

California Department of Transportation

DISTRICT 12

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

April 28, 2025

Mr. Victor Mendez
City of Costa Mesa
778 Fair Drive
Costa Mesa, CA 92626

File: LDR/CEQA
SCH# 2025031168
LDR LOG #2025-02783
SR-55

Dear Mr. Mendez,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Initial Study for a Mitigated Negative Declaration for the proposed Victoria Place Project. The project proposes to develop a 40-unit residential common interest development community comprising of 18 duplexes and four detached units fronting Victoria Place. The 76,923-square foot lot area (or approximately 1.77 acres) would be developed with 18 duplexes, or 36 units, with a square footage of 2,751 square feet per unit (which includes 425-square feet of space available for a home office on the ground floor). The project would also construct four detached units. The four detached, situated along Victoria Place, would have a square footage of 2,751-square feet per unit (which includes 427 square feet of space available for a home office on the ground floor). Proposed utility connections, landscaping improvements, and circulation improvements would also be installed. Proposed City entitlements include General Plan Amendment (PGPA-24-0001), a Zoning Code Amendment, Tentative Tract Map (TTM No. 19351), and a Master Plan. The project site is approximately 1.77 acres and is located at 220, 222, 234, and 236 Victoria Street in the southern portion of the City of Costa Mesa and the nearest state facility is SR-55.

The mission of Caltrans is Improving lives and communities through transportation. Caltrans is a responsible agency on this project and has the following comments:

1. The project scope includes new sidewalks along the project frontage at Victoria Place, which would allow pedestrian access to the project. However, the project's Conceptual Site Plan (Exhibit 2-30), does not show any designated pedestrian walkways to each unit. This may create vehicle-pedestrian conflict. If feasible, consider adding pedestrian walkways to each unit.

2. The project is increasing the number of residential units in the area. This may increase pedestrian activity in the area. To enhance pedestrian safety and connectivity to the Downtown/Triangle District, consider installing high visibility crosswalks at the intersection of Victoria Place/Newport Boulevard and Victoria Place/Victoria Street.
3. During construction, please ensure that appropriate detours and safety measures are in place to prioritize the mobility, access, and safety of bicyclists, pedestrians, and transit users. If adjacent sidewalks or bike lanes need to be closed during construction, please ensure that closures and detours are clearly signed.
4. On page 4.17-1 of the IS/MND, Caltrans looks forward to City's further discussion about existing transit services for all on local, intercounty and regional bus services, including the connectivity to rail services from the nearest train stations, provided by Metrolink and/or Amtrak Pacific Surfliner.
5. Provide discussion about the City's multimodal mobility strategies and opportunities to connect and/or expand transit services locally and regionally such as continuous coordination with OCTA.
6. Encourage the use of transit among future residents, visitors, and workers of the proposed areas of developments. Increasing multimodal transportation will lead in a reduction to congestion, Vehicle Miles Traveled and improve air quality.
7. 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. If coordination is not required, please submit an encroachment permit application package (EPAP) through the Caltrans Encroachment Permit System (CEPS - <https://ceps.dot.ca.gov/>). EPAP should include application, PE signed and stamped site-specific traffic control plan, insurance, letter of authorizations as needed, and any other relevant documents. EPAP should be submitted as early as possible to avoid any delays.

8. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, Caltrans R/W lines should be clearly labeled, which includes existing and proposed (if there are any changes to Caltrans R/W), the north arrow, the edge of pavement, and edge of the sidewalk, if applicable. When submitting the application, please include final Environmental Clearance Documentation, relevant design details including design exception approvals and construction and drainage plans, traffic control plans, traffic management plan and traffic impact study if proposed traffic delay of 30 minutes above normal recurring traffic delay is anticipated, any Caltrans R/W certifications if needed, maintenance agreement as needed, shoring plans for any excavation 5-feet or more, ADA certification, and any letter of authorizations.

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 (Apr 28, 2025 14:38 PDT)

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