

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

1750 EAST 4TH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

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California Way of Life.

September 14, 2023

Mr. Nick Taylor
City of Anaheim
200 South Anaheim Boulevard
Anaheim, CA 92708

File: LDR/CEQA
SCH#: 2023080600
IGR LOG #2023-02350
SR-91

Dear Mr. Jenkins,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) Draft Environmental Impact Report (EIR) for the Hills Preserve project. Of the 76.2-acre Project site, 14.5 acres would be developed with multi-family residential uses, 3.7 acres would be developed with single family residential uses, 9.2 acres would be developed with commercial development uses, and the remaining 46 acres would be dedicated as open space. The Project's multifamily residential component consists of 498 wrap-style apartment units to be constructed around the perimeter of a parking structure; these units would consist of approximately 166 studio units, 207 one-bedroom units, 119 two-bedroom units and 6 three-bedroom units. The multifamily residential component would include an 18,100 square foot (SF) lobby including leasing offices, lounge areas, mailroom, and library; 4,380 SF of private bowling lanes; 2,500 SF of dedicated resident office areas and conference rooms; and a pool, gym, and locker room. A covered Porte Cochere would be provided at the main entry for drop-off and pick-up. The Project would also include six single family residences on lots ranging from 22,000 SF to 30,000 SF. The anticipated density would be approximately 1.5 units/acre. The Project would also include a commercial component, consisting of a total of 80,000 gross SF of general office uses. Commercial uses would include two 40,000 gross SF buildings at opposite ends of a shared podium parking garage. Parking would consist of a shared two-level concrete parking garage with one subterranean level and one surface level. The parking garage would contain a total of 415 parking stalls, which meets the City's minimum rate of four parking stalls per 1,000 gross SF. The Project would construct right-of-way and off-site improvements including: a new four-way intersection at Deer

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Canyon Road and Santa Ana Canyon Road; a new eastbound deceleration lane on Santa Ana Canyon Road at Deer Canyon Road; a second vehicular access point to the Project on Santa Ana Canyon Road that would provide right-in and right-out only turning movements; and a new potable water line within the Santa Ana Canyon Road right-of-way that would extend from the Project site southwest to S. Eucalyptus Drive. The nearest State facility to the project site is SR-91.

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 on this project and has the following comments:

Traffic Operations

1. Please ensure a complete Vehicle Miles Traveled (VMT) Traffic Impact Study (TIS) is prepared in accordance with Caltrans guidelines for all Caltrans facilities. Please see the link below:
<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>
2. With the increase in vehicular traffic from the proposed project, freeway facilities including ramps and ramp intersections may be adversely impacted along westbound and eastbound SR-91. It is recommended the EIR include an operational and safety analysis for these facilities.

System Planning

3. 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. The project notes a new four-way intersection. Please consider best practices in complete streets intersection design, for example: including a setback between vehicle lane and bikeway; corner islands to anchor design and extend protected lanes' separation as far into intersection as possible/tighten turn radius; create bike queue area; create waiting zone for turning cars, where drivers can yield to bikes; etc.

4. As part of state goals to increase active transportation, Caltrans recommends the inclusion of secure and functional short- and long-term bike parking. Short-term bike parking locations should be placed in visible areas that are close to main entrances and should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.). Long-term bike storage for residential units should be provided indoors and on the ground floor. Both short- and long-term bike parking should be designed to accommodate different types of bikes (e.g. cargo bike, bike with trailer).
5. Consider opportunities to support enhanced local and regional bikeways in the Project area. See OC bikeway map here <https://www.octa.net/getting-around/active/oc-bike/bikeways-planning/overview> and check with local plans for current and future infrastructure.

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. 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.

Equity

10. Please consider including a discussion on equity. 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.

Encroachment Permit

11. Any project work proposed in the vicinity of the State ROW 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 requirement for work done within State ROW, additional documentation would be required before approval of the encroachment permit. 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/>
12. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6553 or D12.permits@doct.ca.gov. 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 (657) 328-6280 or Maryam.Molavi@dot.ca.gov.

Sincerely,



Scott Shelley
Senior Environmental Planner
Branch Chief – Local Development Review/Regional Planning/Climate
Change/Transit
District 12