

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
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Governor's Office of Planning & Research

August 14, 2019

AUG 15 2019

Oscar Martinez, Interim Planning Manager
Community Development Department
3031 Torrance Boulevard
Torrance, CA 90503

STATE CLEARINGHOUSE

RE: Solana Residential Development Project –
Draft Environmental Impact Report (DEIR)
SCH# 2017071061
GTS # 07-LA-2017-02597
Vic. LA-1/PM 16.043, LA-107/PM 0.008

Dear Mr. Martinez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's Draft Environmental Impact Report (DEIR). The project consists of the development of 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground level parking garage. The units would be one and two bedrooms. The project would provide a total of 484 parking spaces in one 6-story parking structure, in ground-level parking garages in the three apartment buildings, and surface parking. The apartment buildings, parking structure and surface parking, and approximately 2.2 acres of landscaping, would all be developed in a 5.71 acre development area mostly in the northeast quadrant of the site. The remaining 18.97 acres would be preserved as open space: approximately 0.99 acre fuel management zone, 0.05 street dedication and 17.98 acres natural open space.

Caltrans has reviewed the project's DEIR and Traffic Impact Study and has the following comments:

1. The existing year (2017) and "existing + ambient" year (2019) used in the study are outdated. The "existing + ambient" year is more commonly referred to as the future (opening year). It is not clear from the study when the opening year of the project is. Caltrans suggests the project opening year please be defined and included in the traffic analysis scenario.

2. Page 6:

- The section title is incorrect, it should be Hawthorne Blvd/PCH instead of Hawthorne Blvd/Via Valmonte.
- Please base Storage Length Analysis on the peak 15-minute flow rate. Caltrans also recommends considering a percentage of trucks and busses in the analysis as well.
- Please consider performing queuing analysis for left turn movements at the westbound approach of PCH/Hawthorne Blvd.

4. Page 15:

- The capital improvement date for intersection of PCH/Hawthorne Blvd cited in the study (2018) is in

the past. Please obtain new target improvement opening date from the City.

5. Page 16:

- The capital improvement date for intersection for PCH/Anza Ave/Vista Montana cited in the study is in the past (2018). From our understanding, this improvement is not fully funded yet. And may not occur. Therefore, Caltrans recommends this improvement not be included in the traffic analysis for this intersection. Please consider providing traffic analysis for this intersection without the proposed capital improvement by the City.
 - The study also stated that the signal operation at this intersection will be eight phases after the capital improvement. The geometry of the intersection may not accommodate simultaneous left turn movements in the north-south directions. The traffic analyses for this intersection should be based on split-phase for the north-south directions.
6. Per Table III – Signalized intersection LOS & V/C Ratios stated that LOS D is between 0.80 to 0.90. However, on page 46 of the report, the intersection of Hawthorne Blvd/PCH for the future (2019) shows LOS C at 0.809. Please revise the report accordingly.
7. Appendices - ICU Worksheets: The capacity (veh/hr) for dual left turn lanes should be reduced. Please apply a reduction factor to the capacity of 1600 veh/hr/ln.

Further information for your consideration:

The capacity of the off ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor (i.e. 85% of total queue length, etc.). The existing queue length should be calculated from traffic counts, actual signal timing and the actual percent of truck assignments with an adequate passenger car equivalent factor. The analyzed result may need to be calibrated with signal timing when necessary.

Use Highway Capacity Manual (HCM) 6 methodology for freeway segments and Synchro 10 for intersections. If Synchro software 10 is utilized, use existing signal timing plan to enter data for matching existing field conditions.

Oversaturated flow conditions should be modeled by traffic simulation. Please provide threshold of significance for determination of impact on freeway and at on- and off-ramps terminal intersections.

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project 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.

Greenhouse gas reduction by way of reduced vehicle miles traveled (VMT) is critical. The essential component of walkable communities is mixed-use zoning. Residential and appropriate commercial uses should be intertwined to increase accessibility and allow residents to utilize active transportation modes.

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious

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injury. These methods include the construction of physically separated facilities such as wide sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing. These suggestions can reduce pedestrian and bicyclist exposure to vehicles ensuring safety by lessening the time that the user is in the likely path of a motor vehicle.

Signal timing can be adjusted to include Leading Pedestrian Intervals, giving pedestrians a seven second head start. Pedestrian and bicyclist warning signage, flashing beacons, high-visibility continental crosswalks, scramble crossings, flashing yellow turn signals, high-visibility green bike lanes, other signage and buffer striping should be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists.

Any development should keep livability in mind by providing shade trees, native landscaping, bioswales, street furniture, bicycle parking, bus shelters and trash cans. Bus bulb-outs can reduce conflict between bicycles and buses on busy roads. Bus only lanes are encouraged to reduce travel times and make public transit more appealing to discretionary users. Any gated communities should provide pedestrian paths and doors to ensure access to transit, shopping centers, schools and main roads. Whenever possible, a grid pattern with short blocks is recommended to promote walking. Permeable paving materials should be incorporated whenever possible.

If significant earth-moving activities will take place during construction Caltrans recommends vehicles are covered when hauling dirt/sediment. Please be cautious of lost sediment spilling onto roads and state facilities during this process as this can adversely impact state facilities

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 and refer to GTS# 07-LA-2017-02597

Sincerely,



FRANCE DUONG
Acting IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse