

California Department of Transportation

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Governor's Office of Planning & Research

December 11 2023

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STATE CLEARINGHOUSE

Ms. Monique Schwartz
Senior Planner
City of Orange
300 E. Chapman Ave.
Orange, CA. 92866

File: LDR/CEQA
SCH:2023110185
12-ORA-2023-02420
SR-55, PM: 15.25
SR-57, PM: 12.525

Dear Ms. Schwartz,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the 901 East Katella Residential Development Project. The Project proposes to redevelop an existing 2.71-acre commercial site with 49, two and three-story single-family small lot homes (17 paired and 15 detached), open space recreation areas, guest parking, and related site improvements. The unit mix includes three- and four-bedroom floor plans ranging from approximately 1,701 to 2,004 square feet and the incorporation of roof decks on all three-story units with a maximum building height of 35 feet. The project proposes 12, two-story detached units along the north property boundary, adjacent to existing single-family homes.

The project site is located at 901 E. Katella Avenue (Northeast corner of E. Katella Avenue and N. Cambridge Street) Assessor's Parcel Number (APN) 375-461-41. State Route 55 is less than a mile from the project site and State Route 57 is approximately 2 miles from the project site. State Route 55 and 57 are considered to be 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:

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).
2. Caltrans recognizes our responsibility to assist communities of color and underserved communities by removing barriers to provide a more equitable transportation system for all. The Department firmly embraces racial equity,

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

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 MND.

3. 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.
4. 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.
5. Caltrans seeks to promote safe, accessible, multimodal transportation. Please consider methods to reduce pedestrian and bicyclist exposure to vehicles 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, off-road paths and trails, or a reduction in crossing distances through roadway narrowing. Caltrans recommends the project consider concepts such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists where appropriate.
6. 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 facilities. Complete Streets improvements promote regional connectivity, improve air quality, reduce congestion, and increase safety for all modes of

transportation. (see Caltrans' Director's Policy on Complete Streets here <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/dp-37-complete-streets-a11y.pdf>)

7. There are several planned and existing bikeways surrounding the project area. Please consider adding dedicated bicycle infrastructure on E. Katella Avenue in the form of bike lanes or other traffic calming measures to facilitate regional access to these existing and planned connections. For example, the Class II bike lanes on N. Cambridge Street run perpendicular to the E. Katella corridor; to the east, SART provides north/south connections to the entire county; and to the north, a planned bike lane on W. Taft Avenue connects to SART and other planned bike routes. (Source for existing/planned regional infrastructure: <https://www.octa.net/getting-around/active/oc-bike/bikeways-planning/overview/>)
8. During construction, please ensure appropriate detours, signage, and safety measures are planned that prioritize and ensure the safety and mobility of pedestrians, bicyclists, and transit users.
9. Please identify 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. Also, please provide adequate wayfinding signage to transit stops within all the project vicinity and local roadways.
10. Please Consider encouraging or incentivizing the use of transit among both construction workers of the proposed development and future employees. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
11. 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.
12. 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, vehicle parking or street lanes.

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13. The project is anticipated to generate an increased amount of residential traffic. Any potential adverse traffic impacts to freeway facilities including on and off ramps in the vicinity should be studied, determined and mitigated.

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,
LDR-Climate Change-Transit Planning
Caltrans, District 12