

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

June 7, 2023

Amanda Acuna, Senior Planner  
Community Development Department  
City of Gardena  
1700 West 162<sup>nd</sup> Street  
Gardena, CA 90247

RE: Normandie Crossing Specific Plan Project  
SCH # 2023050241  
Vic. LA-91/PM 6.14, LA-110/PM 9.86  
GTS # LA-2023-04226-NOP

Dear Amanda Acuna:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Project proposes to remove all existing onsite structures (approximately 115,424 square feet (SF) of industrial uses) and, in their place, construct up to 403 multi-family DU, including 328 apartment units in one building and 75 town home-style units in nine buildings. The seven-story apartment building would be developed on an approximately 2.1-acre portion of the Project site at a density of approximately 155 dwelling units per net acre. The apartment building would provide approximately 31,127 SF of private/public open spaces, 399 vehicle parking spaces, and 173 bicycle parking spaces.

The three-story townhomes would be developed on an approximately 3.1-acre portion of the Project site in nine buildings at a density of approximately 24 DU/net AC. The townhomes would provide approximately 22,645 SF of open space, 160 vehicle parking spaces (150 resident spaces in two-car garages and 10 guest spaces). The combined density of the two Project areas is 77 DU/net AC. Additionally, the Project proposes two offsite improvements: approximately 266 linear feet of offsite sidewalk improvements along the south side of 169th Street, just west of the Project site, between Brighton Way and Brighton Avenue; and railroad improvements on South Normandie Avenue, including approximately 830 linear feet of track improvements and various crossing improvements.

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 codified into CEQA

law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<https://opr.ca.gov/ceqa/#guidelines-updates>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in

On December 18, 2020. You can review the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources>

Potential environmental effects of the Project should include the Transportation section with VMT analysis in the Draft Environmental Impact Report. For the City's consideration to address this project's traffic safety concerns, Caltrans recommends the Lead Agency include queuing analysis with actual signal timing for existing traffic conditions and existing traffic conditions plus project trips at the following State facilities:

- a. I-405 off-ramps to Normandie Ave/190<sup>th</sup> St.
- b. I-110 off-ramps to Redondo Beach Blvd.
- c. Turning pockets at the following intersections to make sure that there's enough storage and that through traffic would not be impeded:
  - d1. I-405 on/off ramps and Normandie Ave.
  - d2. SR-91 and Vermont Ave.
  - d3. I-110 on/off ramps and Redondo Beach Blvd.

If the project will generate pedestrians and/or bicyclists, perform Multi-Modal Conflict Analysis and address Complete Street Access (ADA Curb Ramps, Sidewalks, Bike Lane, High Visibility Crosswalks, APS, etc.) for:

- d. SR-91 (Artesia Blvd) and Vermont Ave intersections.
- e. I-405 on/off-ramps and 190<sup>th</sup> St/Normandie Ave intersections.
- f. I-110 on/off ramps and Redondo Beach Blvd intersections.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

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-2023-04226AL-NOP.

Sincerely,

*Miya Edmonson*

MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse