

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research  
MAR 25 2019  
STATE CLEARINGHOUSE

March 21, 2019

Mindy Nguyen  
City of Los Angeles  
221 North Figueroa Street, Suite 1350  
Los Angeles, CA 90012

RE: 3<sup>rd</sup> and Fairfax Mixed-Use Project – Notice  
of Preparation (NOP)  
SCH# 2019029111  
GTS # 07-LA-2019-02292  
Vic. LA-2/PM: 10.621

Dear Ms. Mindy Mgyuen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP. The Project Site is currently improved with an approximately 214,736 square-foot retail center known as the Town and Country Shopping Center, located on an approximately 327,121 square-foot site. The Proposed Project includes the partial demolition of an existing surface parking lot and commercial buildings, for up to 151,048 square feet of existing commercial floor area to be demolished (with 63,688 square feet of existing commercial floor area to remain); and the construction of a new mixed-use building containing 331 multi-family residential apartment dwelling units, for approximately 343,000 square feet of new residential floor area, and up to approximately 83,994 square feet of new commercial floor area, all located on the eastern portion of the Project Site. Existing buildings on the western portion of the Project Site are to remain and are not considered part of the Project work scope, except for calculating overall development rights for the entire Project Site. In conjunction with the existing commercial buildings to remain, the Project will include approximately 147,682 square feet of commercial retail space, for a total of 490,682 square feet of development and a Floor Area Ratio (FAR) of 1.5 to 1.

Caltrans has reviewed the NOP and has the following comments:

- Please consider the following items when preparing the proposed traffic analysis:
  - 1) Assignment of direct and cumulative trips to state facilities from project vicinity.
    - Please include the intersection of Santa Monica Blvd/N Fairfax Avenue in this analysis
  - 2) Please include the project's inbound and outbound trip generation.
  - 3) The existing land use generation should be based on driveway counts that are averaged across three days (T/W/TH)
  - 4) Please include the Future Year 2040 in the Scenarios for Analysis.

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Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project, like the proposed EIR, we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

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.

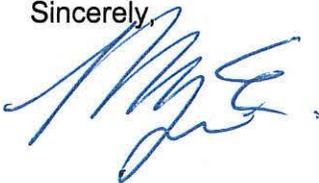
Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication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

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

As a reminder, 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](mailto:reece.allen@dot.ca.gov) and refer to GTS# 07-LA-2019-02292.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse