

## California Department of Transportation

DISTRICT 12  
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December 13, 2024

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

File: LDR/CEQA  
SCH: 2024120012  
12-ORA-2024-02700  
SR 73, PM: 21.396

Dear Ms. Perez,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the Landfill Gas to Energy Plant Project. Biofuels Coyote Canyon Biogas (project applicant) proposes to develop the 4.14-acre project site with a new renewable natural gas (RNG) processing plant and a pipeline interconnection facility (collectively referred to as the RNG facility). The proposed RNG facility would have a total building footprint of 38,500 square feet (0.88 acres) composed of pipe racks, various vessels, a condensate tank, flare, thermal oxidizer, and other processing equipment. The first stage of primary treatment is covered by the existing landfill flaring facility on the project site operated by Orange County Waste and Recycling. Landfill gas (LFG) from the existing flare yard would be conveyed to the proposed RNG facility through a proposed underground LFG supply line for secondary and advanced treatment. The treated LFG would then be injected into SoCalGas infrastructure via the proposed 6,000-square-foot pipeline interconnection facility. The interconnection facility would include a point of receipt (POR) skid to monitor the quality of the RNG and an 8-inch pipeline extension dedicated to transfer the RNG from the POR to the existing fossil natural gas pipeline tie-in point in the western part of the site. Other project components include vehicular access, installation of a fire hydrant, a water tank on site, a septic tank for the proposed control room, and new underground power and telecommunication lines.

The site located in the northeastern portion of Newport Beach in Orange County. The project site is located on the top of a hill, on a previously established level building pad surrounded by an existing block wall, adjacent to the closed Coyote Canyon Landfill. The physical address for the project site is 20662 Newport Coast Drive. The project site can be accessed from SR-73, approximately 0.2 mile to the east, via Newport Coast Drive. The Newport Drive exit from SR-73 is 0.5 miles to the north of the project site.

State Route 73 is 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 parking, pedestrian-oriented LED lighting, and comfortable connections to nearby active transportation and/or 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.
2. The project is close to an existing Class II bikeway on Newport Coast Drive. With that in mind, Caltrans recommends the inclusion of secure and functional short-term bike parking to encourage workers to participate in active transportation practices. 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 the inclusion of mitigation measures for safety hazards for bicyclists and pedestrians, especially given that the project site is close to Newport Coast Drive which has a Class II bikeway, as part of the traffic control plan. Currently, Mitigation measures as listed on pages 134-135 of the Initial Study only mentions measures related to drivers, but not bicyclists and pedestrians.
4. 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](mailto:Julie.lugaro@dot.ca.gov).

Sincerely,



Scott Shelley  
Branch Chief,  
Local Development Review-Climate Change-Transit Grants  
Caltrans, District 12