

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

1750 EAST 4TH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

www.do.ca.gov/caltrans-near-me/district12*Making Conservation
California Way of Life.*

December 15, 2025

Michelle Halligan, Senior Planner
Economic and Development Services
77 Fair Drive
Costa Mesa, CA 92625

File: IGR/CEQA
SCH: 2025110783
LDR LOG #2025-02814
I-405; SR-55; SR-73

Dear Ms. Halligan,

Thank you for including the California Department of Transportation (Caltrans) in the review of Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting for the Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation in the City of Costa Mesa. The proposed project is a comprehensive effort to address housing needs, comply with State Housing Law, and address the City Council goal to “diversity, stabilize and increase housing to reflect community needs.”

The proposed project implements the rezoning of select sites across the City. Given the citywide nature of the project, the location of identified parcels is collectively defined as the “Planning Area.” Moreover, the Planning Area is comprised of all Measure K sites, which include Housing Element sites and non-Housing Element sites, or sites that were not included in the City’s Housing Element but were identified under Measure K. Regional access to the sites is from I-405, SR-55, SR-73.

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

1. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and

congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable “smart growth” type land use planning and policies.

2. With the increase in residential units near commercial land ~~uses~~ [use](#), there is an opportunity to reduce short car trips and replace them with walking and bicycling trips. Consider complete streets designs for the streets surrounding the project area.
3. New residential land use provides an opportunity to encourage a variety of travel choices. Please consider opportunities to increase active transportation and transit use through active transportation infrastructure to/from the project site (such as Complete Streets designs) and wayfinding directional signage to transit stops within the project vicinity and local roadways to encourage non-motorized modes and transit use. 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.
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. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, 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.
5. Caltrans encourages the City to continue coordination with the Orange County Transportation Authority (OCTA) for opportunities to enhance multimodal transit strategies.

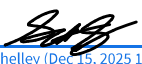
6. OCTA developed the Orange County Transportation Demand Management Plan (TDM), which outlines strategies to promote multimodal travel and reduce single-occupancy vehicle trips countywide. Caltrans encourages continued coordination with OCTA to align TDM strategies with development, particularly around Housing Element Opportunity Sites and Measure K sites.
7. Please include a discussion/make a reference to Costa Mesa's Circulation Element, specifically Goal C-4, which promotes Transportation Demand Management, transit, and overall transportation efficiency which includes policies that support and enhance transit mobility.
8. Caltrans encourages the City to look at transit mobility opportunities to connect current/existing bus services to nearby John Wayne Airport.
9. Please consider the following for Freight/Good movement where it can be applied/implemented":
 - a) Consider delivery areas to be clearly marked so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse operations (such as forklifts). Loading docks and parking spots should be Well-lit to improve safety.
 - b) Identify potential conflict areas with environmental justice communities. Pricing strategies to incentivize and encourage greater use of ZEV trucks can reduce emissions for surrounding communities. Caltrans encourages coordination with local/regional Travel Demand Manager to ensure workers can travel to warehouse/distribution center without needing personal vehicles to reduce air pollution and roadway congestion
 - c) Consider dedicated truck routes to decrease truck impacts to the local community. Incident Response Plans can keep critical entrances open for emergency personnel. Plans should also include alternative local roads and highways, so roadways do not become congested during an emergency.

- d) Please consider leveraging strategic investments to maintain and modernize a multimodal freight transportation system with innovative approaches, including advanced technology to optimize integrated network efficiency, improve travel time reliability, and achieve sustainable congestion reduction.
- e) 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.

10. 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 number of trips by delivery trucks and can increase the efficiency of deliveries

Please continue to coordinate with Caltrans for any future developments that could potentially impact the State transportation facilities. If you have any questions, please do not hesitate to contact at Maryam Molavi at Maryam.Molavi@dot.ca.gov.

Sincerely,


Scott Shelley (Dec 15, 2025 12:16:36 PST)

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