

California Department of Transportation

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Governor's Office of Planning & Research

Nov 14 2023

STATE CLEARINGHOUSE

November 13, 2023

Ms. Liz Westmoreland
Senior Planner
City of Newport Beach
100 Civic Center Drive
Newport Beach, CA. 92660

File: LDR/CEQA
SCH:2023090133
12-ORA-2023-02404
SR-1, PM: 19.167-19.326
SR-55, PM: 0.282

Dear Ms. Westmoreland,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Newport Village Mixed-Use Project. The Project proposes to redevelop the project site and to construct a mixed-use development along West Coast Highway between Newport Boulevard and Dover Drive. The Project would consist of residential dwelling units (including affordable units), retail/restaurant, and office uses, as well as parking and related improvements. The proposed housing development project requests a density bonus in exchange for the inclusion of affordable dwelling units. The project includes 198 dwelling units consisting of 181 apartments and 17 condominiums, and approximately 63,000 square feet of commercial floor area. The project also includes a new publicly accessible plaza and boardwalk along the waterfront, and surface, structured, and subterranean parking spaces. The existing structures at 2241 West Coast Highway (Amaree's building) and 2244 West Coast Highway (office building) would remain, while other structures will be demolished as part of the project. Development of the Project would also require a number of discretionary approvals from the City of Newport Beach.

The project site is located in the City of Newport Beach, which is at the western edge of Orange County (County), adjacent to the Pacific Ocean and is bordered by Costa Mesa to the northwest, Huntington Beach to the west, Irvine to the northeast, and unincorporated portions of Orange County to the southeast. The project site is approximately 9.4 acres and is located on two parcels that are across from each other on both sides of West Coast Highway. The site is in the area known as Mariner's Mile, within the Coastal Zone. Regional access to the project site is by ways of State Route 55 (SR-55) and State Route 1 (SR-1). The southern portion of the site is adjacent

to the Lower Newport Bay. The Project's North Parcel is approximately 5.3 acres and located at 2000– 2244 West Coast Highway. The Project's South Parcel is approximately 4.1 acres and located at 2001-2241 West Coast Highway. State Route 55 and State Route 1 reside within the project area and are owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

1. Caltrans supports opportunities for affordable housing, and the state mandates that cities must plan for housing needs of future residents of all incomes. Please provide an analysis and discussion that would assist in accommodating the Regional Housing Needs Assessment (RHNA) allocation per the California Department of Housing & Community Development (HCD).
2. Caltrans recognizes our responsibility to assist communities of color and underserved communities by removing barriers to provide a more equitable transportation system for all. The Department firmly embraces racial equity, inclusion, and diversity. These values are foundational to achieving our vision of a cleaner, safer, and more accessible and more connected transportation system. Please consider including a discussion on equity in the Environmental Impact Report (EIR).
3. Safety is one of Caltrans' strategic goals. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.
4. Residential infill development offers an opportunity to encourage multimodal transportation options. 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, pedestrian, and 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.

5. 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.
6. 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. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, off-road paths and trails, or a reduction in crossing distances through roadway narrowing. Caltrans recommends the project consider concepts such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists where appropriate.
7. Please be aware that, according to the OCTA Districts 1 and 2 Bikeway Strategy, PCH is the longest proposed bicycle corridor, and is a significant route for travel within the County for both commute trips as well as recreational cycling. Implementation of improvements on PCH requires extensive coordination with Caltrans, since Caltrans operates and maintains the majority of PCH within the study area. o (OCTAD12 Report12-31-2013.pdf pdf page 28)
8. The project falls nearly equidistant (by about 2 miles) between two major Class I trails in Orange County: the Santa Ana River Trail to the northwest, and the Mountains to the Sea trail to the southeast. Future plans – i.e., the above mentioned OCTA plan – may seek to connect these trails via enhanced infrastructure on PCH.
9. Please be aware of these high-level planning priorities as the project moves forward, taking special consideration for frontage of buildings and their interaction with the streetscape, driveways, or other operational elements that may interfere with the use of PCH as a Complete Street. Applicant is encouraged to work with Caltrans on any future project that enhances PCH for Complete Streets Purposes.
10. 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-all1y.pdf>)

11. Given the project's mixed-use nature, Caltrans recommends the inclusion of functional on-site bike parking. Bike parking should be placed in visible locations that are close to main entrances and should be designed to accommodate different types of bikes (e.g. cargo bike, bike with trailer). For people to easily utilize bike racks, they should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.). This inclusion encourages and facilitates the growing use of food delivery services and parcel deliveries. This can alleviate the need for delivery trucks and associated GHG emissions.
12. For additional guidance on providing functional bike parking, 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>).
13. During 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.
14. 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.
15. 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.
16. 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.

17. 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.
18. 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.
19. 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.
20. Please ensure that, throughout the identified areas for increased housing opportunities, the City provides posted speed signs for truckers to follow.
21. 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 investigation and assessment of the Level of Service of both North and South bound SR-1. Caltrans is also requesting that the TIA includes an impact analysis for the intersection of Newport Blvd and SR-1, as well as an impact analysis for the increased traffic on Newport Blvd. that will be traveling South into the Balboa Peninsula.
22. The TIA will also need to assess and address multi modal impacts. The results of these impacts will need to include an investigation and discussion of signal timing upgrades in order to accommodate the increase of both vehicular and pedestrian traffic.
23. 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.

24. Please address potential sight distance problems that may be incurred from the project if there is to be an increase in surface parking along SR-1.
25. 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/>
26. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6553 or D12.permits@dot.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.

Sincerely,

for Julie Lugaro

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