

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

May 25, 2021

Governor's Office of Planning & Research

May 25 2021

Ms. Angelica Ochoa
Community Development Department
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

STATE CLEARINGHOUSE

RE: Sunrise Assisted Living Facility
Vic. LA-01 PM 22.49
SCH # 2021040438
GTS # LA-2021-03562-DEIR

Dear Ms. Ochoa:

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 demolition of 14,562 square feet of commercial space. After demolition, a new assisted living facility, consisting 95 rooms (115 total beds) would be constructed.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance, prepared on December 18, 2020.

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

State Highway System

Sepulveda Boulevard (SR-01) is the only Regional Arterial in the City, and since it functions as a major business district, access was granted to retail businesses along the corridor, with left-turns prohibited or restricted to signalized intersections where feasible. Curbside parking is either prohibited all day or during the peak hours to facilitate the efficient movement of traffic. Regional access to the project site is generally provided by the I-405 (San Diego) Freeway. The I-405 (San Diego) Freeway is a major north-south freeway in the Southern California region that extends from the San Fernando Valley to Orange County. In the project vicinity, one high-occupancy vehicle (HOV)/carpool lane and four mainline travel lanes are provided in each direction on the I-405 Freeway. Because the I-405 Freeway is more than two miles east of the project site, multiple on and off-ramps in the vicinity provide options to access to the project study area.

Existing Transit Service

Public bus transit services are provided along major roadways within the project study area. Public bus transit service is currently provided by the Metropolitan Transportation Authority (Metro) along Sepulveda Boulevard, Manhattan Beach Boulevard, and Artesia Boulevard. Metro 126, 130, and 232 run along roadways in the project vicinity.

Pedestrian, Bicycle and Transit Facilities

Nearby restaurant and retail opportunities along the Sepulveda Boulevard corridor are accessible to pedestrians in the project vicinity via sidewalk. Pedestrian access to bus transit service in the project vicinity is provided by bus stops located on Sepulveda Boulevard to the north and south of the project site. Los Angeles County Metropolitan Transportation Authority (Metro) bus stops for Metro Route 232 are located on the northbound and southbound approaches at the Sepulveda Boulevard/8th Street and Sepulveda Boulevard/2nd Street intersections. Bicycle access in the vicinity of the project site is facilitated by the existing public roadway network and the City of Manhattan Beach bicycle roadway network.

Existing and proposed bikeways within the City. Numerous “bike friendly” streets striped with “sharrow” pavement markings are provided within a half-mile radius of the project site, including 8th Street, 2nd Street, Valley Drive, Ardmore Avenue, Pacific Avenue, Meadows Avenue, and Peck Avenue. In addition, Class III bike routes are provided along 11th Street and Oak Avenue. The City also proposed to provide a Class II bike

lane along Manhattan Beach Boulevard (between Ardmore Avenue and Aviation Boulevard), with 11th Street and Oak Avenue proposed to become “bike friendly” streets.

Overall, the project would result in little or negative increase in vehicle trips, thus traffic impacts would be less than significant. The project meets the VMT screening criteria because it would not result in a net increase of 110 or more daily trips would result in fewer trips and therefore have a less than significant VMT impact.

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans if the construction is at State Right-of-way. Any modifications to State facilities must meet all mandatory design standard and specifications.

For this project, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03562AL-DEIR.

Sincerely,

Frances Duong

FRANCES DUONG
Acting IGR/CEQA Branch Chief

email: State Clearinghouse