

California Department of Transportation

DISTRICT 12
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February 24, 2025

Mr. Raynald Pascua
Planning Manager
City of Villa Park
17855 Santiago Blvd.
Villa Park, CA. 92861

File: LDR/CEQA
SCH: 2025010827
12-ORA-2025-02738

Dear Mr. Pascua,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the City of Villa Park 2021-2029 Housing Element Implementation Project. The City's 2021-2029 6th Cycle Housing Element Update (Housing Element) addresses the City's housing needs and includes the City's approach to addressing its share of the regional housing need. The Housing Element proposes to accommodate the City's 6th Cycle Regional Housing Needs Assessment allocation through multi-family or mixed-use development in the Towne Centre's C-P Zone, rezoning of vacant land at the Smith Basin site, and accessory dwelling units (ADUs). The proposed Project would implement the Housing Element. The Project does not propose any housing development; however, it does propose land use, zoning, and policy changes that would facilitate housing development throughout the City. The Project would facilitate housing development on two candidate housing sites (i.e., the Smith Basin site and the Towne Centre site), and as ADUs throughout the City. The Smith Basin site (APN 378-441-04) is an approximately 17.8-acre site located at the City's southeastern boundary, in the north-central portion of the Smith Basin. The Towne Centre site (APNs 372-232-10 and 372-232-17) is an approximately 1.5-acre site located at the City's east-central portion, in the Villa Park Towne Centre, at 17855 and 17871 Santiago Boulevard. The Towne Centre site is developed with commercial land uses. The Project would increase the City's development capacity by approximately 318 dwelling units (DUs), as follows: 204 DUs on the Smith Basin site; 28 DUs on the Towne Centre site; and 86 ADUs on sites throughout the City. The Project involves the following: a General Plan and Use Element amendment (GPA No. 2025-01) to reclassify the 17.8-acre Smith Basin site from Open Space to Commercial; a Zoning Text Amendment (ZTA No. 2025-01) to rename the Commercial Professional (C-P) zone to Commercial-Mixed-Use (C-MU) zone and revise applicable sections of Villa Park Municipal Code Article 23-7 – Commercial Zones concerning the C-MU zone's development standards; and a Zoning Map

amendment (ZMA No. 2025-01) to rezone the 17.8-acre Smith Basin site from Open Space (OS) Zone to C-MU.

Villa Park is located within the north-central portion of the County of Orange (County), California, approximately 15 miles northeast of the Pacific Ocean, 85 miles north of the City of San Diego and 30 miles south of downtown Los Angeles. The City of Orange encircles the City of Villa Park. The Project area includes the entire 2.1 square miles (or 1,344 acres) within the City limits. Located near six major freeways that connect the City to other locations in Orange, Los Angeles, Riverside, and San Bernardino counties, Villa Park is located near the cities of Anaheim, Santa Ana, Tustin, and Orange. The City has no direct freeway frontage but the Costa Mesa Freeway (State Route 55), located 0.5-mile to the west, provides interstate and regional access to the City. City connections to Los Angeles, San Diego, Riverside, and San Bernardino counties are provided by nearby freeways, including the Orange Freeway (State Route 57), Santa Ana Freeway (Interstate 5), Garden Grove Freeway (State Route 22), and Riverside Freeway (State Route 91).

State Routes 91, 55, 57, 22 and Interstate 5 are owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

1. 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 that are safe and comfortable for users of all ages and abilities. 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.
2. Complete Streets improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, and comfortable connections to nearby active transportation and/or transit facilities.
3. Caltrans supports the inclusion of bicycle storage facilities pursuant to CALGreen code. Caltrans also recommends following bicycle parking best practices described in the "Essentials of Bike Parking" guide created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>). Bike parking should be installed a minimum of 24" away from walls and other objects (e.g., trash cans, plants, etc.). With the growing popularity of electric bikes and cargo/utility bikes (which tend to be

bigger and heavier), Caltrans also recommends that bicycle storage facilities be designed to accommodate a range of bicycle styles, sizes, and weights.

4. Please encourage the use of transit among future residents, visitors, and workers of any developments. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
5. Provide adequate wayfinding signage and related amenities for transit stops within proposed developments.
6. During any 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.
7. Consider accounting for off-street truck parking to help free up on-street space for other modes, such as city traffic, walking, and bicycling. Similarly, utilize alley space or similar areas, if available, to reduce the need for on-street parking which may conflict with highway/street flows.
8. Please consider designated on-street freight-only parking and delivery time windows to reduce the need for double parking. This strategy also helps prevent street traffic congestion.
9. Please consider leveraging strategic investments to maintain and modernize a multimodal freight transportation system with innovative approaches, including advanced technology to optimize integrated network efficiency, improve travel time reliability, and achieve sustainable congestion reduction.
10. 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.
11. Encourage commercial and high-density residential developments to offer 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.
12. Providing electric charging for vehicle use encourages adoption of electric or hybrid vehicles. Install or implement air pollution reductions strategies.
13. Please note that future projects should not present adverse impacts to the overall transportation system including traffic circulation and the local State

Highway Systems (SHS). If future developments disrupt or impede traffic circulation or the local State Highway System, Caltrans will request a Traffic Impact Analysis (TIA) of these assets. The TIA will also need to include existing and future average daily traffic volumes, traffic generation including peak hour, traffic distribution, Highway Capacity Manual (HCM) intersection analysis along with current and projected capacities of local street, and state highways or freeways including ramps that might be impacted.

14. When analyzing future proposed projects, please note potential short- and long-term traffic impacts with respect to regional vehicle miles traveled (VMT's), please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.
15. If impact analysis leads to findings of significance on State facilities, please coordinate with Caltrans District 12 Local Development on development of a Traffic Mitigation Agreement or similar effort.
16. 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.
17. 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.

18. 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 \(Feb 24, 2025 14:18 PST\)](#)

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