

California Department of Transportation

DISTRICT 12
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May 5, 2025

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

File: LDR/CEQA
SCH: 2025040377
12-ORA-2025-02785
SR-39 PM 11.211
SR-22 PM R1.104
I-405 PM 20.812
I-605 PM R1.429

Dear Ms. Velasco,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation for Specific Plan 3.0 Buildout Project. The proposed project consists of reasonably foreseeable buildout of a portion of the area governed by the Cypress Town Center and Commons Specific Plan 3.0 (Specific Plan), which is approximately 134 acres. The proposed project includes the approval of proposed Vesting Tentative Tract Map No. 19247 (VTTM 19274). The land subject to VTTM 19247 is greater than the Specific Plan Area because VTTM 19247 includes Lots 8 and 9, which are part of the existing Grace Church property and include approximately 17.55 acres of land located outside the area governed by the Specific Plan. The environmental analyses in this Draft EIR do not consider future development of Lots 8 and 9. The development scenario evaluated in the Draft EIR will include 1,791 residential units and 480,000 square feet of non-residential uses on the land subject to VTTM 19274, as allowed under the approved Specific Plan. VTTM 19247 includes 14 numbered lots. The proposed project includes residential development on Lots 2 through 4, 7, and 10 through 14, non-residential development on Lots 10 through 14, and the development of park and recreational improvements on Lots 1, 5 and 6.

The project site is bounded to the north by Cerritos Avenue, to the east by institutional and commercial uses along and near Walker Street, including churches as well as office and retail uses, to the west by Lexington Drive, and to the south by Katella Avenue and commercial uses. The site can be accessed regional by State Routes 39 and 22 as well as by Interstate 405 and Interstate 605.

State Route 39, State Route 22, Interstate 405 and Interstate 605 are all owned and operated by Caltrans. Therefore, Caltrans is a commenting agency on this project, and has the following comments:

"Improving lives and communities through transportation."

1. Caltrans looks forward to the City's discussion of existing transit route services for all such as local, intracounty, and/or interregional bus services in the proposed project locations including the regional connectivity into the nearest rail services provided by Metrolink and Amtrak Pacific Surfliner.
2. With the proposed developments, provide discussion about City's multimodal mobility strategies and opportunities including transit amenities to connect and/or expand transit services locally and regionally.
3. Encourage the use of transit among future residents, visitors, and workers of the proposed areas of developments. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled and improve air quality.
4. 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.
5. The project is adjacent or close to several existing bike facilities: Class I bike lanes on Walker Street; Class II bike lanes on Moody Street and Walker Street; and Class III bike lanes on Cerritos Avenue. 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.).
 - 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>).
6. 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.

7. 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.
8. Well-lit loading docks and parking spots improve safety. Delivery areas need to be clearly marked so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse operations (such as forklifts).
9. Consider pricing strategies to incentivize and encourage greater use of ZEV trucks can reduce emissions for surrounding communities.
10. Please consider the 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. Consider installing bicycle parking for workers in order to encourage active transportation, especially in areas supported by transit.
12. Please provide electric charging stations for personal vehicle use.
13. Support dedicated truck routes to decrease truck impacts to the local community.
14. Please consider Incident Response Plans which keep critical entrances open for emergency personnel. Plans should also include alternative local roads and highways, so roadways do not become congested during an emergency.
15. Consider including zero or near zero emissions infrastructure or electric shore power infrastructure for truck drivers and cargo handling equipment can reduce GHG and heat emissions.
16. 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.
17. 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.

18. Analysis and discussion of the 95% vehicle queue is being requested. This is due to the additional trips on the off-ramp(s) that lead to the site and/or left-turn lane to on-ramp that came from the site at Valley View Street interchange. If there is an overflow to the adjacent lane(s), there is a potential cause of safety concerns.
19. 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.
20. If future 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.
21. If any future projects are developed within Caltrans right-of-way (R/W), a required 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. For more information, please visit: [Encroachment Permits | Caltrans](#). And for the Caltrans Encroachment Permits System, please use: <https://ceps.dot.ca.gov>

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,



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