

California Department of Transportation

DISTRICT 12

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<https://dot.ca.gov/caltrans-near-me/district-12>

June 24, 2024

Chris Yeager
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

File: LDR/CEQA
SCH#2024060115
LDR LOG #202402601
SR-55, SR-73, I-405

Dear Mr. Yeager,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the Hive Live project. The project proposes to demolish the existing Hive Creative Office Campus and Los Angeles Chargers practice field and construct a new multi-phased master-planned residential community ("Hive Live"). The project proposes up to 1,050 dwelling units (rental/apartment units) in three buildings, 3,692 square feet of retail uses, and 335,958 square feet of open space. Each building includes its own residential amenities, including a clubhouse, fitness center, pool/spa, coworking lounge, and various other amenities along with open space. Between each building, the project would provide paseos and bicycle/pedestrian access to the nearby Rail Trail. These paseos are envisioned to be publicly accessible during business hours and would also provide open space opportunities to on-site residents as well. The project site is located at 3333 Susan Street, Costa Mesa. Regional access to the project site from the west and east is available via I-405, from the south via the San Joaquin Hills Transportation Corridor State Route SR-73, and the east via the Costa Mesa Freeway SR-55. Harbor Boulevard, Fairview Road, and Sunflower Avenue are the major roadways that provide local access to the project site.

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

1. Due to the proximity of the proposed project to I-405, SR-73, and SR-55 potential impacts are anticipated to the mainline and interchange on and off-ramps/intersections with local streets. Please submit a Traffic Impact Study that includes any potential mitigation measures necessary. If impact analysis leads

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to findings of significance, please coordinate with Caltrans District 12 Local Development on development of a Traffic Mitigation Agreement or similar efforts.

2. The Draft EIR should address any potential impacts, including storage capacity for the right turn and left turn pockets for on-ramps and off-ramps from local city streets within the State right of Way. In addition, all potential spill beyond designated storage lane must be addressed for safety concern.
3. Please refer to OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA and Caltrans' Transportation Impact Study Guide for the VMT assessment. Pursuant to SB 743, VMT is a required metric for transportation impact analysis per CEQA Guidelines Section 15064.3. Potential Significant impacts to traffic safety and operations on the I-5 freeway facility (mainline, on/off ramps, intersections). Please provide a VMT study for the project in the EIR. Caltrans' Transportation Impact Study Guide: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf> OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf
4. 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 and promote improved first-/last-mile connections. Caltrans encourages connecting this housing development with bike lanes on Bryan Avenue and Jamboree Road for the future use of residents to connect to transit hubs. Please see (Metrolink Stations) and other transit services (OCTA). consider Caltrans DIB 89-02 (<https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>) when designing and implementing Class IV bikeways; consider HDM 1003.1 (CHAPTER 1000 (ca.gov)) when designing Class I bikeways. For additional guidance on proposed bike parking, see "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>)
5. On page 10 of the document under Transportation, transit was mentioned as one to be evaluated. Caltrans looks forward to the City's discussion of existing bus route services and potential future transit improvement opportunities for all including intercounty and regional connectivity along with connectivity to rail services from the nearest train stations provided by both Metrolink and Amtrak Pacific Surfliner. Encourage the use of transit among future residents, visitors, and workers of the development. Increasing multimodal transportation may lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.

Provide adequate wayfinding signage and related amenities to the transit stops within the project vicinity roadways.

6. Ensure that traffic in and out of the parking garages do not impact safety of riders using the existing bike lanes on Susan Street. Incorporate wayfinding signs for bicyclists and pedestrians to connect to nearby trails such as the Santa Ana River trail on Sunflower Avenue.
7. Ensure that truck parking, ingress and egress, and staging will not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking.
8. Establish freight pick up & drop off times that do not coincide with peak commute hours to reduce passenger vehicle conflicts and congestion for freight. Consider designating on-street freight-only parking and delivery time windows so trucks will not resort to double parking, thus causing street traffic congestion.
9. For the multifamily residential units proposed, consider how many individual packages will be delivered daily to individual residences. Amazon lockers or an equivalent shared drop-off location can help reduce the amount of driving done by delivery trucks and can increase the efficiency of deliveries.
10. Work with local partners and community representatives to mitigate any truck traffic routing onto residential streets or conflicting with other road users, including and especially bicyclists and pedestrians.
11. Caltrans 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).
12. In the event of any work performed within Caltrans right-of-way, an encroachment permit will be required prior to construction. Please submit all applications and associated documents/plans via online web portal base Caltrans Encroachment Permit System (CEPS) at <https://ceps.dot.ca.gov/>
13. 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.

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Applicant must submit a signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. Please note that all utility work should be disclosed prior to permit submittal, and utility companies are to apply for separate permits for their corresponding work.

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 Maryam Molavi, at Maryam.Molavi@dot.ca.gov.

Sincerely,



Scott Shelley
Branch Chief – Local Development Review/Climate Change/Transit
District 12