

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

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www.dot.ca.gov/caltrans-near-me/district12**Governor's Office of Planning & Research****Jun 28 2022****STATE CLEARINGHOUSE**Making Conservation
California Way of Life.

June 28, 2022

Ms. Maria Parra
Planning Services Division
11222 Acacia Parkway
Garden Grove, California 92840

File: IGR/CEQA
SCH#: 2022060174
LDR LOG #2022-01990

Dear Ms. Parra,

Thank you for including the California Department of Transportation (Caltrans) in review of the Mitigated Negative Declaration for the Site B-2 Hotel Project. The proposed project involves construction of a full-service high-rise (maximum height of 350 feet) resort hotel with hotel program entertainment/pool deck (height of approximately 61 feet) on a 3.72-acre site. The proposed hotel would include 500 guest suites with balconies; themed pool experience with lazy river; storage and loading area at 8,600 square feet maximum; event space with a 600-person maximum occupancy theater; a grand ballroom at 9,490 square feet; two (2) meeting rooms at 4,194 square feet and 4,031 square feet, respectively; a variety of food and beverage opportunities to be placed throughout the hotel totaling in a maximum area of 22,296 square feet; themed amenities totaling 13,238 square feet; a 7,000-square foot arcade; and a spa and fitness center at 8,532 square feet. All hotel amenities, except for the ballroom, meeting rooms, and 11,148 square feet of restaurant, would be for the hotel guests use only. The proposed project would also include a five-level (approximately 61 feet) parking garage (four levels above grade and one level below grade) with a grand total of 528 spaces to serve the 500 guest suites, event space, commercial and retail uses, food and beverage needs, as well as other amenities such as spa and fitness center. The project site is located at the northwest corner of Harbor Boulevard and Twintree Avenue, along the west and east sides of Thackery Drive, east of Tamerlane Drive in the City of Garden Grove.

The mission of Caltrans is to provide a safe and reliable transportation network that services all people and respects the environment.

"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 I, Traffic Impact Study, Page 16
“Int 20 – SR-22 eastbound Ramps / Trask Avenue Eastbound Left-Turn (deficient without and with the project): Existing Left-Turn Capacity: 520 feet Required Left-Turn Capacity without Project: 652 feet Required Left-Turn Capacity with Project: 666 feet. No Improvements are recommended since the eastbound outside left-turn lane storage length is sufficient as it extends west toward Harbor Boulevard”.
Any additional queuing on the outside left turn lane that may extend beyond the designated left turn lane could have adverse impact on vehicles exiting the driveway from the shopping center with the following building addresses: 13518,13512 and 13576 Harbor Boulevard. Vehicles exiting the driveway to Trask Avenue will have difficulty switching from through lane to left turn lane. Therefore, it is recommended that the developer proposes improvement for Int 20-SR-22 EB Ramps/Trask Ave.
2. Appendix I, Table 6-1, 6-2,6-3 and 6-4 Shows:
ICU as the methodology used for intersections within State Right of Way. All Intersection Analysis within State Right of way shall be based on HCM methodologies. Additionally, a queue analysis should be provided for Caltrans review and comment.

Transportation Planning

3. Caltrans supports the project's efforts to reduce auto-based trips through the inclusion of onsite bicycle racks, bicycle rentals for hotel guests, and information that promotes walking, bicycling, and public transit options to nearby attractions. In addition to CALGreen standards for bicycle parking, please refer to the attached Essentials of Bike Parking which provides examples of secure and functional bike parking that can accommodate a range of bicycle styles, sizes, and weights (e.g. electric bikes, cargo/utility bikes, etc.).
Caltrans acknowledges the project's efforts in providing discussion regarding existing transit services within the project location. • Please consider taking the

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opportunity to include discussion about the multimodal regional connectivity relating to the use of nearby train stations such as the Anaheim Regional Transportation Intermodal Center (ARTIC) and Orange Metrolink Station.

4. Caltrans acknowledges the project's efforts in providing discussion regarding existing transit services within the project location. • Please consider taking the opportunity to include discussion about the multimodal regional connectivity relating to the use of nearby train stations such as the Anaheim Regional Transportation Intermodal Center (ARTIC) and Orange Metrolink Station.

Encroachment Permits

5. In the event of any activity in Caltrans right of way an Encroachment Permit will be required. All environmental concerns must be addressed. If the environmental documentation for the project does not meet Caltrans requirements, additional documentation would be required before approval of the Encroachment Permit. For application forms and specific details on Caltrans Encroachment Permits procedure, please refer to Encroachment Permits Manual. The latest edition of the Manual is available on: <http://www.dot.ca.gov/trafficops/ep/apps.html>.

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

Sincerely,

Maryam Molavi for,

Scott Shelley
Branch Chief, Regional-IGR-Transit Planning