

California Department of Transportation

DISTRICT 12
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March 30, 2026

Ms. Maribeth Tinio
Planning Manager
City of Brea
1 Civic Center Circle
Brea, CA. 92821

File: LDR/CEQA
SCH: 2025081123
12-ORA-2025-03043
SR-90, SR-57, SR-142

Dear Ms. Tinio,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report (DEIR) for the Brea 2050: Focused General Plan Update and Brea Core Specific Plan. The project includes a focused update to, and implementation of, the 2003 Brea General Plan, specifically the Community Development (land use, circulation, economic development), Community Resources (open space), Community Services (recreation, education, cultural arts), and Public Safety chapters, with an emphasis on the land use and circulation components. The Focused General Plan Update (GPU) would allow for additional housing units and non-residential square footage across various land use categories within the incorporated City limits and would continue to allow for limited housing units in the unincorporated sphere of influence, consistent with the 2003 Brea General Plan. The project also includes a new specific plan, the Brea Core Specific Plan (BCSP), which would implement the values identified in the 2017 Brea Envisions and the goals, policies, and recommendations of the 2020 Core Active Transportation Plan. The Focused GPU would allow for the grand total of 23,736 residential units and 30,587,193 SF of non-residential uses within the City's planning area, which includes development of 4,752 residential units and 6,379,588 square feet of non-residential uses within the BCSP area.

The project encompasses the City and its sphere of influence, collectively referred to as the planning area. The City is in the northeastern corner of Orange County, where the boundaries of Orange, Los Angeles, and San Bernardino Counties converge. The City is bordered by unincorporated Orange County land and the Los Angeles County line to the north; Chino Hills State Park and the San Bernardino County line to the east; the Cities of Yorba Linda, Placentia, and

Fullerton to the south; and the City of La Habra to the west. The Orange Freeway State Route 57 (SR-57) bisects the City from north to south. The three major east-west roadways are Imperial Highway (SR-90), Carbon Canyon Road (SR-142), and Lambert Road

State Route 57, State Route 90, and State Route 142 are all owned and operated by Caltrans. Therefore, Caltrans is a commenting agency on this project, and has the following comments:

1. 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. Additionally, 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.
2. 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.
3. The project is located in a jurisdiction with several existing and planned bicycle facilities. With these features in mind, Caltrans 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>).

4. Please consider the addition of high visibility crosswalks and ADA curb ramps on intersections close to future project locations that currently lack one or both.
5. Please encourage the use of transit among future residents, visitors, and workers of the proposed areas of development. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled and improve air quality.
6. Provide adequate wayfinding signage and related amenities for future transit stops within proposed developments.
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. Caltrans freight policy focuses on creating a sustainable, efficient, and resilient goods movement system, guided by the California Freight Mobility Plan (CFMP) and Executive Order B-32-15. Key priorities include decarbonizing the supply chain, improving infrastructure efficiency, enhancing safety, and ensuring environmental equity.
9. 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.
10. Evaluate future development plans and, if needed, redesign on- and off-ramps serving freight-intensive areas to prevent truck queues from spilling onto the State Highway System and confirm ramp signals and structures are adequate for truck operations.
11. It is strongly suggested that new or intensified industrial and warehouse developments provide site driveways, loading docks, and internal

circulation that accommodate modern truck turning radii and do not conflict with pedestrian or bicycle facilities.

12. Future developments should assess and mitigate freight-related impacts on disadvantaged and environmental justice communities, referencing CalEnviroScreen 3.0 and local Community Emission Reduction Plans, and implement measures such as truck route planning, buffer zones, and ZEV incentives. Environmental and Sustainability Considerations
13. Future projects should include policies or mitigation measures to install zero- or near-zero-emission fueling infrastructure for trucks and cargo handling equipment, consistent with State GHG reduction goals.
14. Future developments will need to create and implement dedicated truck routes to minimize freight traffic through residential and sensitive areas and pursue multimodal solutions to reduce freight VMT.
- 18 Please consider leveraging future 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.
19. Coordinate with Caltrans District 12 and the Office of Freight Planning on all major freight-related developments, especially those adjacent to the SHS, to ensure consistency with the California Freight Mobility Plan 2020.
20. 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.
21. Any future development near SR-57 and SR-90 may require project-level operational evaluation (LOS, delay, queues) at ramp terminals. Additional turn pocket/storage analysis may also be required at Lambert, Imperial, and Tonner Canyon interchanges.

22. Any future Ped/Bike improvements or crossings near SHS ramps must include a multimodal conflict review which includes sight distance, turning movements, and channelization.
23. 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 Land Use and Climate Innovation to identify VMT related impacts.
24. 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.
25. Any work performed within Caltrans right-of-way (R/W) will require 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. Applicant must submit a signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. However, contractors working for public corporations are not exempt from fees. Please note that all utility work should be disclosed prior to permit submittal, and utility companies are to apply for separate permits for their corresponding work.
26. Any future submitted project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans R/W lines should be clearly labeled, which includes 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-foot or more, ADA certification, and any letter of authorizations.

27. Please submit all applications and associated documents/plans via email to D12.Permits@dot.ca.gov until further notice. Caltrans Encroachment Permits will be transitioning to an online web portal base for all applications in Fall 2023. Further details to be announced on the Caltrans Encroachment Permits homepage. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6246. For specific details on Caltrans Encroachment Permits procedure and any future updates regarding the application process and permit rates, please visit the Caltrans Encroachment Permits homepage at <https://dot.ca.gov/programs/traffic-operations/ep>.

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 \(Mar 30, 2026 15:57:15 PDT\)](#)

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






Comment Letter for the Brea 2050 - Focused General Plan Update and Brea Core Specific Plan

Final Audit Report

2026-03-30

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