

## California Department of Transportation



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May 22, 2023

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

File: LDR/CEQA  
SCH: 2023040560  
12-ORA-2023-02283

Dear Ms. Velasco,

Thank you for including the California Department of Transportation (Caltrans) in the review of Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the Cypress Housing Element Implementation Project. The City of Cypress (City) is the Lead Agency responsible for preparing an Environmental Impact Report (EIR) addressing potential environmental impacts associated with the programmatic update to the City's General Plan, Lincoln Avenue Specific Plan (LASP), Cypress Town Center and Commons Specific Plan 2.0, (CTCC Specific Plan), Cypress Business and Professional Center Specific Plan (CBPC Specific Plan), and Zoning Ordinance (proposed project). The City recently updated its Housing Element for the 6th Cycle Planning Period from 2021 to 2029. To comply with State Housing law, the City's Housing Element was updated to ensure the City's policies and programs can accommodate the estimated housing growth needs identified in the Southern California Association of Governments' Regional Housing Needs Assessment (RHNA) allocation for the 6th Cycle Planning Period. The RHNA allocated Cypress 3,936 dwelling units to accommodate the estimated housing needs of various income levels. The 2021–2029 Housing Element included a candidate site analysis to accommodate the 3,936-unit RHNA and any estimated "carryover" from the 5th Cycle Housing Element, and an additional analysis of candidate sites to address future "no net loss" provisions of Senate Bill 166.

The mission of Caltrans is to provide a safe and reliable transportation network that services all people and respects the environment. 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"

### **Traffic Impact Study**

1. When analyzing the proposed projects 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
2. The EIR must include a traffic study to address potential impacts to the State Highway System. The focus of the Traffic Study must no longer be on traffic at intersections and roadways immediately around project sites. Instead, the focus should be on how the project would influence the overall amount of automobile use and to identify potential non-capacity increasing mitigation measures. Caltrans' Strategic Management Plan goal is to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita VMT, increase accessibility to projects be aligned with destinations via cycling, walking, carpooling, and transit, and reduce GHG emissions.

### **Transportation Planning (LDR)**

3. Caltrans recognizes our responsibility to assist communities of color and under-served communities by removing barriers to provide a more equitable transportation system for all. The Department firmly embraces racial equity, inclusion, and diversity. These values are foundational to achieving our vision of a cleaner, safer, and more accessible and more connected transportation system. Please consider including a discussion on equity in General Plan Element updates.
4. The state mandates that cities must plan for housing needs of future residents of all incomes. This analysis would assist in accommodating the Regional Housing Needs Assessment (RHNA) allocation per the California Department of Housing & Community Development (HCD).
5. Caltrans supports projects which provide a diversity of housing choices and destinations accessible by Active Transportation (i.e. bicycle and pedestrian) and transit users. Please consider improving multimodal connections to housing which will encourage future residents, visitors, and workers in the city to utilize all modes of transportation.
6. Any pedestrian facility enhancements from future housing development projects that are within Caltrans' Right of Way will need to comply with Caltrans Design Information Bulletin (DIB) 82-06. The aforementioned DIB can

be found here: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib82-06-a11y.pdf>

7. According to Government Code 65302, “upon the next revision of the Housing Element on or after January 1, 2020, the Safety Element shall be reviewed and updated as necessary to identify residential developments in any hazard areas identified in the Safety Element that do not have at least two emergency evacuation routes.” Safety elements are also now required to include more information about wildfire risks in the community and how to improve wildfire safety. As well as identifying new information related to flood hazards and climate adaptation and resiliency strategies applicable to the city. For further information regarding required background information and policy program guidance for Safety Element updates, please see <https://leginfo.legislature.ca.gov>.
8. Safety is one of Caltrans' strategic goals. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

### **System Planning / Active Transportation Planning**

9. Please provide discussion of multimodal transportation mobility options of the current transit services and regional rail services and look for opportunities and connectivity to safe and convenient access.
10. 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.
11. 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.

12. For the preparation of the EIR, consider discussing the potential impacts to bicycle and pedestrian facilities. 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. Consider potential opportunities to encourage the development of Complete Streets facilities and/or connections to these facilities, as transportation is closely linked to housing. 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.

### **Freight (Goods Movement)**

13. Consider how many individual packages will be delivered daily to individual residences within the areas identified for increased housing production. Shared drop-off locations can help reduce the amount of driving done by delivery trucks and can increase the efficiency of deliveries in densely developed areas. Similarly, high-density residential developments should consider automated parcel systems (i.e., Amazon Lockers) so that deliveries can be made with one truck stop instead of multiple stops to individual residences.
14. As the Housing Element is implemented, 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.
15. If truck parking (i.e., for home deliveries) is to be on-street, ensure the width of the parking lane is wide enough for freight trucks without encroaching on bicycle lanes or street lanes.
16. 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.
17. Please ensure that, throughout the identified areas for increased housing opportunities, the City provides posted speed signs for truckers to follow.

18. Bicycle parking design may need to accommodate cargo bikes, such as for food delivery services, to encourage and facilitate the growing use of food delivery services and parcel deliveries. This can alleviate the need for delivery trucks and associated GHG emissions.

### **Encroachment Permit**

19. Any project work proposed in the vicinity of the State Right-of-Way (ROW) would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual at: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

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](mailto:Julie.lugaro@dot.ca.gov).

Sincerely,



Scott Shelley  
Branch Chief, Regional-LDR-Transit Planning  
Caltrans, District 12