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July 1, 2022

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

Courtney Shum, City Planner  
City of Los Angeles, Department of City Planning  
221 N. Figueroa Street, Suite 1350  
Los Angeles, CA 90012

**Jul 7 2022**

**STATE CLEARINGHOUSE**

RE: 4<sup>th</sup> and Hewitt Project - Draft Environmental  
Impact Report (DEIR)  
SCH# 2017091054  
GTS# 07-LA-2017-03964  
Vic. LA-101 PM 0.633

Dear Courtney Shum,

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 an existing office building, two storage/garage buildings, and surface parking lots, and the construction of an 18-story office building. The Project would include ground floor restaurant space, commercial office space, office exterior common areas, and a landscaped outdoor courtyard on Colyton Street. The ground floor would include 112 bicycle parking spaces (40 short-term spaces and 72 long-term spaces), as well as amenities, such as showers and a bicycle repair area. 660 car parking spaces would be spread across 7 floors of the Office Building.

The nearest State facility to the proposed project is US 101. After reviewing the DEIR, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that prioritizes nearby transit service, promotes active transportation, and provides a mixture of land uses that keeps the goods and services people need near where they work and live. Caltrans commends the Project's inclusion of bike parking, repair area and showers. However, there is still room for improvement, as nearly six car parking spaces are being built for every bike parking space. 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. Additionally, the Transportation Impact Study (TIS) did not include the number of car parking spaces being provided, as confirmed by the LADOT Assessment of the TIS. The induced demand generated by this car parking isn't currently being captured in the vehicle miles traveled (VMT) analysis.

Caltrans recommends the following:

- Reducing or eliminating car parking requirements. For any project to better promote public transit, walkability, safety, and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an unnecessary amount of parking.
- If the parking must be built, it should be designed in a way that is conducive to adaptive reuse. They should contain flat floors so that they can be more easily converted to beneficial uses in the future.
- As Project Requirement A-1 states in the LADOT Assessment of the TIS, any car parking that may be required to be built should be completely unbundled from tenant leases so that the true cost of car infrastructure can be exposed to market forces.

Finally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of 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-2017-03964.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: State Clearinghouse