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AUG 13 2019

STATE CLEARINGHOUSE

August 12, 2019

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

RE: 777 N Front Street
Recirculated Draft Impact Report (DEIR)
SCH# 2018041012
GTS# 07-LA-2018-02656
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 Recirculated Draft Environmental DEIR, Caltrans has the following comments:

- Three intersections studied within Caltrans jurisdiction are NB off ramp and Burbank Blvd. (#8), SB off ramp and Burbank Blvd. (#9), and SB on/off ramps and N Front Street (#22). The report shows that only the intersection of SB off ramp and Burbank Blvd. (intersection #9) has significant impact. The proposal of restriping N Front Street leg of this intersection did not fully mitigate the impact. According to Caltrans requirement, any improvement project would require upgrading to current standard such as providing standard shoulder which may

result in widening of N Front Street. Figure 14 does not provide standard right shoulder as required in the HDM along the length of the restriping.

- In Figure #11/12 Peak Hour Traffic Volumes and Lane Configurations – Future Condition, Intersection #9 shows four lanes for the SB off ramp (an increase from 3 existing lanes). Is there any proposal to add additional lane on the SB off ramp? Also, in the Queueing Table 13, The I-5 NB off ramp at Burbank Blvd. shows an increase from 2 lanes to 4 lanes between Existing Conditions and Future Conditions.
- The SB on ramp from EB Burbank Blvd and the SB on ramp at N Front Street has limited storage area. There is ramp meter signal at these locations to provide a safe merging and minimize the disruption on the freeway mainline traffic. With the new proposed development, the traffic may back up to local street and creating safety concern.

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.

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.

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.

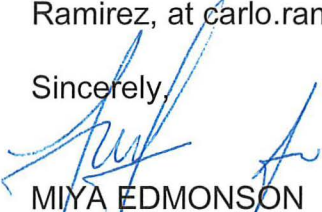
Furthermore, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

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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 and refer to GTS# 07-LA-2018-02656.

Sincerely,



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