

## California Department of Transportation

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Governor's Office of Planning & Research

**Mar 28 2024**

**STATE CLEARINGHOUSE**

March 28, 2024

Mr. Benjamin Zdeba  
Principle Planner  
City of Newport Beach  
100 Civic Center Drive; Bay B  
Newport Beach, CA. 92660

File: LDR/CEQA  
SCH: 2023060699  
12-ORA-2024-02483

Dear Mr. Zdeba,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Program Environmental Impact Report (EIR) for the Newport Beach Housing Element Implementation Project. The City's 2021-2029 Housing Element was adopted in September 2022 as part of the statewide 6th Cycle Housing Element process and was subsequently certified by the State of California Department of Housing and Community Development (HCD) on October 5, 2022. The City's Regional Housing Needs Assessment (RHNA) allocation is 4,845 housing units, including 1,456 very low-income units and 930 low-income units. In addition to the 6th Cycle RHNA allocation, 2021-2029 Housing Element accounts for additional housing units as a buffer to address future "no net loss" if it becomes necessary to identify replacement sites during the 6th Cycle implementation period. Only a portion of these sites will be necessary to accommodate the City's planning obligation. The Project does not propose any site development on any of the housing sites. Future housing development would occur over time depending upon numerous factors such as market conditions, and economic and planning considerations, and at the individual property owners' discretion.

The mission of Caltrans is to provide a safe and reliable transportation network that services all people and respects the environment. Caltrans is a responsible agency on this project and has the following comments:

"Provide a safe and reliable transportation network that serves all people and respects the environment"

1. Caltrans supports projects which provide a diversity of housing choices and destinations accessible by Active Transportation (i.e. bicycle and pedestrian) and transit users. Please consider improving multimodal connections to housing which will encourage future residents, visitors, and workers in the city to utilize all modes of transportation. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
2. Caltrans seeks to promote safe, accessible, multimodal transportation. Please consider methods to reduce pedestrian and bicyclist exposure to vehicles by lessening the time that the user is in the likely path of a motor vehicle.
3. 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. This may include safety measures such as physically separated sidewalks and bike lanes, pedestrian-oriented LED lighting, high-visibility continental crosswalk striping, raised crosswalks, refuge islands, wayfinding signage, and safe connections to existing and proposed bicycle facilities. Complete Streets improvements promote regional connectivity, improve air quality, reduce congestion, and increase safety for all modes of transportation. (see Caltrans' Director's Policy on Complete Streets here <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/dp-37-complete-streets-all.pdf>)
4. During future construction, please ensure appropriate detours, signage, and safety measures are planned that prioritize and ensure the safety and mobility of pedestrians, bicyclists, and transit users.
5. Ensure that truck parking, ingress and egress, and staging will not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking. Work with community representatives to mitigate any truck traffic routing onto residential streets or conflicting with other road users, including and especially bicyclists and pedestrians.
6. Please identify the existing transit services for local and regional bus services including the connectivity to rail services from the nearest train stations provided by Metrolink and/or Amtrak Pacific Surfliner. Also, please provide adequate wayfinding signage to transit stops within all the project vicinity and local roadways.
7. Consider how many individual packages will be delivered daily to individual residences within the areas identified for increased housing production. Shared drop-off locations can help reduce the amount of driving done by delivery

trucks and can increase the efficiency of deliveries in densely developed areas. Similarly, high-density residential developments should consider automated parcel systems (i.e., Amazon Lockers) so that deliveries can be made with one truck stop instead of multiple stops to individual residences.

8. 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.
9. If truck parking (i.e., for home deliveries) is to be on-street, ensure the width of the parking lane is wide enough for freight trucks without encroaching on bicycle lanes or street lanes.
10. Please consider designated on-street freight-only parking and delivery time windows to reduce the need for double parking. This strategy also helps prevent street traffic congestion.
11. Creation of emergency plans, that include emergency routes and paths, can alleviate congestion in the event of an emergency and allow Emergency Medical Services to easily access the site.
12. Please note that this project should not present adverse impacts to the overall transportation system including: traffic circulation and the local State Highway Systems (SHS). Caltrans is requesting a Traffic Impact Analysis (TIA) that focuses on the State facilities that would be impacted by future developments.
13. 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.
14. A section of the TIA will also need to focus on existing and future average daily traffic volumes, traffic generation including peak hour, traffic distribution HCM intersection analysis, and current and projected capacities for SR 1.
15. When analyzing the proposed projects potential short- and long-term traffic impacts with respect to regional vehicle miles traveled (VMT's), please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts and add the analysis results to the TIA.

16. 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/>
17. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6553 or [D12.permits@doct.ca.gov](mailto:D12.permits@doct.ca.gov). Early coordination with Caltrans is strongly advised for all encroachment Permits. 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 provide a safe, sustainable, equitable, integrated, and efficient transportation system to enhance California's economy and livability. 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](mailto:Julie.lugaro@dot.ca.gov).

Sincerely,

*for* 

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