

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

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*Making Conservation  
a California Way of Life***Governor's Office of Planning & Research**

March 20, 2024

**March 19 2024**

Amanda Acuna  
City of Gardena  
1700 W. 162<sup>nd</sup> St.  
Gardena, CA 90247

**STATE CLEARINGHOUSE**

RE: 1610 Artesia Boulevard Project: Draft  
Sustainable Communities  
Environmental Assessment (DSCEA)  
Vic. LA-91/6.102, LA-110/9.694, LA-  
405/14.217  
SCH # 2024020743  
GTS # 07-LA-2024-04463

Dear Amanda Acuna:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Project proposes to demolish the existing onsite commercial and industrial uses and in their place construct and operate a multi-family residential housing development with 300 apartment units (283 market rate units and 17 affordable units) in a six-story, podium apartment building. Various apartment types (i.e., studios, and one- and two-bedroom units ranging from 515 SF to 1,280 SF) are proposed on levels two through six, with various amenities (i.e., two pools, a clubhouse, courtyard, fitness center, spa, golf lounge, and business center/leasing office) proposed on the podium level, and a lounge and deck on the roof. The building's proposed height is 84.5 feet. Additionally, the Project proposes approximately 49,701 SF of open space (approximately 19,597 SF of private open space and approximately 30,104 SF of common open space). The Project would be developed with 240 units at a base density of 70 dwelling units per acre (DU/AC), and 60 units considering a 25 percent density bonus, allowed for providing affordable housing in the amount of seven percent of the base density. Additionally, 507 onsite parking spaces in an on-grade parking garage with one subterranean level are proposed. Access to the Project site would be provided via one driveway on Artesia Boulevard. The City of Gardena is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facilities are SR-9, SR-110, and SR-405. After reviewing the project's DSCEA, Caltrans has the following comments:

- Caltrans requests that the project documents include a Traffic Impact Assessment (TIA) and a queuing analysis of the following locations to make sure that the turning lane storage lengths are adequate. If not, mitigation measures need to be implemented.

- Intersection of Vermont Avenue and SR-91/Artesia Blvd.
- SR-91/Artesia Blvd and SR-110 including the on/off-ramp in all directions
- On/off-ramp on I-405 at Western Avenue in both directions.
- The city's determination that this project is presumed to have less than significant VMT impact is consistent with the OPR SB 743 Technical Advisory's recommendation. Caltrans is in support of this project that helps achieve state planning priorities contained in state law and meets state policy goals on transportation, VMT reduction, GHG emissions reduction, and betterment of the environment and human health.
- Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of a fatality or serious injury. This project poses an opportunity to increase active transportation within the vicinity. Caltrans acknowledges that there is a Class II unbuffered bicycle facility about one mile east of the project area. In the DSCEA, it states that the South Bay Bicycle Master Plan (BMP) does not propose a bike facility adjacent to the project area on Artesia Boulevard. However, the project proposes to include 75 bicycle parking spaces. Caltrans supports the project's inclusion of bicycle infrastructure but recommends the lead agency revisit its BMP and suggest an update to its proposed network to include more Class II buffered bike lanes and add Artesia Boulevard to their network.
- Caltrans has the following comments applicable to the construction period:
  - Caltrans requests a detailed Construction Management Plan (CMP) including street closure information, a detour plan, haul routes, and a staging plan be prepared and submitted to the City for review and approval, before issuance or demolition, grading, and building permits and commencement of construction.
  - 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.

Caltrans looks forward to the future environmental documents. 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-2024-04463.

Sincerely,

A handwritten signature in cursive script that reads "Miya Edmonson".

MIYA EDMONSON  
LDR/CEQA Branch Chief

cc: State Clearinghouse