

Lee Avenue Exit Only Alternative

This alternative would allow southbound egress from the project site onto Ocean Avenue via Lee Avenue and prohibit northbound ingress to the site from Ocean Avenue via Lee Avenue. Two-way operations of Lee Avenue between Ocean Avenue and the project site would be maintained only for to allow delivery vehicles that require access to the Whole Foods off-street loading dock. ~~While southbound exit only operations on Lee Avenue~~ This alternative would reduce the number of project-generated vehicles on Ocean Avenue, thereby reducing transit delay along the corridor, and would maintain the supply of on-street loading available to Whole Foods and nearby land uses on Lee Avenue; however, it would also limit access to the project site and likely add vehicle traffic to Frida Kahlo Way. The northbound left turn lane at Frida Kahlo Way/North Access Road currently operates near or over capacity during the peak hours, and the additional vehicle traffic under this alternative could cause spillover into the northbound through lane, which would cause delays to transit on Frida Kahlo Way.

The alternative would not reduce conflicts between people bicycling southbound on Lee Avenue and loading vehicles accessing the loading dock or conducting curbside loading on Lee Avenue. Additionally, people unfamiliar with the site access and circulation may attempt to enter the site from northbound Lee Avenue and would either: 1) complete a U-turn maneuver and continue to the Frida Kahlo Way/North Access Road entrance or 2) ignore the one-way operations and continue north to enter the site. These actions would result in potentially hazardous conditions and conflicts between vehicles making a U-turn and vehicles exiting the Whole Foods driveway or accessing the loading dock and between vehicles continuing north on Lee Avenue and oncoming southbound traffic.

For these reasons, southbound exit-only operations on Lee Avenue was rejected from further consideration.

Comment [WW1]: We can leave it for the RTC, if needed, but I suspect someone will raise that this was studied in the program EIR. We will need to point out the design and proposal for Balboa Reservoir site (and City College) was different.

Comment [WW2]: Is this true? Don't vehicles park on the dead-end portion of the street today and other red zones for loading?

Comment [JP3]: Wouldn't it also cause delay along Ocean Ave at Frida Kahlo?