

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>



October 25, 2023

Elaine Thienprasiddhi
City of Anaheim
200 South Anaheim Boulevard
Anaheim, CA 92805



File: IGR/CEQA
SCH#2021100402
LDR LOG # 2023100402
I-5, SR-57, SR-22

Dear Ms. Thienprasiddhi

Thank you for including the California Department of Transportation (Caltrans) in the review of the DisneylandForward Draft Subsequent Environmental Impact Report (EIR) No. 352a. The project is to allow continued, long-term growth of The Disneyland® Resort, Walt Disney Parks and Resorts, U.S., Inc. (Disney) and proposes DisneylandForward which would allow the transfer of uses permitted under The Disneyland Resort Project to other areas of the Disneyland Resort Specific Plan (DRSP) and the Anaheim Resort Specific Plan (ARSP) Properties. The Project proposes to modify the limits of the existing Theme Park and Hotel District boundaries within the existing DRSP perimeter, rename Districts within the DRSP, and establish Overlays for Disney's ARSP Properties. The Project proposes to reallocate allowable land uses within the Theme Park. The former Hotel District would become part of the Theme Park District. Disney is not seeking additional square footage for theme park uses or retail entertainment uses or additional hotel rooms within The Disneyland Resort as part of this Project. Instead, the Project would allow Disney to move the existing approvals to other areas governed by the DRSP and ARSP. The nearest state facility to the project site is State Route 57 (SR-57).

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. Appendix J-2 (Operational Traffic Analysis), Chapter 6 (Transportation Improvements), Page 103 and 104- Caltrans intersection deficiencies were identified at two locations and both locations were reviewed for potential modifications to address the deficiencies. The two locations and their potential modifications are:

- a) Intersection #21, Anaheim Boulevard & Disney Way / I-5 Ramps / Manchester Avenue: The deficiency at Intersection #21 could be reduced (resulting in LOS D conditions during the AM and PM peak hours) through restriping the northbound approach to provide a second left-turn lane along with modifying the traffic signal to use a lead-lag phasing to separate the northbound and southbound left-turn signal phases. This modification is feasible within the existing available ROW.
- b) Intersection #25, Manchester Avenue / I-5 Southbound Ramps & Katella Avenue: The deficiency at Intersection #25 could be reduced through restriping the northbound approach to provide one left-turn lane and two right-turn lanes along with modifying the traffic signal to eliminate the north-south split phasing. This modification is feasible within the existing available ROW. Both modifications are physically and operationally feasible but would require approval from Caltrans. Please work with Caltrans to review and potentially implement these modifications. Caltrans look forward to discussing the potential improvements listed above.

2. Per Appendix J-2 (Operational Traffic Analysis), Chapter 6 (Transportation Improvements), Page 106, Potential Turn Pocket Modification for intersection #21 was identified: Intersection #21, Anaheim Boulevard & Disney Way / I-5 Ramps / Manchester Avenue:
The northbound left-turn pocket at this location would be deficient without the Project. Project development is forecast to worsen the queue length by at least one car length. However, the improvement proposed at this intersection in Table 17 consisting of the addition of a second northbound left-turn lane would reduce the queue below the length of the turn pocket. Caltrans looks forward to discussing the potential turn pocket modification.

System Planning

3. Please consider increasing the number of bicycle storage offered (PDF pg. 68, 69). In addition to plans for a bicycling program, consider dedicated funding towards improving bike infrastructure in and around the project area.
4. Also consider the costs of staffing and maintaining such a program within the context of the project.

5. For additional guidance on providing functional bike parking, see the attached “Essentials of Bike Parking” guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).
6. Regarding the proposed Class I bikeway, consider Caltrans guidelines on building this infrastructure (DIB 89) -- <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>

Transit

7. Please Consider encouraging or incentivizing the use of transit among both construction workers of the proposed development and future employees. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.

Equity

8. 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.
9. Considering the need for equitable access to amenities and resources, please consider referencing the City’s own General plan Environmental Justice (EJ) Element that is in development. The Element discusses EJ goals and policies for accessibility to public facilities, safety, recreation, and green space. Ensure that residents and visitors from all socioeconomic backgrounds can access the new facilities in development of the DisneylandForward project.

Encroachment Permit

10. Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. Prior to submitting to Caltrans Permit’s branch, applicant should fill out Applicant’s Checklist to Determine Applicable Review Process (QMAP List) Form TR-0416 to determine if project oversight/coordination with Caltrans Project Manager is needed. Applicant must submit a signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. Please note that all utility work should

be disclosed prior to permit submittal, and utility companies are to apply for separate permits for their corresponding work.

11. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans R/W lines should be clearly labeled, which includes existing and proposed (if there are any changes to Caltrans R/W), the north arrow, the edge of pavement, and edge of the sidewalk, if applicable. When submitting the application, please include final environmental compliance documentation, relevant design details including design exception approvals and construction and drainage plans, traffic control plans, traffic management plan and traffic impact study if proposed traffic delay of 30 minutes above normal recurring traffic delay is anticipated, any Caltrans R/W certifications if needed, maintenance agreement as needed, shoring plans for any excavation 5-feet or more, ADA certification, and any letter of authorizations.
12. Please submit all applications and associated documents/plans via email to 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

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
District 12