

California Department of Transportation

DISTRICT 12
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Governor's Office of Planning & Research

Feb 28 2024

STATE CLEARINGHOUSE

February 28, 2024

Amanda Lauffer
City of Anaheim
200 South Anaheim Boulevard
Anaheim, CA 92805

File: LDR/CEQA
SCH#2024010859
LDR LOG #202202464
SR-91

Dear MS. Lauffer,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation of a Draft Environmental Impact Report for the Festival Anaheim Hills project. The project site's proposed development area falls within the newly created Development Area (DA) 5 for Mixed-Use purposes. DA 5 is estimated at 16.2 acres, resulting in DA 2 to be reduced from 48 acres to 31.8 acres in size. The development area is limited to DA 5, which includes the following APNs: 354-451-19 and -32. The exterior boundaries of the Specific Plan area would not change. The proposed development would demolish the existing approximately 62,676 square foot theater and, in its place, allow for the development of a 447-unit multi-family rental residential community. Of the existing theater's square footage, approximately 13,310 square feet of commercial use will be retained in DA 2 for future development. The existing retail within DA 5 includes the following uses that would remain as part of the proposed project: 6,475 square feet of restaurant, 9,200 square feet of office, 38,160 square feet of fitness/gym, 13,276 square feet of tutor/retail space, and 11,033 square feet of medical office building. Thus, the remaining commercial buildings would have a floor area ratio (FAR) of approximately 0.11, which is within the allowed FAR for DA 5's proposed Mixed-Use Medium land use designation, which allows a FAR up to 0.35. The proposed multi-family rental residential community would consist of a four-story multi-family residential building wrapped around a five-level parking structure with one subterranean level. Project amenities would include a clubhouse, swimming pools, courtyards, a fitness center, a leasing/mail area, and common open space. The proposed multi-family rental residential community would have four different unit types (i.e., studio, one-bedroom, two-bedroom, and three-bedroom) with private patio or balcony areas. All units would be single-story. The Specific Plan, inclusive of the project's development area, is located south of State Route 91 (SR 91) and is generally located south of Santa Ana Canyon Road, and west of Roosevelt Road.

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. Due to the proximity of the proposed project to SR-91, potential impacts are anticipated. Please submit a Traffic Impact Study that includes any potential mitigation measures necessary. If impact analysis leads to findings of significance, please coordinate with Caltrans District 12 Local Development on development of a Traffic Mitigation Agreement or similar efforts.
2. Caltrans recommends adding dedicated complete streets infrastructure given this project's proximity to the Santa Ana River Trail and several other planned bicycle corridors. (OCTA's Foothills Bikeways Report – octa.net/pdf/20160404_OC%20Foothills%20Bikeways_Final%20Final.pdf)
3. The nature of the proposed development could result in significant residential housing stock and mixed-use development, meaning a more intense vehicular environment for bicyclists and pedestrians. Please consider maximum protection of these road users via Class I or Class IV bicycle lanes where feasible and align efforts with the aforementioned regional plans and policies. Also consider dedicated bicycle parking at the project site to encourage multi-modal transportation and reduce VMT and GHG.
4. Please provide a discussion of existing bus route services and potential future transit improvement opportunities for all including intercounty and regional connectivity along with connectivity to rail services from the nearest train stations provided by both Metrolink and Amtrak Pacific Surfliner. Encourage the use of transit among future residents, visitors, and workers of the development. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality. Provide adequate wayfinding signage and related amenities to the transit stops within the project vicinity roadways.
5. Ensure that truck parking, ingress and egress, and staging will not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking.
6. 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.

7. For the 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.
8. 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.
9. 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. 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