

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

APR 29 2019

STATE CLEARINGHOUSE

April 22, 2019

Mr. Sergio Ibarra
City of Los Angeles
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: Paseo Marina Project – Draft Environmental
Impact Report (DEIR)
SCH# 2017061017
GTS # 07-LA-2017-02350
Vic. LA-90/PM: 1.019

Dear Mr. Sergio Ibarra:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's DEIR. Project is to replace three existing shopping center-related buildings within the project site that together comprise approximately 100,781 sf and associated surface parking areas with a new mixed-use development consisting of 658 multi-family residential units and an estimated 27,3000 sf of neighborhood-serving commercial uses, including approximately 13,650 sf of retail space and approximately 13,650 sf of restaurant space. The proposed multi-family residential commercial uses would be provided within three seven story buildings with a maximum height of approximately 77 feet.

After reviewing this project's DIER Caltrans has the following comments:

- 1) Lincoln Blvd. (State Route 1) and State Route 90 are both under Caltrans' jurisdiction and should be analyzed using the Highway Capacity manual (HCM) methodology.
- 2) Provide/discuss mitigation measures for the following intersections which will be significantly impacted by the project:
 - A. Lincoln Blvd (SR-1)/Mindanao Way
 - B. Lincoln Blvd (SR-1)/Fiji Way
- 3) The addition of a free-flow dedicated right-turn lane from northbound Mindanao Way to eastbound SR-90 was identified as mitigation. Please provide the following information for this intersection:
 - A. Pedestrian counts for the eastern crosswalk. The proposed slip lane will result in uncontrolled pedestrian crossing from the south side of the on-ramp to the proposed median island which could result in conflicts between vehicles and pedestrians.
 - B. On the "Level of Service Worksheet (Circular 212 Method)" titled, "I/S # CMA17", did not complete the "Future w/ project w/mitigation" column for both AM and PM Peak Hours. Because this section is incomplete It is unclear how the proposed mitigation will improve the operation of the intersection.

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Further information included for your consideration:

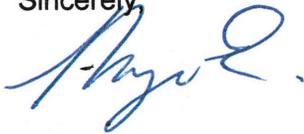
Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2017-02350.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse