

**DEPARTMENT OF TRANSPORTATION**

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a California Way of Life.***Governor's Office of Planning & Research****Nov 18 2021****STATE CLEARINGHOUSE**

November 18, 2021

Ms. Estefany Franco  
City of Stanton  
Community and Economic Development  
Department, Planning Division  
7800 Katella Avenue  
Stanton, CA 90680

File: IGR/CEQA  
SCH#: 2021110029  
IGR LOG #2021-01824  
SR-22 & SR-39

Dear Ms. Franco,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Initial Study and Mitigated Negative Declaration for the Bigsby Townhomes and Orangewood Parkette project. The Applicant (Bonanni Development) proposes to construct a 79-unit townhome residential development on an approximately 3.54-acre site at 12200 Beach Boulevard Assessor Parcel Number 131-422-20, within the Commercial General (C-G) zone with a General Mixed-Use Overlay (GLMX). The proposed project also includes an off-site pocket park (Orangewood Parkette) of approximately 7,600 square feet at the terminus of Orangewood Avenue and Santa Rosalia Street. The proposed project will require approval of (1) Site Plan and Design Review (SPDR)- 811, (2) Conditional Use Permit (CUP) 20-04 for a stand-alone residential project in the Mixed-Use zone; (3) Planned Development Permit (PDP) 20-07 for projects between 51-500 units; (4) Tentative Tract Map (TTM) 20-06 for the subdivision of land for condominium purposes; and (5) Development Agreement (DA) 20-04 for projects requiring a Planned Development Permit. The project site is located on 12200 Beach Boulevard and the Orangewood Parkette at the terminus of Orangewood Avenue and Santa Rosalia Street and the nearest state facilities are SR-22 and SR-39.

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Caltrans is a responsible agency and has the following comments:

## **Transportation Planning**

1. Stanton's Active Transportation Plan (2021) mentions several proposed Class I multi-use paths that would run adjacent to both project sites. The proposed Class I path along the diagonal flood control channel south of Chapman Ave is directly south of the townhomes project site, while the proposed Class I path on the Rail right of way is just west of the Orangewood Parkette. The project should consider both proposed multi-use paths as these paths can provide future connectivity for nearby residents and park users.
2. Caltrans supports the project's inclusion of bike parking, at the Orangewood Parkette. Bike parking should be installed a minimum of 24" away from walls and other objects (e.g. trash cans, plants, sprinklers, etc.). Also, consider bike racks that can accommodate a range of bicycle styles, sizes, and weights (e.g. cargo bike, electric bike, bike with trailer).
3. 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>).
4. According to 3.17 Transportation Section the proposed project has "Less Than Significant Impact". The project is to develop residential housing, which may increase traffic congestion and number of SOV trips. As Caltrans seeks to promote safe, accessible multimodal transportation, consider including a discussion on potentially improving multimodal transportation (i.e., walking, biking, and transit) options as part of the project development. Providing improved multimodal connections to the project site that can encourage residents to utilize alternative transportation options, thus reducing GHG emissions, congestion, and VMT. This also improves public health. Also, please consider including a discussion on general transportation safety improvements, especially for vulnerable road users such as bicyclists and pedestrians.

### **Encroachment Permits**

5. 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. As indicated on page 22 of the Initial Study & Mitigated Negative Declaration, an Encroachment Permit must be obtained for modifications of the Beach Boulevard Driveways within State R/W, which also applies to any other type of work done in State R/W (ie sidewalk, curb & gutter, etc.). If the cost of work within State R/W is below one million dollars, the Encroachment Permit Process will be handled by Caltrans Permit's Branch, otherwise the permit should be authorized through Caltrans Project Delivery Quality Management Assessment Process.
  
6. Applicant must submit the 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. However, contractors working for public corporations are not exempt from fees. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, please show Caltrans R/W lines, the north arrow, the edge of pavement, and edge of the sidewalk, if applicable, and all plans shall be per Caltrans Standard Plans. When submitting the application, please incorporate Environmental Documentation as needed, relevant design details including design exception approvals, traffic control plans, and any letter of authorizations. For specific details on Caltrans Encroachment Permits procedure, please refer to Caltrans Encroachment Permits Manual. The latest edition of the Manual and all Encroachment Permit updates are available on the website at <https://dot.ca.gov/programs/traffic-operations/ep>
  
7. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6553. Early coordination with Caltrans is strongly advised for all encroachment permits.

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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](mailto:Maryam.Molavi@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Shelley". The signature is fluid and cursive, with the first name "Scott" being more prominent than the last name "Shelley".

Scott Shelley  
Branch Chief,  
Local Development/Regional Planning/Transit  
Caltrans, District 12