

DEPARTMENT OF TRANSPORTATION

DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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a California Way of Life.*

November 27, 2024

Michelle Carter
200 N Spring Street, Room 763
Department of City Planning
Los Angeles, CA 90012

RE: 6136 West Manchester Boulevard
Project
Draft Sustainable Communities
Environmental Assessment (SCEA)
SCH# 2023070575
GTS# 07-LA-2023-04668
Vic. LA 1 PM 27.478

Dear Michelle Carter,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes the development of a new approximately 416,915-square foot mixed-use building comprised of 489 residential units, including six (6) live-work units and 64 dwelling units set aside for Very Low-Income Households, and 16,120 square feet of ground-floor commercial space. The proposed uses would be located within an eight-story building with a maximum height of 96 feet. The Project would provide 549 vehicular parking spaces that would be located within two (2) subterranean parking levels and buffered into the first and second level of the building. In addition, the Project would include approximately 51,385 square feet of open space, including 43,235 square feet of common open space and 8,150 square feet of private open space. As part of the Project, the existing commercial structures totaling 21,911 square feet of floor area would be demolished.

After reviewing the DSCEA, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that helps California meet its climate, transportation, and livability goals. The Project Site is approximate to parks, schools, grocers, and several bus stops. However, due to the amount of car parking being proposed, up to 549 new spaces total, the 6136 West Manchester Boulevard Project unnecessarily induces demand for vehicle trips. This demand should be addressed with appropriate design and transportation management principles.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

Caltrans recommends consideration of the following to mitigate potential transportation impacts:

- Reduce the amount of parking whenever possible. Due to AB 2097 this project should not be required to include car parking, but the proposed design suggests that the Lead Agency should seriously consider adopting parking maximums. This project's location is an excellent candidate for reduced car parking due to it being an infill location within a high-quality transit corridor. 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 proposes a total of 64 units for Very 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 to promote affordability and achieve the project's goals.

- Unbundling car parking from residential units to promote affordability and expand mode choice. Due to AB1317 this project shall not include any off-street parking in any residential rental agreement, instead subject to an addendum or separate rental agreement.
- Reallocation of vehicle parking space to increase the number of long-term residential bicycle parking spaces from the proposed 206 to 489, for a ratio of at least one long-term space per residential unit.
- Inclusion of transit-supportive infrastructure via installation of bus shelters on both sides of Manchester Ave at Truxton Ave, as well as at La Tijera Blvd. These stops serve multiple bus lines and have the potential to significantly enhance the transit experience, reducing barriers to ridership and lessening VMT.
- Improve connections to active transportation infrastructure. While Caltrans comments the project's inclusion of pedestrian scale lighting and trees, we recommend consideration of the following pedestrians safety elements:
 - High-visibility continental crosswalks along La Tijera Blvd at Bleriot Ave and Truxton Ave.
 - Bulb-outs along Manchester Ave at Truxton Ave, as well as along La Tijera Blvd at Sepulveda Eastway, Bleriot Ave and Truxton Ave
 - Removal of free right turns at Manchester Ave and La Tijera Blvd

Additionally, similar improvements to bicycle safety should be considered for future project residents. The City of Los Angeles's Mobility Plan 2035 includes "Tier 2" Bicycle Lanes along the following corridors approximate to the project:

- La Tijera Blvd (between Sepulveda and La Cienega)
- Lincoln Blvd (between Sepulveda and Rose)

Inclusion of protected bicycle facilities will allow greater diversity in travel options for project residents and visitors to future commercial spaces. Such improvements can allow safe, easy connections from the project to the numerous schools along La Tijera and variety of recreational and commercial centers near Marina Del Rey, in addition to Loyola Marymount University.

Finally, The Project area is located approximately 0.6 miles north of SR 1 at Sepulveda Blvd. Caltrans has the jurisdiction for review and approval of any work that would affect the freeways and its facilities. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require 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 Jan Yonan, at jan.yonan@dot.ca.gov and refer to GTS# 07-LA-2023-04668.

Sincerely,



Anthony Higgins
Acting LDR Branch Chief

Cc: State Clearinghouse