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**Governor's Office of Planning & Research**

**Dec 01 2020**

## **STATE CLEARINGHOUSE**

December 1, 2020

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

RE: Fillmore Terrace Affordable Housing Project  
– Mitigated Negative Declaration (MND)  
Vic. VEN-126 PM 21.324  
SCH# 2020110132  
GTS# 07-VEN-2020-00432

Dear Brian McCarthy,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a 68-unit, 100% affordable housing development, serving families and individuals of very-low and lower income earning 30% to 80% of Ventura County's Area Median. The housing units would be contained within a single building up to three stories with a garage containing approximately 100 motor vehicle parking spaces.

The nearest State facility to the proposed project is State Route 126. After reviewing the MND, 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 keeps the goods and services people need in close proximity to where they work and live. Caltrans commends the Project's inclusion of bike parking, sidewalk improvements, street trees, and especially the inclusion of bulb-outs, a highly effective design element that improves safety and roadway geometrics for all users.

However, Caltrans believes that the amount of motor vehicle parking being provided could unnecessarily induce demand for 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. Additionally, Rates of car

ownership and vehicle miles traveled (VMT) are significantly lower for low-income households than they are for high-income households. Seeing as this project is intended to be affordable housing, with all units being reserved for low-income households, this should be taken into serious consideration. There is sufficient justification to consider reducing the amount of parking required for affordable housing projects, like the one proposed, in order to promote affordability and achieve the project's goals.

Caltrans also recommends that at least one long-term bicycle parking space be provided per residential unit, allowing residents to more easily take advantage of the project's central location and choose the bicycle as their mode of travel. Long-term bicycle parking should be located onsite, on the ground floor, and within 200 feet of the pedestrian entrance to the main building.

While Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities, the Fillmore Terrace Affordable Housing Project is immediately adjacent to SR 126, so an encroachment permit will be required for any project work proposed on or in the vicinity of the Caltrans right-of-way and all environmental concerns must be adequately addressed. Please note that any modifications to the State facility will be subject to additional review by the Office of Permits prior to issuance of the permit.

Finally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of 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-VEN-2020-00432.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse