

## California Department of Transportation

DISTRICT 12  
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April 30, 2026

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

File: LDR/CEQA  
SCH: 2025040377  
12-ORA-2025-03062  
I-605, PM R1.441  
I-405, PM 20.812  
SR 22, PM R1.104  
SR 39, PM 11.211

Dear Ms. Velasco,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report (DEIR) for the Specific Plan 3.0 Buildout Project (Project). The proposed Project includes the approval of Vesting Tentative Tract Map No. 19247 (VTTM 19247). 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 DEIR do not consider future development of Lots 8 and 9. The development scenario evaluated in the DEIR will include 1,791 residential units and 480,000 square feet of non-residential uses. 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.

Regional vehicular access to the Project area is provided by Interstates (I-) 605 and I-405, which are approximately 1.5 miles to the west and 2.1 miles to the south, respectively; State Route (SR) 39, approximately 2.7 miles to the east; and SR 22, approximately 2 miles to the south. I-605, I-405, SR 39, and SR 22 are under the ownership and operation of Caltrans, which acts as a commenting agency for this project. Accordingly, Caltrans has provided the following feedback:

1. On May 5th, 2025, the Caltrans District 12 Branch of Local Development Review (LDR)-Climate Change-Transit Planning submitted a letter to City of Cypress that included the following comment: "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." The comment is not included in Table 2.A (Notice of Preparation Agency Comments Received) of the DEIR. Please revise the table to include the comment. In addition, to ensure that any potential safety concern is addressed, please address the comment.
2. Analysis and discussion of the 95% vehicle queue is being requested. This is due to the additional trips on the I-605 off-ramp(s) that lead to the site and/or right and left-turn lanes to on-ramp that came from the site at Katella Ave and W Cerritos Ave. If there is an overflow to the adjacent lane(s), there is a potential cause of safety concerns.
3. The Traffic Study for: Cypress Specific Plan 3.0 Buildout indicates that the Project would generate approximately 21,041 vehicle trips daily, with 1,019 trips in the morning peak hour and 1,418 trips in the evening peak hours. In addition, figure 6A and 6B shows the percentage of traffic distribution direction toward state facilities. For I-605 and Cerritos ramps, I-605 and Katella Ramps, and SR 22 and Valley View Street Ramps, please demonstrate whether the project-related traffic effect is considered deficient or not under the Highway Capacity Manual (HCM) methodology and per Caltrans Guidelines.
4. Please ensure that Caltrans is informed of any subsequent bids or future phases of development associated with this Specific Plan.
5. 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.

6. Caltrans recommends outlining the expected number of units that will be made affordable and the income levels of the affordable units in support of the final 2014-2021 Regional Housing Needs Assessment (RHNA) adopted by Southern California Association of Governments (SCAG), which identified the 2021-2029 future housing need for City of Cypress as 3,936 units, including 1,807 lower-income units.
7. 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.
8. Caltrans supports measures to unbundle residential parking costs from property costs to decrease vehicle ownership and incentivize the use of public transit, resulting in a reduction of Vehicle Miles Traveled (VMT) and GHG emissions. For additional guidance, please refer to [CAPCOA Handbook Strategy T-16](#).
9. 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, 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.
10. 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.). 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>).

11. During construction, please ensure that appropriate detours and safety measures are in place that prioritize mobility, access, and safety for all modes of transportation, including bicyclists, pedestrians, and transit users.
12. Orange County Transportation Authority (OCTA) Route 50 runs along Katella Avenue and currently has existing bus stops near Lexington Drive, Siboney Street, Winners Circle, and Walker Street in the vicinity of the Buildout Area. Route 50 provides transportation to/from the Cities of Orange and Long Beach via Katella Avenue. OCTA Route 123 runs along Valley View Street. Caltrans encourages collaboration with OCTA to increase transit frequency to reduce waiting and overall travel times, which improves the user experience and increases the attractiveness of transit service. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and associated Greenhouse Gas (GHG) emissions. For additional guidance, please refer to the [California Air Pollution Control Officers Association \(CAPCOA\) Handbook Strategy T-26](#).
13. Please consider providing improvements to the nearest bus stops in each direction, such as bus shelters and other amenities. The developer could also consider adopting nearby bus stops for ongoing cleaning and maintenance to make it safer and more comfortable to ride transit. For additional guidance, please refer to [CAPCOA Handbook Strategy T-46](#).
14. Please consider providing transit subsidies to residents as an incentive to increase transit ridership, resulting in a reduction of VMT and GHG

emissions. For additional guidance, please refer to [CAPCOA Handbook Strategy T-9](#).

15. The Draft EIR should quantify project generated truck activity, including daily/peak hour truck trips by class, delivery schedules, staging behavior, and loading/unloading profiles.
16. Please evaluate whether the State Highway System (SHS) on-/off-ramps serving the project area have adequate storage capacity to prevent truck queues from spilling back into the mainline or onto local streets, and whether signal timing at ramp terminals provides sufficient clearance for heavy vehicles. Sight distance at driveways and intersections must remain unobstructed to ensure safe truck ingress/egress.
17. The Final EIR should include a detailed analysis of internal circulation, including how trucks will navigate separate areas for processing, loading, staging, and employee/customer parking. Clear separation of functions reduces conflict risk and improves operational efficiency.
18. If on-street loading or curbside deliveries are proposed, please ensure freight-only spaces do not intrude into bicycle lanes or travel lanes, loading ramps do not block pedestrian pathways, delivery windows avoid peak commute hours, and enforcement mechanisms are in place.
19. The Final EIR should also address truck turning radii, internal posted speed limits, height clearances, and potential conflicts with vulnerable road users. For locations with high pedestrian/bicycle activity, additional safety treatments (e.g., marked crossings, lighting, sight line improvements) should be considered.
20. Projects in the buildout should include zero or near zero emissions infrastructure, such as electric charging stations for passenger vehicles and Zero Emission Vehicle (ZEV) Trucks.
21. If the project area overlaps with Assembly Bill (AB) 617 communities or high scoring CalEnviroScreen tracts, the Final EIR should describe how community identified concerns (noise, air quality, mobility barriers) will be

mitigated to less than significant levels where feasible. Consider measures such as urban greening (e.g., green walls), enhanced buffer zones, dedicated truck routes to avoid sensitive land uses, and air and noise reduction strategies.

22. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans Right-of-Way (R/W) lines should be clearly labeled, which include existing and proposed (if there are any changes to Caltrans R/W), the north arrow, the edge of pavement, and edge of the sidewalk, if applicable. When submitting the application, please include final Environmental Clearance Documentation, relevant design details including design exception approvals and construction and drainage plans, traffic control plans, traffic management plan and traffic impact study if proposed traffic delay of 30 minutes above normal recurring traffic delay is anticipated, any Caltrans R/W certifications if needed, maintenance agreement as needed, shoring plans for any excavation 5-feet or more, ADA certification, and any letter of authorizations.

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 Arlo Phan at [Arlo.Phan@dot.ca.gov](mailto:Arlo.Phan@dot.ca.gov).

Sincerely,

*Cole Iwamasa*

Cole Iwamasa (on Behalf of Scott Shelley)  
Office Chief  
Division of Transportation Planning  
Caltrans, District 12






# 2025040377 Specific Plan 3.0 Buildout DEIR Comment Letter

Final Audit Report

2026-05-01

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