

California Department of Transportation

DISTRICT 12
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December 6, 2024

Ms. Joselyn Perez
Senior Planner
City of Newport Beach
100 Civic Center Drive
Newport Beach, CA. 92660

File: LDR/CEQA
SCH: 2024110238
12-ORA-2024-02680
SR 55, PM: R4.034
SR 73, PM: R25.596

Dear Ms. Perez,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) of an EIR for the Snug Harbor Surf Park Project. The Snug Harbor Surf Park Project (Project) would redevelop the site with a 7-acre surf lagoon that would provide four distinct surf areas for both experienced and beginner surfers. The surf lagoons would be surrounded by viewing platforms, seating, three warming pools and a spa. The Project includes development of a three-story amenity clubhouse building that would be approximately 50,340 net square feet and would contain a reception area, surf academy, fitness facility, yoga center, administration offices, staff areas, locker rooms, retail store, restaurant, a coffee bar/snack shack, and other incidental uses. The Project would also include a two-story approximately 9,432 net square foot athlete accommodation building that would have 20 units. Each unit would contain a bed, bathroom, closet, and a patio space facing the surf lagoon. The total Project development intensity would be approximately 59,772 net square feet.

The approximately 15.38-acre Project site is located at 3100 Irvine Avenue (APN 119-200-41), which is within the northern portion of the City of Newport Beach, near the State Route (SR) 73 Toll Road (SR 73) and SR 55. The Project is located within a portion of the Newport Beach Golf Course.

State Route 55 and State Route 73 are both owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

1. 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. Improvements may include providing secure bicycle

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

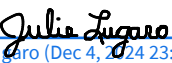
parking, pedestrian-oriented LED lighting, and comfortable connections to nearby active transportation and/or transit facilities.

2. The proposed project is located by Class II bike lanes on Mesa Drive and Irvine Avenue, and a short distance from the Class I Bayview Trail. With these features in mind, Caltrans recommends 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>).
3. Consider upgrading crosswalks at the intersections of the project limits from perpendicular crossings to other styles, such as ladder style or diagonal ladder style crosswalks, to create a high visibility crossing.
4. The project location is directly adjacent to the coastal zone boundary line. The NOP does not check off the coastal zone box under the section titled "project issues discussed in document". Considering the closeness to the coastal zone boundary line, please include a discussion regarding the coastal zone element in the EIR.
5. Please submit a Traffic Impact Study (TIS) for review. Ensure that the TIS is prepared in accordance with Caltrans guidelines. Please see the link below: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>
6. Please provide a Level of Service Assessment and a Vehicle Miles Traveled Analysis at major intersections, road segments and ramps that could impact SR 73 & SR 55.
7. Please submit a Traffic Management Plan for any anticipated impact to State Highway facilities during project construction.

8. 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. 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. However, contractors working for public corporations are not exempt from 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.

Caltrans' mission is to provide a safe and reliable transportation network that serves all people and respects the environment. 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,


Julie Lugaro (Dec 4, 2024 23:27 PST)

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