



California Department of Transportation

DISTRICT 12

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October 6, 2023

Mr. Chris Schaefer
 Planning Manager
 City of Fullerton
 303 W. Commonwealth Ave.
 Fullerton, CA. 92832

File: LDR/CEQA
 SCH:2023090133
 12-ORA-2023-02363
 SR-91, SR 90
 SR-57, I-5

Dear Mr. Schaefer,

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 (DEIR) for the Fullerton Housing Incentive Overlay Zone (HIOZ) Program. The Program is designed to facilitate housing unit production by allowing housing development on properties with non-residential underlying zoning classifications in exchange for providing a specified percentage of affordable housing units. The Program would apply an overlay zone to 759 parcels across the City totaling 593 acres. Implementation of the Program could result in a buildout potential of 35,611 units. The Program would not directly result in the construction of the total buildout potential. Instead, the Program would facilitate the construction of housing units with the adoption of this zoning program.

The HIOZ Program is proposed within the City of Fullerton, located in north Orange County, California. State Routes 57, 90, and 91, as well as Interstate 5 reside within the project area and are owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

LDR / Transportation Planning / System Planning

1. Caltrans supports opportunities for affordable housing, and the state mandates that cities must plan for housing needs of future residents of all incomes. Please provide an analysis and discussion that would assist in accommodating the Regional Housing Needs Assessment (RHNA) allocation per the California Department of Housing & Community Development (HCD).

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2. Caltrans recognizes our responsibility to assist communities of color and under-served communities by removing barriers to provide a more equitable transportation system for all. 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 Impact Report (EIR).
3. Safety is one of Caltrans' strategic goals. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.
4. Residential infill development offers an opportunity to encourage multimodal transportation options. 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. This may include safety measures such as physically separated sidewalks and bike lanes; pedestrian-oriented LED lighting; high-visibility continental crosswalk striping; raised crosswalks; refuge islands; wayfinding signage; and safe connections to existing and proposed bicycle, pedestrian, and 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.
5. Caltrans supports projects which provide a diversity of housing choices and destinations accessible by Active Transportation (i.e. bicycle and pedestrian) and transit users. Please consider improving multimodal connections to housing which will encourage future residents, visitors, and workers in the city to utilize all modes of transportation. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
6. Caltrans seeks to promote safe, accessible multimodal transportation. Throughout the Housing Incentive Overlay Zone, consider the following: Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, an off-road paths and trails, or a

reduction in crossing distances through roadway narrowing. Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

7. There is a high concentration of rezoning along the north-south corridor of Euclid St., but no bike lanes. Please consider bike lanes along Euclid St and other streets to allow alternative modes of transportation for city residents.
8. Housing overlay is also located around schools such as Raymond Elementary School and Sunny Hills High School. Please consider street calming measures due to the potential increase in traffic in the school vicinity.
9. Ensure that truck parking, ingress and egress, and staging will not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking. Work with community representatives to mitigate any truck traffic routing onto residential streets or conflicting with other road users, including and especially bicyclists and pedestrians.
10. Please identify all the existing transit services for local and regional bus services including the connectivity to rail services from the nearest train stations provided by Metrolink and/or Amtrak Pacific Surfliner.
11. Please provide discussion of multimodal transportation mobility options of the current transit services and regional rail services and look for opportunities and connectivity to safe and convenient access.
12. Provide adequate wayfinding signage to transit stops within all the project vicinity and local roadways.

Freight (Goods Movement)

13. 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

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- (i.e., Amazon Lockers) so that deliveries can be made with one truck stop instead of multiple stops to individual residences.
14. 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.
 15. 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.
 16. 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.
 17. Please ensure that, throughout the identified areas for increased housing opportunities, the City provides posted speed signs for truckers to follow.
 18. Bicycle parking design may need to accommodate cargo bikes, such as for food delivery services, to encourage and facilitate the growing use of food delivery services and parcel deliveries. This can alleviate the need for delivery trucks and associated GHG emissions.

Traffic Ops

19. When analyzing the proposed projects potential short- and long-term traffic impacts with respect to regional vehicle miles traveled (VMT's), please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.
20. Please note that General Plans and Specific Development Plans should not present adverse impacts to the overall transportation system including: traffic circulation and the local State Highway Systems (SHS). Caltrans is requesting a Traffic Impact Analysis (TIA) that focuses on the impacts to Fullerton's local SHS; (State Route 91 (SR 91), State Route 57 (SR 57), State Route 90 (SR 90) and Interstate 5 (I-5)). Caltrans is also requesting that the TIA includes the impacts to the ingress and egress ramps for SR 91, SR 57, and I-5, as well as the City's proposed mitigation measures for these impacts.

Encroachment Permits

21. Any project work proposed in the vicinity of the State Right-of-Way (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 requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. 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/>

22. 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. For specific details on Caltrans Encroachment Permits procedure and any future updates regarding the application process and permit rates, please visit the Caltrans Encroachment Permits homepage at <https://dot.ca.gov/programs/traffic-operations/ep>.

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,



Scott Shelley
Branch Chief,
Regional-LDR-Climate Change-Transit Planning
Caltrans, District 12