

California Department of Transportation

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May 6, 2026

Mr. Arlen Beck
Senior Planner
City of Orange
300 East Chapman Ave.
Orange, CA. 92866

File: LDR/CEQA
SCH: 2026040637
12-ORA-2026-03094
SR-91, PM: 7.221
SR-55, PM: 16.744

Dear Mr. Beck,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the 2411 North Glassell Street Warehouse Project. The Project proposes to construct and operate an industrial building at 2411 North Glassell Street. The Project would demolish the existing three buildings on-site and redevelop the 12.1-acre site with a one-story (plus mezzanine), 298,988 SF industrial building with manufacturing and warehousing uses. The proposed building would result in a Floor Area Ratio (FAR) of 0.57. Additional improvements would include landscaping, utility connections, stormwater facilities, and fencing, as well as pavement of parking areas, loading areas, and driveways. The Project requires the approval of a Major Site Plan Review, Conditional Use Permit, Design Review, and Lot Line Adjustment.

The Project site is located within the northwestern portion of the city of Orange in Orange County, California. The address of the Project site is 2411 North Glassell Street, which is at the southeast corner of the intersection of Glassell Street and Fletcher Avenue. Regional access to the Project site is provided by State Route (SR) 55 and SR 91. State Route 55, and State Route 91 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.

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.
3. 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.).
 - 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>).
4. Consider the addition of high visibility crosswalks and ADA curb ramps on intersections adjacent to the project location that currently lack one or both.
5. Consider relocating utility poles and boxes on Glassell St. to allow room for wheelchairs, strollers, and other kinds of pedestrians to traverse the pedestrian walkway. If there is enough space, and/or utility poles and boxes cannot be moved, consider expanding the width of the pedestrian walkway instead.
6. Please encourage the use of travel demand management (TDM) strategies such as transit incentives, bicycle facilities, and carpooling among future employees, visitors and workers of the proposed project. Increasing multimodal transportation will lead to a reduction of congestion, Vehicle Miles Traveled (VMT) and improve air quality.

7. During 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 street flows.
10. It is strongly suggested that 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. If possible, pedestrian and bicycle infrastructure should be protected from truck movements, with physical barriers or clear demarcation where feasible
11. Please ensure that the project assesses and mitigates 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. For example, electric truck charging should be installed or planned for, supporting compliance with EO N-79-20 and reducing local air pollution.
12. Please create and implement dedicated truck routes to minimize freight traffic through residential and sensitive areas and pursue multimodal solutions to reduce freight VMT. These dedicated routes should minimize exposure of sensitive receptors to diesel emissions and noise, especially during nighttime hours.
13. Mitigation measures for air quality and health risk (e.g., Tier 4 construction equipment, operational best practices) should be strictly enforced and monitored.
14. Please ensure that truck parking areas are well-lit, include restrooms, trash facilities, and access to food/water that will support driver safety and

comfort. Also, loading docks and truck courts should be well-lit and clearly marked, with signage for delivery drivers and pedestrians.

15. Evaluate whether the number of dock doors and truck parking spaces is sufficient for peak operations, and whether additional off-site impacts may occur.

16. Community engagement is encouraged to address concerns about truck traffic, noise, and air quality, and to identify opportunities for urban greening or buffer zones

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 \(May 6, 2026 16:03:57 PDT\)](#)

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