

California Department of Transportation

DISTRICT 12

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<https://dot.ca.gov/caltrans-near-me/district-12>

December 13, 2023

Irving Anaya
City of Stanton
7800 Katella Avenue
Stanton, CA 90860



File: LDR/CEQA
SCH#2023110397
LDR LOG #2023-02426
SR-22, SR-39

Dear Mr. Anaya

Thank you for including the California Department of Transportation (Caltrans) in the review of the Stanton Town Center Specific Plan Mitigated Negative Declaration (MND). The proposed Town Center Specific Plan, comprised of 156.9 acres, is intended to improve, enhance, and supplement the land uses within the Specific Plan area by creating a mixed-use, pedestrian-friendly environment. The Project proposes an increase of 139 multi-family dwelling units, excluding accessory dwelling units located on single-family properties. While the Specific Plan area would increase residential multifamily units, retail/commercial, and light industrial uses through new development and redevelopment, the Subsequent MND analyzes the potential impacts of the additional 139 multi-family dwelling units only. Additionally, the Beach Boulevard corridor would be transformed into a mixed-use and pedestrian-friendly community while protecting the existing single-family uses. New gateways are required for corner properties, and opportunities would be created along Beach Boulevard at its intersections with Cerritos Avenue and Katella Avenue to identify the arrival into the Stanton Town Center. The Specific Plan will include policies, guidelines and standards designed to sustain the vision for the Stanton Town Center. The nearest state facility to the project site are SR-22 and SR-39.

The mission of Caltrans is to 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:

1. Please conduct a queue analysis from the SR-22 EB and WB off ramps at Beach Boulevard based on the 95-percentile queue. The analysis needs to demonstrate that the off ramps will have the sufficient vehicular storage and will be able to accommodate the additional trips.

2. Project must conform with standards set forth in the Caltrans Highway Design Manual for all facilities within State right of way, including ADA accessibility standards or receive approval for deviations. Project must conform to procedures set forth in the Caltrans Project Delivery Procedures manual. Project will coordinate with Caltrans projects in all stages of development, including Middle Mile Broadband Initiative and potential relinquishment proposal.
3. In addition to the proposed Class II bikeway on Katella and Dale and Class 1 on the Stanton Storm Channel and former Pacific Electric Railroad, consider separated infrastructure such as Class IV bikeways where feasible along major streets connecting residents to transit and job centers (for example, along Katella, Beach, and Cerritos). Please work with adjacent cities and regional entities (i.e., where it concerns SR-39, consult Caltrans) from inception to completion on any cross-jurisdictional complete streets projects. Working with local and regional partners may produce a stronger, more integrated network of active transportation in the area, thus lowering greenhouse gas emissions and reducing traffic congestion, among other benefits.
4. Please consider Caltrans DIB 89-02 (<https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>) when designing and implementing Class IV bikeways; consider HDM 1003.1 ([CHAPTER 1000 \(ca.gov\)](https://www.ca.gov)) when designing Class I bikeways. For additional guidance on proposed bike parking, see "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>) . For resources to ensure local and regional connectivity, please review OC Active https://www.octa.net/pdf/OC_ACTIVE_REPORT_2019-12-23.pdf. In addition, OC Bikeway Report (West/Central) proposes a network of bicycle infrastructure in the project area, including a major Class I corridor utilizing the Pacific Electric RR Right of Way. <https://octa.net/pdf/OCTAD12%20Report12-31-2013.pdf> (pdf pg. 22)
5. Caltrans supports 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. In addition to bicycle parking, consider enhancements such as pedestrian-oriented LED lighting, wayfinding signage, 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. Continue to incorporate Complete Streets in project development.

6. 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.
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 additional 139 multifamily residential units 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.
11. Caltrans 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.
12. Any work performed within Caltrans right of way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. Prior to submitting to Caltrans Permit's branch, applicant should fill out Applicant's Checklist to Determine Applicable Review Process (QMAP List) Form TR-0416 to determine if project oversight/coordination with Caltrans Project Manager is needed.

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Applicant must submit a signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. Please note that all utility work should be disclosed prior to permit submittal, and utility companies are to apply for separate permits for their corresponding work.

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 Maryam.Molavi@dot.ca.gov.

Sincerely,



Scott Shelley
Branch Chief – Local Development Review/Climate Change/Transit
District 12