

California Department of Transportation

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October 20, 2025

Ms. Erica Hong
Principal Planner
City of Irvine
1 Civic Center Place
Irvine, CA 92606

File: LDR/CEQA
SCH: 2024100742
12-ORA-2024-02927
SR 133, PM 13.294

Dear Ms. Hong,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report for the Gateway Village Project for the City of Irvine. The mission of Caltrans is improving lives and communities through transportation.

The project proposes the development of approximately 1,360 two- to three-story homes, including both attached and detached configurations, with an average site density between 10 and 35 units per acre. Regional access to the site is provided by State Route 241 (SR 241), State Route 133 (SR 133), State Route 261 (SR 261), and Interstate 5 (I-5). Caltrans is a commenting agency on this project and has the following comments:

1. 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. Continue to incorporate Complete Streets in project development.
2. The provided documents and maps mention or highlight several bicycle lanes near the project location, but appear to be missing a few others, including but not limited to the Class II Bike Lanes on Paragon and Encore to the southwest of the project limits, despite mentioning bicycle lanes that are a further distance from the project. Please check all nearby roads and account for any missing

bike lanes in the relevant analyses and language. As a starting point for reference, for most existing or planned bicycle facilities in Orange County, please see OCTA's Orange County Bikeways Map (online link: <https://www.octa.net/getting-around/active/oc-bike/bikeways-planning/overview>).

3. 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.

New residential land use construction provides an opportunity to encourage a variety of travel choices. Please consider opportunities to increase active transportation and transit use through active transportation infrastructure to/from the project site (such as Complete Streets designs) and wayfinding directional signage to transit stops within the project vicinity and local roadways to encourage non-motorized modes and transit use. This may include safety measures such as physically separated sidewalks and bike lanes, pedestrian-oriented LED lighting, high-visibility continental crosswalk striping, raised crosswalks, refuge islands, wayfinding signage, and safe connections to existing and proposed bicycle facilities.

4. Caltrans supports the City's progress in meeting its Regional Housing Needs Assessment (RHNA) allocation, and we encourage the City to promote the development of housing units for a variety of income levels.

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 Joseph Jamoralin at Joseph.Jamoralin@dot.ca.gov.

Sincerely,



[Scott Shelley \(Oct 20, 2025 15:50:09 PDT\)](#)

Scott Shelley
Branch Chief, Local Development Review-Climate Change
Caltrans, District 12