

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life***Governor's Office of Planning & Research****November 20 2023****STATE CLEARINGHOUSE**

November 20, 2023

Danalynn Dominguez  
City of Los Angeles  
200 North Spring Street, Room 621  
Los Angeles, CA 90012

RE: 5600 W Franklin Ave – Draft  
Sustainable Communities  
Environmental Assessment (SCEA)  
Vic. US-101, SR-134/PM LA 1.847,  
10.338  
GTS # 07-LA-2023-04345

Dear Danalynn Dominguez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The proposed project encompasses a Project area of approximately 18,999 square feet (0.436 acre). 162-166 Douglas, LLC (the "Applicant") proposes the demolition of an automotive service center and a four (4)-unit residential building and the construction, use and maintenance of a four-story, 41-unit residential building within Subarea A (Neighborhood Conservation) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. Of the 41 dwelling units, five (5) units would be reserved for habitation by Extremely Low-Income households. The Project would encompass a total floor area of up to 44,366 square feet resulting in a Floor Area Ratio (FAR) of 3.24:1 and would have a maximum building height of 67 feet. The Project would also provide 3,273 square feet of open space area which includes a landscaped rear yard, a roof deck, and a recreation room. The Project includes 41 parking spaces and 32 bicycle parking spaces on the ground floor. The City of Los Angeles is the Lead Agency under the National Environmental Policy Act (NEPA).

The closest state facilities are the US-101 and the SR-134. After reviewing the project's MND, Caltrans has the following comments:

- According to the LA County Bikeways Map, W Franklin Ave has been classified as a Class III bike route. In addition, Caltrans recommends revising/enhancing the design elements along W Franklin Ave to encourage residents to utilize the bike route and the LADOT Transit DASH-Hollywood Counterclockwise.
- Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. The most effective methods

to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, 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 people walking or riding bikes.

- Caltrans recommends the following multimodal improvements for this project:
  - Incorporate bicycle infrastructure along W Franklin Ave, such as protected Class IV bikeways, to improve safety and comfort for all road users.
  - Be sure to include canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.
  - In addition to bioswales, incorporate permeable paving surfaces wherever possible to manage stormwater, replenish groundwater, and prevent pollution runoff.
  - Provide high quality bus shelters and bus bulb-outs for LADOT DASH-Hollywood Counterclockwise along Franklin Ave.
  - Use high-visibility continental crosswalks, curb extensions, count-down signal heads, pedestrian refuge islands, and pedestrian scrambles at all 4 crossings at the intersection of W Franklin Ave and Garfield Pl.
  - Leading pedestrian intervals can give pedestrians a 7-second head start in crosswalks; this provides additional crossing time and reduces the amount of time that pedestrians are exposed to high-speed vehicle traffic.
- Caltrans acknowledges and supports infill development that ultimately helps California to meet its climate, transportation, and livability goals. However, due to the amount of parking and lack of mixed land uses, the 5600 W Franklin Residential Project is designed in a way that induces demand for unnecessary vehicle trips. This demand should be addressed with appropriate design and management principles. Caltrans recommends the following:
  - Provide a mixture of uses. The project's location creates an opportunity to incorporate additional land-use types, as the essential component of sustainable communities is mixed-use zoning. Residential, Commercial, and Office uses should be intertwined to increase accessibility and bring destinations closer to where people live. This allows residents to utilize both transit and active modes to meet their everyday transportation needs.

- The project would also provide the required on-site bicycle parking for short-term and long-term bike storage. In addition, the project provides 41 parking spaces which would not exceed the LAMC or Specific Plan. It is expected both electric charging stations and pre-wiring spaces for potential future electric vehicle charging would be included.
- Caltrans recommends the following during the construction period:
  - Work with Caltrans Office of Permits, Multi-Modal Unit, for a designated truck route for construction trucks to transport construction equipment to and from the construction sites
  - Construction vehicles/equipment should use alternative routes to avoid congested state facilities, especially during peak hours.
  - Cover construction trucks with tarpaulin to avoid debris spillage onto State facilities.

As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will need a Caltrans transportation permit. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at [Jaden.Oloresisimo@dot.ca.gov](mailto:Jaden.Oloresisimo@dot.ca.gov) and refer to GTS # 07-LA-2023-04345.

Sincerely,

*Frances Duong*

FRANCES DUONG  
Acting LDR/CEQA Branch Chief

cc: State Clearinghouse