

California Department of Transportation

DISTRICT 12
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January 28, 2025

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

File: LDR/CEQA
SCH: 2024071235
12-ORA-2024-02703
SR 90, PM: 5.652
SR 57, PM: 20.08

Dear Ms. Pennington,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report (DEIR) for the Greenbrier Residential Development Project. The proposed Project would require demolition of the existing office building, parking structure, and parking lot, and 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.

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

1. 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.
2. Provide adequate wayfinding signage and related amenities for transit stops where needed within the project vicinity.

3. During construction, please ensure that appropriate detours and safety measures are in place that 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.
4. As part of state goals to increase active transportation, Caltrans recommends the inclusion of secure and functional short- and long-term bike parking. Short-term bike parking at public/commercial locations should be placed in visible areas that are close to main entrances and should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.). Long-term bike storage for residential units should be provided indoors and on the ground floor. Both short- and long-term bike parking should be designed to accommodate different types of bikes (e.g. cargo bike, bike with trailer). For additional guidance on providing functional bike parking, see the attached "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).
5. Consider adding pedestrian scale lighting along Greenbriar Ln to accommodate the larger number of pedestrians from the new residential buildings.
6. Consider adding raised crosswalks at the entrances of the project site and at the Recreation Center Connection to ensure safety for all road users.
7. 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. Improvements may include providing 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.
 - a. Potential Complete Streets improvements that would improve public safety include, but are not limited to, pedestrian-oriented LED lighting, high visibility crosswalks, curb extensions and bulb outs, and other improvements.
8. The project is close to an existing Class II bikeway on Associated Road. With that in mind, Caltrans recommends the inclusion of secure and functional short-term bike parking. Short-term bike parking at public locations should be placed in visible areas that are close to main destinations and should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.). With the increasing popularity of electric bikes and cargo/utility bikes, bike parking should also be designed to accommodate different styles, sizes, and weights of bikes (e.g. cargo bike, bike with trailer, adult tricycle, etc.).

- a. For additional guidance on bicycle parking best practices, see the “Essentials of Bike Parking” guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).
9. Utilizing alley space or similar areas, if available, can reduce the need for on street parking which may conflict with highway/street flows.
10. Delivery areas need to be clearly marked so delivery drivers are easily seen by either on-street traffic or delivery employees.
11. Creation of emergency plans, that include emergency routes and paths, can alleviate congestion in the event of an emergency and allow EMS to easily access the site.
12. Consider offering 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.
13. Providing electric charging for personal vehicle use encourages adoption of electric or hybrid vehicles. Install or implement air pollution reductions strategies.
14. Please provide Appendix F2: Traffic Impact Study for review. It is not included in the DEIR nor the Appendices.
15. 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.
16. 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-foot or more, ADA certification, and any letter of authorizations.

17. Please submit all applications and associated documents/plans via email to 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.

Sincerely,



Scott Shelley (Jan 28, 2025 12:55 PST)

Scott Shelley
Branch Chief,
Local Development Review-Climate Change-Transit Grants
Caltrans, District 12