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6/25/2020

Governor's Office of Planning & Research

Jun 24 2020

STATE CLEARINGHOUSE

June 24, 2020

Paul Samaras
City of El Segundo
350 Main Street
El Segundo, California 90245

RE: Pacific Coast Commons Specific Plan –
Notice of Preparation (NOP)
SCH# 2020050508
GTS# 07-LA-2020-03270
Vic. LA-1 PM 25.455
Vic. LA-105 PM 00.474

Dear Paul Samaras,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Pacific Coast Commons Specific Plan (Project) includes approximately 6.3 acres (post-dedication) of developed property located along Pacific Coast Highway. The entire area would receive a new General Plan Land Use Designation and zoning of Pacific Coast Commons Specific Plan. The Project would demolish existing structures, including a former restaurant with meeting/ballroom space, a rental car tenant, and the existing surface parking lots of the Fairfield Inn & Suites by Marriott and Aloft Hotel properties, and would allow for the development of up to 263 new housing units and approximately 11,250 gross square feet of new commercial/retail uses, with approximately 923 motor vehicle parking spaces.

The nearest State facilities to the proposed project are SR 1 and I-105. After reviewing the NOP, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that replaces surface parking lots and creates active street frontages, as the Project proposes to do. However, due to the amount of parking, the Pacific Coast Commons Specific Plan is still designed in a way that induces demand for many additional vehicle trips. This demand should be addressed with appropriate design and management principles. Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. This project is only .5 miles from the Mariposa Green Line Station and all effort should be made to improve upon this connection to the greater Los Angeles

transit network, which will soon include the Crenshaw/LAX transit corridor. For any project to better promote public transit and reduce vehicle miles traveled (VMT), we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an excessive amount of parking.

Caltrans concurs with the submitted NOP that a Draft EIR should be prepared for this proposed project. The following should be considered or identified during its preparation:

1. Which bus stop improvements along Mariposa Avenue and PCH will be included with the sidewalk/pedestrian improvements.
2. Any setbacks or accommodation made regarding bicycle facilities proposed in the South Bay Bicycle Master Plan. Including the addition of buffered Class II bike lanes or Class IV protected bikeways on Pacific Coast Highway, as this route is part of the legally designated "Pacific Coast Bike Route".
3. Where the bicycle parking required by the El Segundo Municipal Code will be located.
4. The number of long-term, short-term, and cargo bike parking spaces to be provided.
5. How Pacific Coast Commons will be accessed by bicyclists and pedestrians and how they will be able to access nearby destinations, such as restaurants and retail, without having to operate a motor vehicle. This multimodal analysis may be required to better understand new pedestrian, bicycle, and transit movement related to the development.
6. How all ingress/egress driveways shall be designed to be pedestrian and bicycle friendly.
7. As required by SB 743, VMT is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. The City of El Segundo, as the lead agency, has discretion to develop and adopt its own thresholds of significance or to use those recommended by the Governor's Office of Planning and Research.
8. Intersection Control Evaluation (ICE) is required when there would be any physical changes such as addition of a through lane, turning lane, lane reconfiguration, widening, etc. or any operational changes such as altering traffic control or adding, removing, or modifying a traffic signal, etc. to Caltrans intersections.

As noted on page A-5, a Caltrans Encroachment Permit may be required. Please reference the following right-of-way maps when applying: P23579-1, P23579-3.

Additionally, 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 project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03270.

Sincerely,



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