

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

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Governor's Office of Planning & Research

Aug 18 2022**STATE CLEARINGHOUSE**

August 17, 2022

Ms. Hannah Broida
Senior Project Manager
City of Laguna Beach
505 Forest Avenue
Laguna Beach, CA 92651

File: IGR/CEQA
SCH#: 2022070271
12-ORA-2022-02021
SR 1, PM 8.711

Dear Ms. Broida,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration for the Anita Street Wet Well and Coastal Accessway Improvement Project for the City of Laguna Beach. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment.

The project proposes the removal of the Anita Street Lift Station, the construction of a wet well and rehabilitation of the Anita Street Coastal Accessway. Regional access to the project area is provided by State Route (SR) 133 and SR 1/Pacific Coast Highway (PCH). Caltrans is a responsible agency for this project and upon review, we have the following comments:

Transportation Planning

1. Figure 3-4 of the Initial Study/Mitigated Negative Declaration document – Bicycle racks should be installed a minimum of 24" away from walls and other objects (e.g. trash cans, benches, etc.). Please also ensure that there is adequate spacing between racks (36" recommended), so that the racks can accommodate a variety of bike sizes (e.g. cargo bikes, bikes with trailers, electric bikes, etc.).

For additional guidance on providing bike parking for a range of bicycle style & sizes, see the attached "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).

2. For Coastal Accessway Improvements, we recommend that detour signage include a map to visually show users where next closest coastal accessway is.
3. Please coordinate with Caltrans Project Management during plan preparations and constructions as the project may impact SR 1.

Traffic Operations

4. The Construction Traffic Control Plan and Transportation Management Planning (TMP) is required for further review during an Encroachment Permit Process if there is a need for lane closure on SR 1 during PS&E.

Encroachment Permit

5. Any project work proposed in the vicinity of the State Right-of-Way (ROW) would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual at:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Joseph Jamoralin at (657) 328-6276 or Joseph.Jamoralin@dot.ca.gov

Sincerely,



SCOTT SHELLEY
Branch Chief, Regional-LDR-Transit Planning
District 12