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Governor's Office of Planning & Research

Sep 10 2020

STATE CLEARINGHOUSE

September 10, 2020

John F. Signo, Senior Planner
City of Gardena
1700 West 162nd Street
Gardena, California 90247

RE: Gardena Transit Oriented Development
Specific Plan Project – Notice of
Preparation (NOP)
SCH# 2020080305
GTS# 07-LA-2020-03341
Vic. LA 105 PM R4.74

Dear John F. Signo,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes to develop up to 265 dwelling units (DUs) and adopt the Gardena Transit-Oriented Development Specific Plan Specific Plan ("GTODSP"). The Project would replace an existing auto parts warehouse use with an eight-story residential building with up to 265 DUs at a density of 199 DU/acre. The proposed building would have a maximum height of 90 feet, including 5.5 levels of residential development over 2.5 levels of parking in an enclosed parking garage. The Project includes approximately 8,500 SF of open space, and 267 parking spaces within the parking garage. The Project proposes an approximately 2,520-SF (42' x 60') digital, animated sign on the building's north face, which would be used for offsite commercial advertising/community events, and a Development Agreement to provide a monetary community benefit to the City from the digital billboard. The GTODSP also includes an infrastructure and access plan for various travel modes including automobiles, transit, bicycles, and pedestrians.

After reviewing the NOP, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that prioritizes nearby transit service, promotes active transportation, and provides a mixture of land uses that keep the goods and services people need in close proximity to where they work and live. For the GTODSP to achieve the highest ridership, greatest mode-shift, and effectively improve the mobility of Californians, Caltrans recommends the following:

- Creating a direct and safe connection from the project site to the Laguna Dominguez Trail for pedestrians and people riding bikes.

- Building a safe and viable way for people using the Laguna Dominguez Trail to cross W. El Segundo Boulevard. Examples of adequate crossing infrastructure include curb extensions, pedestrian refuge islands, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.
- Consider similar improvements to Crenshaw Boulevard to create a safe and equitable space for residents who walk or bike to their destinations. This includes, street furniture, roadway narrowing, shade trees, native landscaping, bioswales, street furniture, bicycle parking, bus shelters and trash cans. Bus bulb-outs should also be considered to reduce conflict between bicycles and buses on busy roads like Crenshaw and W. El Segundo.
- Caltrans concurs with the unbundling of motor vehicle parking spaces from the monthly cost of the project's residential rental units as stated in section 2.3.2. However, Caltrans still recommends reducing the total amount of parking whenever possible, as 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. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of additional Transportation Demand Management (TDM) strategies as an alternative to building an unnecessary amount of parking.
- If the parking structure must be built, it should be designed in a way that is conducive to adaptive reuse. It should contain flat floors with ramps on the exterior edge, so that it can be more easily converted to more beneficial uses in the future.
- Providing at least one secure, long-term, bicycle parking space per residential unit.

Caltrans looks forward to reviewing the forthcoming Vehicle Miles Travelled (VMT) analysis to confirm that the Project will result in a net reduction in per capita VMT, as well as the full *Infrastructure and Access Plan* referenced in section 2.3.2. If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03341.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse