

California Department of Transportation



DISTRICT 12
1750 East 4th Street, Suite 100 | SANTA ANA, CA 92705
(657) 328-6000 | FAX (657) 328-6522 TTY 711
<https://dot.ca.gov/caltrans-near-me/district-12>

July 1, 2026

Ms. Monique Schwartz
Principal Planner
City of Orange
300 East Chapman Ave.
Orange, CA. 92866

File: LDR/CEQA
SCH: 2026060463
12-ORA-2026-03161
SR-261, PM: 5.641
SR-55, PM: 15.261
SR-241, PM: 32.298

Dear Ms. Schwartz,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the TTM 17847 Project. The Project calls for the demolition of all site improvements in order to develop a 7.4-acre site with 30, two-story single-family homes, including three (3) very-low and three (3) moderate-income units pursuant to State Density Bonus Law. The project includes a private internal street and sidewalk network, an equestrian trail along the northern and western project site boundaries, common open space, landscaping, open guest parking, and related site improvements. The unit mix includes four-bedroom floor plans ranging from approximately 2,949 to 3,174 square feet. The project also includes the improvement of Nicky Way from a narrow, unstriped paved travel lane to a fully improved street with two travel lanes, parkway, and sidewalks on both sides of the street.

The project site is located at 6146 East Santiago Canyon Road, Orange, CA 92869. It is located on the southeast corner of East Santiago Canyon Road and North Nicky Way. The project site consists of one parcel, designated by the Orange County Assessor's Parcel Number (APN): 379451-24. The project site is approximately 2.5 miles east of State Route (SR) 55, approximately 3.05 miles northwest of SR-261, and approximately 3.85 miles west of SR-241. Regional access to the project site is provided via Villa Park Road and East Santiago Canyon Road. State Routes 55, 261 and 241 are all 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 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. 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.
3. Caltrans supports 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.).
 - o 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>).
4. Consider the addition of high visibility crosswalks and ADA curb ramps on intersections adjacent to the project location that currently lack one or both.
5. Please encourage the use of travel demand management (TDM) strategies such as transit incentives, bicycle facilities, and carpooling among future homeowners, visitors and workers of the proposed project. Increasing multimodal transportation will lead to a reduction of congestion, Vehicle Miles Traveled (VMT) and improve air quality.

6. During 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. Please confirm that internal streets and driveways are wide enough for truck turning movements, and that there is adequate space for internal truck maneuverability, especially for moving vans, delivery vehicles, and emergency access.

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 \(Jul 1, 2026 14:39:29 PDT\)](#)

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