

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

Nov. 2, 2022

Mr. Tom Oliver
Associate Planner
City of Los Alamitos
3191 Katella Avenue
Los Alamitos, CA. 90740

File: LDR/CEQA
SCH: 2022090476
12-ORA-2022-02112
SR-22, SR-605
SR-405, SR-39

Dear Mr. Oliver,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the 4665 Lampson Avenue Project. The Project Applicant proposes to redevelop the existing office building with a residential development consisting of a variety of different product types, including: cluster homes, townhomes, and apartments. The unit mix would include 55 cluster homes, 114 townhomes, and 77 affordable multi-family apartment homes. The mixed density for the Project would be 20 dwelling units per acre (DUA). The Project would provide approximately 21,000 sf of common open space, which includes a central 14,000 sf neighborhood open space area. Under the City's R-3 development standards, the maximum building height for the Project is 35 feet. The Project would provide a total of 557 parking spaces: 459 parking spaces for the cluster homes and townhomes and 98 parking spaces for the affordable multifamily apartment homes. Vehicle access to the Project site would be provided via one driveway on Lampson Avenue.

The 4655 Lampson Avenue Project (Project) site is located in the City of Los Alamitos, Orange County, California. The 12.3-acre Project site is located north of Lampson Avenue and northwest of the intersection of Lampson Avenue and Rose Street. The project is located less than a half mile from State Route (SR) 405, The project is also two and a quarter miles from SR-605, two miles from SR-39 and almost a mile from SR-22. All four State Routes are owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Transportation and System Planning

1. Caltrans encourages 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, 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.
2. New residential infill development offers an opportunity to encourage multimodal transportation options. Caltrans encourages the project to look at opportunities to include Complete Streets improvements in the project, and/or to improve bicycle, pedestrian, and transit access and connectivity to nearby bikeway, sidewalk, and transit facilities.
3. Consider including long-term bicycle parking facilities for the multi-family apartment units. Refer to APBP's Essentials of Bike Parking guide for long-term bicycle parking best practices.
(https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf)
4. There is a Class II bike lane on Lampson Avenue. During project construction, if there are any impacts to the existing bike lanes, please ensure that appropriate temporary detours are provided to maintain safe bicycle access to Lampson Ave.
5. There is a Park & Ride leased by Caltrans located at the Federal Southwest Regional Lab parking lot. Include discussion on the existing Park & Ride, and potential impacts and mitigation. Also, please coordinate with Caltrans System Planning Unit regarding the existing Park and Ride facility agreement on the property.

Traffic Operations

6. Submit copies of all traffic related documents for review. The data used in the Traffic Impact Analysis (TIA) should not be more than 2 years old and shall be based on the Southern California Association of Governments Regional Transportation Plan Model. Use the Highway Capacity Manual methodology for all traffic analyses.

Freight Operations and Planning

7. Ensure that truck parking, ingress and egress, and staging will not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking.
8. 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.
9. For the residential development 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.
10. 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.

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Caltrans' mission is to provide a safe, sustainable, equitable, integrated, and efficient transportation system to enhance California's economy and livability. 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 Julie Lugaro at Julie.lugaro@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, Regional-IGR-Transit Planning
Caltrans, District 12