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Governor's Office of Planning & Research

**Feb 25 2021**

February 25, 2021

## STATE CLEARINGHOUSE

Cesar Moreno  
City of Los Angeles, Department of City Planning  
221 N. Figueroa Street Suite 1350  
Los Angeles, CA 90012

RE: 3<sup>rd</sup> and Fairfax Mixed-Use Project – Draft  
Environmental Impact Report (DEIR)  
SCH# 2019029111  
GTS# 07-LA-2019-03497  
Vic. LA-2 PM 10.621

Dear Cesar Moreno:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Proposed Project would involve the construction and operation of a new mixed-use development within the eastern portion of the existing Town & Country Shopping Center (Center or Project Site) that is currently developed with retail and commercial uses. The proposed development activities would be limited to the eastern portion of the Center (referred to as the Development Site in the Draft EIR) and would include the demolition of 151,048 square feet of existing retail uses and the construction of a mid-rise, eight-story mixed-use structure with two levels of subterranean parking, for a maximum height of 100 feet. The residential component of the Proposed Project would include up to 331 multi-family dwelling units and 83,994 square feet of newly developed commercial space for a total new floor area of 426,994 square feet. The western portion of the Project Site would remain and is not proposed to be demolished, altered, or developed as part of the Proposed Project.

The nearest State facility to the proposed project is SR-2. After reviewing the DEIR, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that provides a mix of land uses which allow a neighborhood to meet their needs for housing, work, and services, like the proposed Project aims to facilitate. Caltrans also concurs with Mitigation Measure MM-TRAFFIC-1, which unbundles car parking and provides additional bike infrastructure. While this is a step in the right direction, Caltrans recommends increasing the amount of bike parking to provide at least one long-term bicycle parking space per residential unit. Currently the Project provides approximately 1.5 car parking spaces per residential unit, but less than 0.48 long-term bike parking spaces per residential unit. Since the intention of MM-TRAFFIC-1 is to reduce car dependency and lower Vehicle Miles Travelled (VMT), Caltrans also recommends reducing the amount of car parking to the fewest number of spaces possible. Research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel

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modes and undermines a community's ability to choose public transit and active modes of transportation.

If the car parking must be built, it should be designed in a way that is conducive to adaptive reuse. They should contain flat floors with ramps on the exterior edge, so that they can be more easily converted to beneficial uses in the future.

Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. Additionally, 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 project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2019-03497.

Sincerely,



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