

## California Department of Transportation



DISTRICT 12  
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May 4, 2026

Mr. Ian McAleese  
Senior Planner  
City of Buena Park  
6650 Beach Blvd.  
Buena Park, CA. 92866

File: LDR/CEQA  
SCH: 2026040134  
12-ORA-2026-03082  
SR-39 PM: 15.908  
I-5 PM: 43.571

Dear Mr. McAleese,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration for the 5600 Beach Boulevard Residential Development Project. The Project request includes implementing a series of discretionary actions that would ultimately allow for the demolition of the existing Amway Nutrilite Center Campus, consisting of two connected buildings totaling 370,031 square feet, to allow for the development of a 281-unit three-story semi-attached residential development located at 5600 Beach Boulevard in the City of Buena Park. The Project involves the construction of 59 three-story buildings consisting of 117 duets; 22 three-story buildings consisting of 114 townhomes; and a four-story building with 50 affordable senior housing apartments. The Project would total approximately 602,105 square feet of building space and would include attached two-car garages at the ground level and two above ground floors of living space for the townhomes and duets. The project would include landscaping and green spaces throughout the site with specific landscaping along the south to buffer the Project from the single-family residential dwelling units. The project site would include new private residential streets that would be accessible via Beach Boulevard and Darlington Avenue.

The 13.76-acre project site is at 5600 Beach Boulevard in the City of Buena Park, in Orange County. The City of Buena Park is bounded by Fullerton and the County of Los Angeles to the north, Anaheim to the east, Cypress and Anaheim to the south, and La Palma and Los Angeles County to the west. Regional access to the project site is provided by Interstate 5 (I-5), approximately one

mile to the south. The project site is bounded by Beach Boulevard (California State Route 39; SR-39) to the west, Brea Creek Channel to the south, and railroad tracks to the north and east. State Route 39 and Interstate 5 are owned and operated by Caltrans. Therefore, Caltrans is a commenting agency on this project, and has the following comments:

1. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.
2. Caltrans supports local developments that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public and health safety. This can be achieved by promoting smart growth principles in projects which provide a diversity of housing choices and destinations accessible by active transportation (i.e. bicycle and pedestrian) and transit users.
3. 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 secure bicycle parking, pedestrian-oriented LED lighting, and 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.
4. The project is adjacent or close to several existing or planned bike facilities, such as the Class II Bike Lanes on Beach Blvd. Caltrans therefore 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>).
5. Please consider the addition of high visibility crosswalks and ADA curb ramps on intersections close to the project location that currently lack one or both.
6. On page 130 of the IS/MND, it is noted that the Traffic Impact Analysis was dated "November 2025". However, the latest version of the Traffic Impact Analysis was dated March 23, 2026. Please address and update.
7. On page 131 of the IS/MND, second paragraph from the bottom, first sentence, it is stated that there were "45" study-area intersections. Please update that number to 44.
8. On page 131 of the IS/MND, second paragraph from the bottom, third sentence, please update "No Right-Turn on Red" per the latest information in the March 2026 Traffic Impact Analysis.
9. 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. Applicants 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.
10. Any submitted 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.

11. Please submit all applications and associated documents/plans via email to [D12.Permits@dot.ca.gov](mailto: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 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](mailto:Julie.lugaro@dot.ca.gov).

Sincerely,



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