

California Department of Transportation

DISTRICT 12
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April 1, 2025

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 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. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, and comfortable connections to nearby active transportation and/or transit facilities.
2. New residential development offers an opportunity to encourage multimodal transportation options. 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. Complete Streets improvements promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation.
3. Both TABLE 4-3: PEAK HOUR QUEUING SUMMARY FOR EXISTING (2022) CONDITIONS and TABLE 5-3: PEAK HOUR QUEUING SUMMARY FOR HORIZON YEAR (2045) CONDITIONS do not show Queuing data for the I-5 SB On-Ramp & Artesia Boulevard, please include it in the table. In addition, provide Queuing data for the WBL movement from Artesia Blvd to I-5 SB On-Ramp to insure the WBL traffic doesn't spill back to the thru movement traffic. The queuing information is crucial to determine if the I-5 SB On-Ramp from Artesia and the WBL from Artesia to I-5 SB On-Ramp are currently experiencing queuing issues during the peak hours under Existing (2022) traffic conditions and would determine if additional improvements are needed.
4. EXHIBIT 1-5: SUMMARY OF ROADWAY SEGMENT LOS should include a column for Existing plus Construction of the signal for segment #38 Artesia Bl., Knott Av. to Beach Blvd. The results should be based on a Traffic Signal Synchronization Analysis for the proposed signal at I-5 SB On-Ramp/Artesia Blvd with the downstream signalized intersections of I-5 SB Off-Ramp/Artesia Blvd, and the upstream signalized intersection of I-5 NB Ramps/Artesia Blvd. This requested analysis shall also be reviewed by Mr. Peter Ngo-Brach Chief of Traffic Signals, Caltrans.
5. For the provided I-5 SB On-Ramp and Artesia Blvd Traffic Signal Warrants worksheet in APPENDIX 4.3: EXISTING (2022) CONDITIONS:
 - a. Please confirm which warrant number in the MUTCD this warrant meets and provide the applicable MUTCD Peak Hour Curves and corresponding Traffic Volumes for the proposed warrant.
 - b. Please Confirm the indicated Critical approach speed (Major) for Artesia Blvd to be 45MPH. Google earth shows 40MPH for the EB and WB Artesia Blvd approaching I-5 SB On-Ramp.

- c. The provided Worksheet indicates that the Signal Warrant is satisfied for the combination of Condition A + B. Is it the assumption for this warrant that the minor street movement (I-5 SB On-Ramp) is controlled by Stop sign? If so, more clarification is needed.
 - d. If the Traffic signal for the I-5 SB On-Ramp & Artesia Boulevard (#8) is warranted and approved, will the proponent of the proposed traffic signal contribute 100% of the signal cost?
6. Any significant adverse traffic impact within Caltrans right of way that results from construction related activities such as truck traffic, heavy equipment, transfer of construction equipment, construction worker trips, and hauling trips for soil and construction material, should be determined and mitigated in the Traffic Control Plans.
7. For the DRAFT FOCUSED ENVIRONMENTAL IMPACT REPORT Land Use and Community Design Element and Residential Zoning Code Update Project (EIR-25-1), Dated February 14, 2025: Section 8.2 - EIR Conclusions, TRANSPORTATION/TRAFFIC, states "Implementation of this Project could increase hazards due to a geometric design features or incompatibles uses." Please list any increased hazards that can potentially effect state facilities due to the geometric design features and discuss possible solutions.
8. Please provide Opening Year With Project and Opening Year Without Project per city Traffic Impact Analysis (TIA) guidelines.
9. Please use the latest Highway Capacity Manual (HCM) 7th Edition for Level of Service (LOS) analysis.
10. Consider providing queueing analysis for all scenarios to analyze the queue and delay at Beach Blvd and Franklin. This unacceptable LOS intersection may undergo excessive queueing particularly at the EB left turn movement due to the significant impact of the project traffic generated.
11. Any future 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.

12. While Encroachment Permits are accepted via email, Caltrans encourages the use of our online web portal. For more information, please visit: [Encroachment Permits | Caltrans](#). And for the Caltrans Encroachment Permits System, please use: <https://ceps.dot.ca.gov>

Caltrans' mission is to improve lives and communities through transportation. 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,



Julie Lugaro (Apr 1, 2025 15:39 PDT)

Julie Lugaro for
Scott Shelley
Branch Chief,
LDR-Climate Change-Transit Planning
Caltrans, District 12