

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

March 4, 2025

Eduardo Schonborn, AICP  
Community Development Department  
City of El Segundo  
350 Main Street  
El Segundo, CA 90245

RE: 1521 E. Grand Avenue Residential Project  
SCH # 2025020141  
Vic. LA-01/PM 25.16, LA-105/PM R0.54,  
LA-405/PM 20.22  
GTS # LA-2025-04736-NOP

Dear Eduardo Schonborn:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The proposed Project involves the adoption and implementation of the new Grand & Kansas Specific Plan. The Specific Plan would allow for the development of 323 multifamily residential units with supportive amenity and recreation areas, including public and private open space. Parking would be totaling approximately 163,797 sf of gross area located at the southeast corner of the property.

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.

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/esta/sb-743/resources/>

We acknowledged that the Environmental Impact Report (EIR) will describe the transportation and circulation implications of the proposed project, including its incremental contribution to daily and peak hour traffic on local and regional roadways. The evaluation will include roadway system impacts, transit implications, and effects on pedestrian and bicycle circulation related to general plan consistency. Vehicles Miles Travelled (VMT) will also be analyzed.

Due to the excessive amount of car parking being provided, the 1521 Grand Ave Residential Project is designed in a way that induces demand for undue vehicle trips. This demand should be addressed with appropriate design and management principles. Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking encourages driving and that 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. Housing affordability can also be improved by forgoing unnecessary car parking, thereby reducing per unit building costs. Caltrans also recommends that at least one long-term bicycle parking space should be provided per residential unit, allowing residents to more easily choose the bicycle as their mode of travel. Long-term bicycle parking should be located onsite, on the ground floor, and within 200 feet of the pedestrian entrance to the main building.

If the project maintains its current auto-oriented design, then the following State facilities and intersections could be impacted by the development:

- a. E. Grand Ave. and N. Sepulveda Blvd. (SR-1)
- b. E. Mariposa Ave. and N. Sepulveda Blvd. (SR-1)
- c. E. El Segundo Blvd. and N. Sepulveda Blvd. (SR-1)
- d. E. El Segundo Blvd. and I-405 Interchanges
- e. N Sepulveda Blvd. (SR-1) and I-105 interchanges

With the current potential for significant VMT impacts, Caltrans would like to review a traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

This analysis should be conducted to ensure there are no safety-related impacts resulting from the projects significant potential for trip generation. The analysis should evaluate off-ramps to confirm that vehicle queues do not extend onto the mainline, which could compromise freeway safety. Additionally, turning pockets at intersections should be assessed to verify that queue lengths do not exceed available storage capacity, preventing potential spillover. Existing signal timing should be used for the Existing condition.

Caltrans would also like to review a multi-modal conflict analysis which should evaluate potential conflicts between various transportation modes, including biking, walking, bus, and transit, to ensure safe and efficient integration of all users within the project area.

The project should incorporate Complete Streets elements to enhance accessibility and safety for all users. These improvements should include ADA-compliant curb ramps, continuous sidewalks, dedicated bike lanes, high-visibility crosswalks, Accessible Pedestrian Signals (APS), and Leading Pedestrian Intervals (LPI) where applicable.

Eduardo Schonborn

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If the project is determined to have significant transportation impacts, appropriate mitigation measures should be implemented. These may include Transportation Demand Management (TDM) strategies to reduce single-occupancy vehicle trips and encourage alternative transportation modes, as well as Transportation System Management (TSM) improvements to optimize traffic flow and enhance the efficiency of existing transportation infrastructure.

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-2025-04736-NOP.

Sincerely,

A handwritten signature in cursive script that reads "Anthony Higgins".

Anthony Higgins

Acting LDR Branch Chief

Cc: State Clearinghouse