

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

July 12, 2021

July 13 2021

Bernard McCrumby
City of Inglewood
One West Manchester Boulevard
Inglewood, CA 90301

STATE CLEARINGHOUSE

RE: Westchester/Veterans and
Crenshaw/Imperial Transit Oriented
Development Plans – Draft Environmental
Impact Report (DEIR)
SCH # 2017101068
GTS # 07-LA-2017-03604
Vic. LA-405/PM: 23.428
LA-105/PM: R4.732

Dear Bernard McCrumby:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The City is proposing Transit Oriented Development (TOD) plans for approximately 653 acres that generally encompass ½ mile radii of developed areas around the Westchester/Veterans and Crenshaw Metro rail stations. The TOD plans provide for a net increase of 4,090 dwelling units and 705,976 square feet of commercial uses. They include land use and development regulations, plans for public improvements, and design guidelines that will facilitate denser development within walking distance of transit. In general, the TOD plans will define and implement the City's vision to enhance economic vitality, protect existing neighborhoods, and increase housing, employment, and commercial opportunities. Subsequent to the TOD Plans, site-specific development projects would be proposed within the Westchester/Veterans and Crenshaw/Imperial planning areas. The City of Inglewood is the Lead Agency under the California Environmental Quality Act (CEQA).

The Interstate 405 (I-405) intersects with the area for the Westchester/Veterans TOD plan. Specifically, the Westchester/Veterans Metro Station, which is currently under construction, will be located approximately 500 feet away from the I-405. Similarly, the Interstate 105 (I-105) intersects with the area for the Crenshaw/Imperial TOD plan. In particular, the Metro Green Line Crenshaw station is located adjacent to the I-105 and Crenshaw Boulevard interchange.

Caltrans wrote a letter in response to the Notice of Preparation for this project in 2017. Since then, the implementation deadline for Senate Bill (SB) 743 (2013) has passed. As mentioned in the DEIR, SB 743 mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA starting July 1, 2020. After reviewing this DEIR from a VMT perspective, Caltrans concurs that the VMT impacts of this project should be less than significant.

The DEIR also states that the plans aim to maximize the use of transit, bicycling, and walking within the Westchester/Veterans and Crenshaw/Imperial planning areas through zoning changes such as reductions in minimum parking requirements. Caltrans supports these alternative transportation goals and zoning changes, because they align with Caltrans' mission to provide a safe and reliable transportation network

that serves all people and respects the environment.

We request that the following information be included in the FEIR:

1. In section ES-4.3, "Potential Future Actions by Others" it states, "As the result of the proposed TOD Plans, the following actions may be considered in the future by agencies other than the City of Inglewood: Crenshaw Boulevard/I-105 Freeway On-Ramp Redesign (Caltrans, City of Hawthorne)". Please clarify whether this improvement is the same as the proposed linear Gateway Park project described in the DEIR. If the project described in ES-4.3 is not the Gateway Park, please send us more information on the project described in ES-4.3 for our review and approval.
2. Regarding the linear Gateway Park, please state whether any new bicycle or pedestrian trips generated by the park were assigned to the Crenshaw Boulevard/I-105 on- and off-ramp intersections, and if so, how many. In addition, Figure 2-16 in the DEIR shows that these intersections could be modified as part of the proposed park. According to the Caltrans Intersection Control Evaluation (ICE) Policy Directive 13-02, ICE is required when a proposal involves any modifications to a Caltrans intersection. Therefore, please provide ICE analyses for these intersections. For more information about ICE, please see: <https://dot.ca.gov/programs/traffic-operations/ice>.

In addition, please note that any work, including bicycle and pedestrian crossings, completed on or near Caltrans' right of way might require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

Also, please be aware that the Caltrans project with the EA #35070 proposes to add active traffic management (ATM) and corridor management (CM) strategies to sections of the I-405 within the study area. These strategies include queue warning, speed harmonization, dynamic corridor adaptive ramp metering, and traveler information. Transportation management system (TMS) elements will also be upgraded, as well as closed-circuit televisions (CCTVs), changeable message signs (CMS), vehicle detection stations (VDS), ramp metering systems (RMS), and extinguishable message signs (EMS). Therefore, before implementing any improvements to the I-405, additional coordination with Caltrans might be necessary to ensure that this project's construction activities and Caltrans' construction activities do not interfere. Similarly, please ensure that any improvements proposed on or near the I-405 or I-105 align with the pending mitigation agreement for the Inglewood Basketball and Entertainment Center.

Finally, 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. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2017-03604.

Sincerely,

Emily Gibson

EMILY GIBSON
Acting IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse