

California Department of Transportation

DISTRICT 12
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December 10, 2024

Ms. Swati Meshram
Planning Manager
City of Buena Park
6650 Beach Blvd.
Buena Park, CA. 90622

File: LDR/CEQA
SCH: 2024110035
12-ORA-2024-02675
SR-39; SR 90; SR 91 &
Interstate 5

Dear Ms. Meshram,

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 Land Use & Community Design Element and Residential Zoning Code Update. The Project requires a General Plan Amendment (GPA) to update the text and exhibits of the Land Use and Community Design Element of the General Plan to include Goals and Policies for affordable housing. The Residential Zoning code will update the text of Division 3, Division 4, Division 5, and Division 1 to streamline review of development proposals, and include design and development standards to be consistent with the adopted Housing Element and State Laws. Division 7 will be created to include design and development standards for 4 mixed use overlays. Finally, the Project would study the impact of the future construction and development of 10,322 dwelling units and 438,333 sq. ft of new commercial space within 410 parcels within the Housing Incentive Overlay zones.

The Project encompasses the entire City of Buena Park which is comprised of 10.3 square miles and is situated in the northwestern boundary of Orange County, California. Cities that surround the City of Buena Park include La Mirada to the north, Anaheim to the south and east, Fullerton to the east, La Palma and Cerritos to the west, and Cypress to the west and south. Regional access to the City is provided via Interstate 5 (I-5), State Route 91 (SR-91), State Route 90 (SR-90) and State Route 39 (SR-39).

State Route 91, State Route 90, State Route 39, and Interstate 5 are owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

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

1. Caltrans supports 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. New residential and mixed-use developments offer opportunities to encourage multi-modal travel and a reduction in VMT. Caltrans supports 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. The design of Complete Streets may also include pedestrian-oriented LED lighting and wayfinding signage.
2. 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).
3. A Complete Vehicle Miles Traveled (VMT) and a Traffic Impact Study (TIS) must be completed and submitted per Caltrans guidelines. (See link below)
<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>
4. Additional vehicular traffic is anticipated with proposed future developments. Therefore, please complete an operational analysis (weaving, queuing, delay, etc.) and safety analysis for the following locations:
 - o SR 91 Westbound (WB) and Eastbound (EB) onramp from Beach Blvd. (Rt 39)
 - o SR 91 WB and EB offramp to Beach Blvd. (Rt 39)
 - o Mainline

Land Use and Community Design Element Draft Initial Study Comments:

5. Page 8 of the report: Service population per VMT analysis is expected to increase by 17,597. Please clarify.
6. Page 94 of the report: Is 2016 the latest and greatest base year that can be used?
7. Page 94 of the report: Per Section 2.1 (Pg.8), the population is anticipated to increase by 36,127.

Traffic Analysis (Appendix E) Comments:

8. Page 10 of the report: State and list which of the above intersections and their LOS have gotten worse with the project and what improvements will be made to mitigate that.
9. Page 19 of the report: State and list which of the above segments and their LOS have gotten worse with the project and what improvements will be made to mitigate that.
10. Page 20 of the report: How are these intersections considered "choke points" if they are operating at an acceptable LOS? Please clarify and provide details on the process of how LOS was determined.
11. Page 21 of the report: Has Intersection #8 improvements for existing conditions been approved? If yes, which project and when is the project completion date?
12. Page 22 of the report: Why are there no improvements suggested for the remaining segments containing intersections that will operate at unacceptable LOS?
13. Page 27 of report: Can the analysis be redone per the latest HCM (7th edition)?
14. Page 39 of the report: Please provide Appendices and all Synchro sheets for further review and possible comments.
15. Please provide link to Appendix 4.3 and traffic signal warrant analysis worksheets for the I-5 SB On-Ramp & Artesia Blvd (#8) Existing Condition.
16. Provide discussion in the Traffic Analysis of all potential adverse impacts on state facilities as a result of the future signal installation. Also, provide solutions and/or mitigation measures for these signal installation improvements.
17. Provide discussion in the Traffic Analysis regarding how the proposed signal will be synchronous with the upstream signal (Knott and Artesia) and downstream signal (I-5 NB/Firestone and Artesia). Also, discuss the impact that the proposed signal will have on the operation of these two signals due to their distance and close proximities.
18. Any projects developed 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,
LDR-Climate Change-Transit Grants
Caltrans, District 12