

**DEPARTMENT OF TRANSPORTATION**  
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Governor's Office of Planning & Research

**MAY 13 2019**

**STATE CLEARINGHOUSE**

May 7, 2019

Leonard Bechet  
Senior Planner  
Community Development Department  
City of Burbank  
150 N. Third Street  
Burbank, CA 91502

RE: 777 N Front Street  
SCH# 2018041012  
GTS# 07-LA-2018-02381  
Vic. LA-5/ PM 29.727

Dear Mr. Bechet:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project site is located on an 8-acre, irregularly shaped parcel located along Front St in the city of Burbank. The proposed project would involve clearing and excavation of the site for development of a mixed-use project that would include 572 residential units, 1,067 sf of retail gallery space, and 317 hotel rooms with ground floor and rooftop retail/restaurant uses. The project would be developed over three separate buildings a 7-story building, an 8-story building, and a 15-story building. The project would include 1,462 parking spaces, a publicly accessible plaza and pedestrian bridge that connects the plaza to Magnolia Blvd and Downtown Burbank on city-owned land immediately south of the project site.

As Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to "provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability." After reviewing the Draft Environmental Impact Report (DEIR), Caltrans has the following comments:

Caltrans acknowledges and agrees that the proposed project will have significant impacts to Interstate 5 on and off-ramps in the vicinity of the project. The DEIR mentions potential mitigation efforts to alleviate traffic flow at these on and off-ramps. Please provide detailed projections and studies of mitigation impacts to further analyze effects to Caltrans facilities.

An encroachment permit will be required for any project work proposed or in the vicinity of the Caltrans Right of Way and all environmental concerns must be adequately

addressed. Please note that any modifications to the State facility (I-5) will be subject to additional review by the Office of Permits prior to issuance of the permit.

Due to the scope of the project and the proximity to Caltrans facilities, we encourage the lead agency to coordinate and cooperate with Caltrans in order to best identify solutions and improvements in the project area. Please contact Caltrans to explore and develop these reasonable measures and plans.

Additionally, we encourage the Lead Agency to consider any reduction in vehicle speeds in order to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. 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.

Pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and other signage and striping should be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Formal information from traffic control devices should be reinforced by informal sources of information such as lane widths, landscaping, street furniture, and other road design features.

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

Also, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. The project need to be designed to discharge clean run-off water. The completed project could incorporate green design elements that can capture storm water. Incorporating measures such as permeable pavement, landscaping, and trees to reduce urban water run-off should be considered.

We look forward to your cooperation and reviewing any proceeding documents related to this project. If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at [carlo.ramirez@dot.ca.gov](mailto:carlo.ramirez@dot.ca.gov) and refer to GTS# 07-LA-2018-02381.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
Cc: Scott Morgan, State Clearinghouse