

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

June 27, 2019

Governor's Office of Planning & Research

JUL 08 2019

STATE CLEARINGHOUSE

Mr. Ryan Kristan
County of Los Angeles
900 South Fremont Ave, 5th Floor
Alhambra, CA 91803

RE: Carol Kimmelman Athletic and
Academic Campus – Draft
Environmental Impact Report
(DEIR)
SCH # 2018071074
GTS # 07-LA-2018-02469
LA-405/PM: 12.238

Dear Mr. Ryan Kristan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-mentioned Draft Environmental Impact Report (DEIR). The proposed project involves the development of the Carol Kimmelman Sports and Academic Campus on a site located at 340 Marin Luther King Jr. Street in the City of Carson, CA consisting of approx. 87 acres in the northeastern portion of the existing Victoria Golf Course and adjacent tennis courts (the Project Site). The Project Site is located northeast of the Dominguez Channel and east of the junction of the 405 and 110 Freeways. The Project site is bounded by Martin Luther King Jr. Street to the north, Avalon Blvd to the east, and the balance of the Victoria Golf Course property to the south and west. The proposed Project includes a tennis center and soccer center for underserved youth as well as programs for adults. The tennis center component would be a learning center that would provide academic counseling, mentorship, and enrichment services. The soccer center component would include soccer fields, multi-purpose fields and support buildings. The project site would be developed with up to approx. 75,000 sq. ft. of buildings, with possible expansion space for an additional 22,000 sq. ft. of buildings. Up to an additional 5,000 sq. ft. of miscellaneous support buildings, including maintenance facilities, restrooms, and sheds, would be constructed throughout the project.

After reviewing the DEIR Caltrans has the following comments:

1. Please consider providing the queuing analysis worksheets for verification.
2. Please consider including a scenario for Saturday Peak Hour Volume in the Queuing analysis.
3. The mitigation measure proposed for Intersection No. 16, I-405 SB Ramps at Avalon Blvd, to include right-turn overlap signal phasing will not enhance the operation at this location. Since

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the existing right turn movement is not prohibited on red, with or without the overlap phase, vehicles will be able to turn right, onto the southbound on-ramp continuously. Please consider investigating other appropriate mitigation measures.

4. On Appendix C, please correct the city name as some of the reports show the city name as Bakersfield, CA.

Further information included for your consideration;

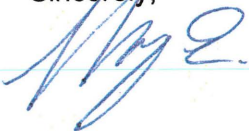
Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities 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.

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, please contact Reece Allen, the project coordinator, at reece.allen@dot.ca.gov, and refer to GTS # 07-LA-2018-02469

Sincerely,



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