

## California Department of Transportation

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



September 3, 2024

Ms. Rebecca Pennington  
Senior Planner  
City of Brea  
1 Civic Center Circle.  
Brea, CA. 92821

File: LDR/CEQA  
SCH: 2024071235  
12-ORA-2024-02630  
SR 57, PM: 20.08  
SR 90, PM: 5.652

Dear Ms. Pennington,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Greenbriar Residential Development. The proposed Project would require demolition of an existing office building, parking structure, and parking lot, and the subsequent construction and operation of 180 attached residential units on the 9.7-acre site. Vehicular access to the residential property would be solely via Greenbriar Lane. No vehicular access would be provided to the Brea Plaza Shopping Center or directly to South Associated Road. Vehicular access to the Project site would require minor reconfiguration of Greenbriar Lane. The proposed Project would require a General Plan Amendment from General Commercial to Mixed-Use II and a Zone Change from C-G Zone to MU-II Zone. In addition, the proposed Project includes other entitlements, such as a Precise Development, Tentative Tract Map, Development Agreement, and a Conditional Use Permit.

The approximately 9.7-acre Project site (Assessor's Parcel Number 319-102-34) is located at the southwest corner of South Associated Road and Greenbriar Lane, at 1698 through 1700 Greenbriar Lane in Brea. The Project site is generally bounded by Greenbriar Lane to the north, the Fullerton Creek drainage channel and South Associated Road to the east, State Route 57 (SR 57) to the west, and the Brea Plaza Shopping Center and State Route 90 (SR 90) to the south.

State Routes 57 and 90 are both owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

1. Caltrans looks forward to the City's discussion of existing transit route services for all such as local, intra-county, and/or interregional bus services within the nearby proposed project location including the regional connectivity into the rail services provided by Metrolink and Amtrak Pacific Surfliner.

2. Please provide discussion of City's multimodal mobility strategies for improvement opportunities and coordination efforts that will accommodate additional demand for transit services related to this proposed project.
3. Please 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.
4. Please provide adequate wayfinding signage and related amenities for transit stops where needed within the project vicinity.
5. Please consider the creation of emergency plans that include emergency routes and paths. This can alleviate congestion in the event of an emergency and allow EMS to easily access the site.
6. Please ensure the project site provides posted speed signs.
7. Please consider providing pick-up point services or automated parcel systems (e.g. Amazon Lockers) so that deliveries can be made with one truck stop instead of multiple stops to individual residences.
8. Bicycle parking design may need to accommodate cargo bikes, such as for food delivery services. This can alleviate the need for delivery trucks and GHG emissions associated with them.
9. During construction, please ensure that appropriate detours and safety measures are in place to prioritize the mobility, access, and safety of bicyclists, pedestrians, and transit users. If adjacent sidewalks or bike lanes need to be closed during construction, please ensure that closures and detours are clearly signed.
10. Please consider providing electric charging stations for personal vehicle use. This encourages adoption of electric or hybrid vehicles.
11. Please provide discussion addressing Equity and housing affordability.
12. Please ensure that a Vehicle Miles Traveled (VMT) Traffic Impact Study (TIS) is completed and submitted per Caltrans guidelines relating to all Caltrans facilities. See link for guidance: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-all1y.pdf>
13. Please ensure that the VMT analysis is completed per Caltrans guidelines in the Transportation Impact Study Guide. 2. Please complete an LOS and queuing analysis per the City of Brea General plan.

14. Please review and provide analysis of the storage length of all turn pockets in order to ensure adequacy at the following:
- a. SR-90 and SR 57 South Bound off ramp
  - b. SR-90 and SR 57 North Bound off ramp
  - c. SR-90 and Associated Rd
  - d. SR-90 and Castlegate Ln/Placentia Ave

Please use the OC Congestion Management Program (CMP) report to help with analysis of these intersections, and OC Transportation Analysis Model (OCTAM) projected volumes.

15. If an impact analysis leads to findings that the queuing and delay of the SR-57 on/off ramps and SR-90 Imperial Highway are significant, please coordinate with Caltrans District 12 Local Development for the development of a Traffic Mitigation Agreement or similar efforts.
16. The proposed project is outside of State right of way. However, with the increase in vehicular traffic from the proposed project, state facilities including freeway ramps and highway intersections may be adversely impacted. It is recommended the EIR include the following:
- a. A discussion of any potential impacts to state route 57 on-ramp and off-ramp intersections and SR-90 Imperial Highway as a result of the proposed project should be identified in the project documentation as they are at or near their traffic operational capacities.
  - b. Queue analysis of the on and off ramps at SR-57 and SR-90 Imperial Highway.
  - c. The merging and diverging on and off ramps at SR-90 Imperial Highway to and from mainline SR-57.
  - d. An operational and safety analysis at South Associated Road and SR-90 Imperial Highway.
17. 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 respective freeway system.
18. 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. However, contractors working for public corporations are not exempt from 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.

19. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans R/W lines should be clearly labeled, which includes existing and proposed (if there are any changes to Caltrans R/W), the north arrow, the edge of pavement, and edge of the sidewalk, if applicable. When submitting the application, please include final Environmental Clearance Documentation, relevant design details including design exception approvals and construction and drainage plans, traffic control plans, traffic management plan and traffic impact study if proposed traffic delay of 30 minutes above normal recurring traffic delay is anticipated, any Caltrans R/W certifications if needed, maintenance agreement as needed, shoring plans for any excavation 5-feet or more, ADA certification, and any letter of authorizations.
20. Please submit all applications and associated documents/plans via email to [D12.Permits@dot.ca.gov](mailto:D12.Permits@dot.ca.gov) until further notice. Caltrans Encroachment Permits will be transitioning to an online web portal base for all applications in Fall 2023. Further details to be announced on the Caltrans Encroachment Permits homepage. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6246. 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 and reliable transportation network that serves all people and respects the environment. 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](mailto:Julie.lugaro@dot.ca.gov).

Sincerely,



Scott Shelley

City of Brea  
September 3, 2024  
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Branch Chief,  
LDR-Climate Change-Transit Planning  
Caltrans, District 12






# Greenbriar Residential Development - 12-ORA-2024-02630

Final Audit Report

2024-09-03

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