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**Governor's Office of Planning & Research**

**Dec 30 2020**

**STATE CLEARINGHOUSE**

December 30, 2020

Jivar Afshar  
City of Los Angeles, Department of City Planning  
221 North Figueroa Street, Suite 1350  
Los Angeles, CA 90012

RE: 676 Mateo Street Project – Draft  
Environmental Impact Report (DEIR)  
SCH# 2018021068  
GTS# 07-LA-2018-03446  
Vic. LA-10 PM 17.708

Dear Jivar Afshar:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project would involve the demolition of the existing warehouse and surface parking lot, and the construction of an up to 197,355-square-foot mixed-use building including up to 185 live/work units, approximately 15,320 square feet of open space for residents, up to 23,380 square feet of art-production and commercial space, and associated parking facilities. Eleven percent of the units (20 live/work units) would be deed-restricted for Very Low-Income households. The Project also proposes the ability to implement an "Increased Commercial Flexibility Option" (Flexibility Option) that would provide the Project the flexibility to increase the commercial square footage and, in turn, reduce the overall amount of live/work units from 185 live/work units to 159 live/work units, with a commensurate reduction in deed-restricted Very Low Income units.

The nearest State facility to the proposed project is Interstate 10. After reviewing the DEIR, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that provides a mix of land uses which allow a neighborhood to meet their needs for housing, work, and services, like the proposed Project aims to facilitate. Caltrans also applauds the inclusion of deed restricted low-income housing and concurs with Project Design Feature (PDF) TR-2, which reduces car parking and creates additional bike parking. Since the intention of PDF TR-2 is to reduce car parking, based on the Project's location and land use context, Caltrans recommends reducing the amount of car parking to the smallest number of spaces possible. Research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of transportation. For any community or city to better support all modes of transportation and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) measures as an alternative to requiring car parking.

If the car parking must be built, it should be designed in a way that is conducive to adaptive reuse. They should contain flat floors with ramps on the exterior edge, so that they can be more easily converted to beneficial uses in the future.

Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2018-03446.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse