

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov



September 21, 2026

Robert Garcia, Planning Manager
City of Torrance, Community Development Department
3031 Torrance Boulevard,
Torrance, CA 90503

RE: Westoria Residential Project – Notice of
Preparation (NOP)
SCH # 2026080682
GTS # LA-2026-05125
Vic. LA 213 PM 8.365

Robert Garcia,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Westoria Residential Project proposes to demolish the three existing buildings (totaling 242,965 square feet) and develop 335 residential units on 7.82 acres in the City of Torrance. The residential units would be developed within two sub-areas: Lot A would include 98 four-story townhome units, and Lot B would include 237 multifamily units within a six-story building with a maximum height of 80 feet 5 inches. The Project would result in an average net density of 42.8 dwelling units per acre (du/ac) across the Project site. The Project also proposes an internal access drive, a subterranean parking garage, guest parking within drive aisles, recreational common space areas for resident use, ornamental landscaping, and additional stormwater and utility improvements to accommodate the proposed residences. The Project would also include construction of two driveway entrances, one from Torrance Boulevard and one from S Western Avenue.

After reviewing the DSCEA, Caltrans has the following comments:

Caltrans acknowledges and supports development that ultimately helps California to meet its climate, transportation, and livability goals. However, due to the amount of car parking provided, the Westoria Residential Project is designed in a way that unnecessarily induces demand for additional vehicle trips. For California to achieve its goals, this demand should be

addressed with appropriate design and management principles. Caltrans recommends the following:

- Reducing the amount of parking whenever possible, as research on parking suggests that abundant car parking enables and encourages driving. 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. For any project to effectively reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an excessive amount of parking.
- Any car parking that is supplied, should be completely unbundled from the cost of housing. This unlocks choice for residents and exposes car parking to market forces.
- If any surface parking must be built, it is recommended that it not face the street directly. By shifting the parking to the rear or interior of the project site, a more inviting streetscape can be created. A 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 Green House Gases (GHG).
- Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the project's residents live.
- 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 bike lanes, wide sidewalks, 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 pedestrians and people on bikes.

Finally, please be aware that due to the Project's adjacency to, and proposed driveway onto, SR 213 "Western Ave", Caltrans encroachment permits will be required. Any project or work,

including access modification and drainage work, that takes place along or within the State's ROW requires an encroachment permit issued by Caltrans.

Caltrans District 7 Office of Permits contact information:

Mailing Address: 100 S Main Street, Ste 100 Los Angeles, CA 90012

Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday

Phone: 213-897-3631 | Fax: 213-897-0420 | E-mail: D7.Permits@dot.ca.gov

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2026-05125.

Sincerely,

Frances Duong

Frances Duong
LDR Branch Chief

Cc: State Clearinghouse