

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

August 28, 2024

Marie Pavlovic, Senior Planner  
Los Angeles County Planning  
320 W. Temple Street, 13<sup>th</sup> Floor  
Los Angeles, CA 90012

RE: TR071251/1701 W. 120<sup>th</sup> Street –  
Mitigated Negative Declaration (MND)  
SCH #2024080019  
GTS #07-LA-2024-04589  
LA 105/R 5.85

Dear Marie Pavlovic,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes to create five single-family lots on 38,154 square feet (0.87 acre) and requests to modify the minimum lot width from 50 feet to 46 feet for one of the proposed lots. The project site is located at 1701 West 120th Street along the northern side of 120th Street, east of Western Avenue, west of Normandie Avenue, and south of the 105 Century Freeway. Access to the project site is via 120th Street.

After reviewing the MND, Caltrans has the following comments:

Caltrans supports the Project as an infill development, located in a high-quality transit area, which is consistent with Connect SoCal 2024 Plan Goals 2, 5, and 9. These goals relate to encouragement of diverse housing in multimodal areas, the reduction of greenhouse gas emissions (GHG), and the improvement of mobility and accessibility for people and goods. For more information, please reference the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.

Caltrans requests future attachment of the Project's site plans to confirm the number of proposed parking spaces and ensure that it is designed to support active transportation. Recommended design choices include providing communal bike racks and/or lockers and short-term racks for guests and ensuring proper conflict zone striping where the existing westbound Class II bike lane will be crossing any new driveways. There should also be

appropriate pedestrian-level lighting and preferably native shade trees installed along the street frontage to enhance pedestrian comfort. As the Project is adjacent to a Class II bike facility and close to public transit stops, the inclusion of such elements would create a safer and more reliable environment for pedestrians and bicyclists.

Lastly, it is generally recommended that surface parking not face the street directly. By shifting the parking to the rear or interior of the project site, a more inviting streetscape with more active frontage against the sidewalk can encourage both recreational and transportation walking. These urban design principles can affect mode choice and help the State of California achieve its goals to improve health and reduce GHG.

Any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will require a Caltrans transportation permit. Caltrans recommends limiting 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. We look forward to the coordination of our efforts to ensure potential impacts to the highway facilities and traveling public are discussed and addressed before work begins.

If you have any questions, please contact project coordinator Frances Duong, at frances.duong@dot.ca.gov and refer to GTS #07-LA-2024-04589.

Sincerely,



Anthony Higgins  
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse