

California Department of Transportation

DISTRICT 12

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January 4, 2024

Mr. Andrew Gonzales
Planning Manager
City of Placentia
401 E. Chapman Avenue
Placentia, CA. 92870

File: LDR/CEQA
SCH:2023110688
12-ORA-2023-02434
SR-57, PM: 16.408
SR-91, PM: 5.532

Governor's Office of Planning & Research

Dear Mr. Gonzales,

Jan 04 2024**STATE CLEARINGHOUSE**

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the Orangethorpe-Placentia Mixed-Use Project. The Proposed Project would allow for the construction and operation of a mixed use project that would include 248 residential units and up to 3,000 square feet of commercial uses (with related amenity uses, private and common open space uses), and a 7-level parking structure at the northeast corner of the Proposed Project Site. The Proposed Project would have a prominent street presence on W. Orangethorpe Avenue and S. Placentia Avenue in the City of Placentia.

The Proposed Project would be developed on a 2.72-acre site located at 776 S. Placentia Avenue and 777 W. Orangethorpe Avenue in Placentia, California, (Assessor Parcel Number 339-11227). The Project would be accessed via both S. Placentia Avenue and W. Orangethorpe Avenue. The site is bordered by a Jack in the Box to the southwest corner, W. Orangethorpe Avenue to the south, S. Placentia Avenue to the west, a 3-story commercial building to the north, and an industrial building to the east, currently occupied by a spa and patio store. The Proposed project will be accessed regionally by State Route (SR) 57 to the east and State Route (SR) 91 to the south. State Routes 57 and 91 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).

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

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 Final MND.
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. 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.

7. Given the existing multimodal context and the mixed-use nature of the site, Caltrans suggests enhancing the current planned Class II bikeway with vertical separation.
8. Caltrans also recommends the inclusion of functional on-site bike parking. Bike parking should be placed in visible locations that are close to main entrances and should be designed to accommodate different types of bikes (e.g. cargo bike, bike with trailer). For people to easily utilize bike racks, they should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.). This inclusion encourages and facilitates the growing use of food delivery services and parcel deliveries. This can alleviate the need for delivery trucks and associated GHG emissions.
9. With the growing popularity of electric bikes and cargo/utility bikes (which tend to be bigger and heavier), Caltrans also recommends that bicycle storage facilities be designed to accommodate a range of bicycle styles, sizes, and weights.
10. 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.
11. 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.
12. Please provide adequate wayfinding signage to transit stops within the project site where appropriate.
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 (i.e., Amazon Lockers) so that deliveries can be made with one truck

stop instead of multiple stops to individual residences.

14. Please note that this project should not present adverse impacts to the overall transportation system including traffic circulation and the local State Highway Systems (SHS). Orangethorpe Ave. is part of the Congestion Management Program (CMP) Highway System, with Caltrans' SR 57 on/off ramps being part of this system. Caltrans therefore is requesting a Traffic Impact Analysis (TIA) that includes focus on the investigation, analysis and assessment of the Level of Service (LOS) for the following criteria:
 - a. Intersection analysis of Orangethorpe Ave. and the SR 57 Northbound ramp.
 - b. Intersection analysis of Orangethorpe Ave. and the SR 57 Southbound ramp.
 - c. The merging and diverging of on and off ramps at Orangethorpe Ave. to and from mainline SR 57.
 - d. Queue analysis of the on and off ramps at Orangethorpe Ave.
 - e. Please note that all data should be within 3 years of the current date.
15. Please consider the additional AM and PM peak traffic volumes and the impact on the delay of the surrounding intersections, including the on/off ramps. These additional trips could impact the operation of the signals/ramp meters and the respective freeway system.
16. Please ensure that queuing and delay of these on/off ramps is satisfactory and no mitigation is required for any Caltrans facilities.
17. 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/ha/traffops/developserv/permits/>
18. 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

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