

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522

TTY 711

www.dot.ca.gov/caltrans-near-me/district12

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Governor's Office of Planning & Research**FEB 27 2023****STATE CLEARING HOUSE**

February 27, 2023

Ms. Alicia Velasco
Planning Director
City of Cypress
5275 Orange Ave.
Cypress, CA. 90630

File: LDR/CEQA
SCH: 2023010204
12-ORA-2023-02209
I-605, PM 1.408
SR-22, PM 0.932
I-405, PM 20.553
SR-39, PM 10.649

Dear Ms. Velasco,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the Goodman Commerce Center Project. The Developer proposes to construct the proposed project on an approximately 18.6-acre site located at 5757 Plaza Drive in the City of Cypress. The proposed project includes demolition of the existing building on the project site and the construction of two new warehouse buildings totaling approximately 390,268 square feet in size. The project site is currently developed with an approximately 336,643-square-foot two-story warehouse and office building. The existing building would be demolished and replaced with two new warehouse buildings. Building 1, which would be located on the eastern half of the project site and would be approximately 204,909 square feet in size, and Building 2, which would be located on the western half of the site and approximately 185,359 square feet in size. Both warehouses would include 10,000 square feet of office space that would be evenly split between the first and second floors. Both buildings would be two stories and a maximum of approximately 47 feet, 6 inches in height. Each building would include 25 loading docks that would face the interior of the project site. The proposed project would also include the installation of a sidewalk along the Plaza Drive frontage.

The project site is located north of the intersection of Plaza Drive and McDonnell Drive in the southern part of the City. Local access to the project site is 5757 Plaza Drive, Cypress, California and is approximately 2.2 miles west of State Route

39 (SR-39), approximately 2.8 miles east of Interstate 605 (I-605), and approximately 2.2 miles north of State Route 22 (SR-22) and Interstate 405 (I-405). State Routes 39 and 22, as well as Interstates 605 and 405 are owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

Transportation and System Planning

1. Please consider providing adequate wayfinding signage to nearby transit stops within the proposed project. Connectivity of first and last mile mobility options and transit services help integrate a complete multimodal transportation network.
2. Please Consider encouraging or incentivizing the use of transit among both construction workers of the proposed development and future employees. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
3. Please consider the installation of a Class II or Class IV bike lane around the warehousing facility. Applicant should work with City of Cypress to enhance the bicycle and pedestrian environment, specifically on Katella Ave and Valley View street, where there is no bicycle facility at present.

Freight Operations and Planning

4. According to the Traffic Report, "the Project is anticipated to generate 930 fewer two-way trips per day with a net reduction of 167 AM peak hour trips and net reduction of 168 PM peak hour trips (in PCE)." (Pg. 1.1-9). Please explain how this reduction was calculated, despite the project resulting in a net increase in warehousing space of 141,645 sq. ft. (390,268 sq. ft. (new) – 248,623 sq. ft. (old)). (See below)

TABLE 5: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Proposed Project							
Passenger Cars:	25	3	28	8	27	35	498
Total Truck Trips (PCE):	10	15	25	9	10	19	458
Total Trips (PCE)	35	18	53	17	37	54	956
Fully Occupied Existing Use							
Passenger Cars:	148	23	171	31	134	165	1,230
Total Truck Trips (PCE):	37	12	49	18	39	57	656
Total Trips (PCE)	185	35	220	49	173	222	1,886
Variance							
Passenger Cars:	-123	-20	-143	-23	-107	-130	-732
Total Truck Trips (PCE):	-27	3	-24	-9	-29	-38	-198
Total Trips (PCE)	-150	-17	-167	-32	-136	-168	-930

5. Please provide electric charging stations for trucks. Electric charging infrastructure provides trucks or transport refrigeration units access to power without running their engines, thus reducing greenhouse and heat emissions. In addition, the project would be preparing for the inevitable shift to alternative energy-fueled vehicles, per the governor's executive order N-79-20, which phases out sales of gas-powered trucks by 2035.
6. Please ensure that the project does not worsen truck parking shortages in the region. Potential options include providing on-site parking or contributing to a regional truck parking solution.
7. Please consider on-site truck parking facilities for drivers such as restrooms, lighting, trash facilities, drinking water, showers, and food or vending machines.
8. The number of parking spaces should be based on peak operating time of the development.

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9. Coordination with short haul railroad operators to transport between distribution centers and warehouses, or ports and railyards can assist in creative solutions and efficiencies that can reduce air and/or noise pollution or parking/congestion concerns.

Caltrans' mission is to provide a safe, sustainable, equitable, integrated, and efficient transportation system to enhance California's economy and livability. 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, Regional-IGR-Transit Planning
Caltrans, District 12