusion of bicycle storage facilities pursuant to CALGreen code. Caltrans also recommends following bicycle parking best practices described in the "Essentials of Bike Parking" guide created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>). Bike parking should be installed a minimum of 24" away from walls and other objects (e.g., trash cans, plants, etc.). With the growing popularity of electric bikes and cargo/utility bikes (which tend to be bigger and heavier), Caltrans also recommends that bicycle storage facilities be designed to accommodate a range of bicycle styles, sizes, and weights.
5. Caltrans supports 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, wayfinding signage, 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. Continue to incorporate Complete Streets in project development.

Transportation Planning (Goods Movement/Freight)

6. Consider how many individual packages will be delivered daily to individual residences within the areas identified for increased housing production. Shared drop-off locations can help reduce the amount of driving done by delivery trucks and can increase the efficiency of deliveries in densely developed areas. Similarly, high-density residential developments should consider automated parcel systems (i.e., Amazon Lockers) so that deliveries can be made with one truck stop instead of multiple stops to individual residences.

7. As the General Plan is implemented, consider accounting for off-street truck parking to help free up on-street space for other modes, such as city traffic, walking, and bicycling. Similarly, utilize alley space or similar areas, if available, to reduce the need for on-street parking which may conflict with highway/street flows.
8. If truck parking (i.e., for home deliveries) is to be on-street, ensure the width of the parking lane is wide enough for freight trucks without encroaching on bicycle lanes or street lanes.
9. Please consider designated on-street freight-only parking and delivery time windows to reduce the need for double parking. This strategy also helps prevent street traffic congestion.
10. Please ensure that, throughout the individual study areas, the city provides posted speed signs for truckers to follow.
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 associated GHG emissions.
12. Caltrans recognizes our responsibility to assist communities of color and under-served communities by removing barriers to provide a more equitable transportation system for all.

Equity

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.

Transit

14. Provide discussion about City's multimodal mobility strategies. City should look for transit opportunities to connect current bus services and expand services for regional connectivity to include connectivity to the closest train station for Metrolink and Amtrak Pacific Surfliner rail services.

15. 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.
16. Provide adequate wayfinding signage to transit stops within the project vicinity and local roadways.

Encroachment Permit

17. Any project work proposed in the vicinity of the State right of way 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 right of way, 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 right of way. 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 Maryam Molavi, at Maryam.Molavi@dot.ca.gov.

Sincerely,



Scott Shelley
Branch Chief, Regional-LDR-Transit Planning
District 12