

California Department of Transportation

DISTRICT 12
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February 25, 2026

Ms. Monique Schwartz
Senior Planner
City of Orange
300 E. Chapman Ave
Orange, CA. 92866

File: LDR/CEQA
SCH: 2026020142
12-ORA-2026-03033
SR-55 PM: 16.496

Dear Ms. Schwartz,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration for the North Tustin Street Residential Project. The applicant for the Project is requesting approval from the City of Orange to demolish the existing vacant retail commercial structure and improvements on the Project site and construct 71 paired and detached residences, open space/recreation, and parking. The residential structures would be three stories. Each residential unit would have three or four bedrooms, ranging in size from approximately 2,008 square feet to 2,117 square feet and would be developed above two-car garages. The 71 residences on the 4.235-acre site would result in a density of 16.76 units per acre. The Project would include parking, open space, ornamental landscaping, and associated infrastructure.

The Project site is located at 2375 N. Tustin Street in the northern part of the City of Orange. The Project site is identified by Assessor's Parcel Number (APN) 372-642-31. Regional access to the Project site is provided by SR-55. State Route 55 is under the ownership and operation of Caltrans, which acts as a commenting agency for this project. Accordingly, Caltrans has provided the following feedback:

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.

2. 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.
3. 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.
4. Caltrans promotes 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.
5. The project is located near several bike lanes, including but not limited to the Class II bike lane on Meats Ave south of the project location. Consider specifically referencing these and other bike lanes in the EIR and any other relevant documents. As a starting reference point, 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>).
6. The project is located near several existing and planned bicycle facilities. With these features in mind, Caltrans supports 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>).

7. 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. If coordination is not required, please submit an encroachment permit application package (EPAP) through the Caltrans Encroachment Permit System (CEPS - <https://ceps.dot.ca.gov/>). EPAP should include application, PE signed and stamped site-specific traffic control plan, insurance, letter of authorizations as needed, and any other relevant documents. EPAP should be submitted as early as possible to avoid any delays.
8. 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-feet or more, ADA certification, and any letter of authorizations.

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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 (Feb 24, 2026 11:24:32 PST)

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


North Tustin Street Residential Project

Final Audit Report

2026-02-24

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