

California Department of Transportation

DISTRICT 12
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November 25, 2024

Ms. Susan Kim	File: LDR/CEQA
Director of Economic Development	SCH: 2024101106
City of La Habra	12-ORA-2024-02671
110 East La Habra Blvd	SR 90, PM: 0.655
La Habra, CA. 90631	SR 39, PM: 18.589

Dear Ms. Kim,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) of a Draft EIR for the Westridge Hills Project. The proposed Project would construct a residential development on 150.8 acres. The Project would replace 46.8 acres of the existing Westridge Golf Club with 534 residential dwelling units, consisting of 62 two-unit dwellings (also referred to as “duplexes”), 190 multi-unit dwellings, consisting of 80 townhomes and 110 affordable-rate apartment units, and 282 single-unit dwellings. The project would also include a centrally located 8,700 square foot private community center on 3.61 acres for use by the development’s residents; 17.67 acres of private roads, 20.51 acres of landscaped slope areas, 13.70 acres of native habitat conservation, and 48.55 acres of open space and detention basins.

The Westridge Golf Course is located in the northern part of the City of La Habra, Orange County. The Project site is located at 1400 South La Habra Hills Drive (Assessor Parcel Number [APN] 019-481-04), which is to the east of Beach Boulevard (State Route 39), west of Idaho Street, and south of Imperial Highway (State Route 90).

State Route 90 and State Route 39 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, intercounty, and/or interregional bus services within the proposed project location including the nearest regional connectivity into the rail services provided by Metrolink and Amtrak Pacific Surfliner.

2. 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. Provide adequate wayfinding signage and related amenities for transit stops where needed within the project vicinity.
5. New residential development offers an opportunity to encourage multimodal transportation options. Caltrans encourages the project to look at opportunities to include Complete Streets improvements in the project, and/or to improve bicycle, pedestrian, and transit access and connectivity to nearby bikeway, sidewalk, 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.
6. The proposed project is located near a Class II bike lane to the east on Idaho St. With these features 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.). In general, installing bicycle parking for workers encourages active transportation, especially in areas supported by transit.
 - 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>).
7. Consider adding ADA compliant directional curb ramps with truncated domes and high visibility crosswalks at road intersections along the project, including at Idaho St. and Sandlewood Ave., as well as new intersections from the gates and points of entry into the neighborhood. This will improve safety for all users.
8. Consider adding one pedestrian scale lighting along sidewalks within the project limits to improve pedestrian safety, particularly along Beach Blvd. and Idaho St.

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 ensure that the VMT analysis is completed per Caltrans guidelines in the Transportation Impact Study Guide.
15. Please complete a LOS and queuing analysis per the City of La Habra General plan and OCTA, at the intersections below. Also, check the storage length of all turn pockets and ensure adequacy:
 - a. SR-90 and Idaho St.
 - b. SR-90 and Market Pl.
 - c. SR-90 & La Habra Hills Dr.
 - d. SR-90 and SR-39
 - e. SR-39 and Hillsborough Dr.
 - f. SR-39 and Resort Ln
 - g. SR-39 and Westridge Plaza South
 - h. SR-39 and Westridge Plaza North
16. Verify which of the above locations (a. through h.) that may need lane reassignment, updated traffic signal timing/phasing, or turn lane extensions. Also, look into active transportation & transit circuitry at the above locations (a. through h.) and in between the intersections for any mitigation factors.
17. Please use the OC CMP report as well as local agency guidance to help with the analysis of these intersections, and OCTAM projected volumes.

18. Traffic analysis is used to capture all mitigation measures to improve safety, and operations, and promote multi-modal improvements. Identify all safety and operational impacts from this project based on findings and state all safety and traffic elements that will need to be considered.
19. Please study Bike and Pedestrian Circulation at the signalized locations due to the additional 534 residential units. Address complete streets per Caltrans planning documents and address if any infrastructure improvements be needed.
20. Please follow the ISOAP guidance (<https://dot.ca.gov/programs/traffic-operations/isoap>) for the locations that fall under the following criteria:
 - a. Connecting a new public road, private road, or high-volume (average daily traffic volumes of 1,000 or greater) driveway to a state highway or a new interchange to a freeway.
 - b. Making major physical changes to intersection approaches, including at ramp terminals, such as adding a leg to an intersection or widening to provide an additional through or turn lane.
21. Access control modifications on SR-39 Beach Blvd need CTC consent and to comply with Caltrans design standards to ensure that the safety and operational performance of the State Highway System are not hindered. Maintenance agreements are required for public road connection requests. Provide conceptual approval and information justifying the proposed access control modification.
22. Page 5: Please clarify and define all new access points from this development. Will all new access roads be gated or open to public? Provide further justification on the number of access roads needed for this development. Access roads to the SHS must undergo an encroachment permit process.
23. 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.

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
Branch Chief,
Local Development Review-Climate Change
Caltrans, District 12