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Governor's Office of Planning & Research



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Feb 25 2021

STATE CLEARINGHOUSE

February 25, 2021

Alan Como, AICP
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: Angels Landing Project – Draft
Environmental Impact Report (DEIR)
SCH# 2019039164
GTS# 07-LA-2019-03475
Vic. LA-110 PM 23.117

Dear Alan Como:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project would involve a two-tower mixed-use development consisting of: 180 residential for-sale condominium units; 252 residential apartments (including a mix of market rate and affordable units); two hotels with a combined total of 515 guest rooms, restaurants, ballrooms, meeting rooms, and amenities (fitness/spa); and 72,091 square feet of general commercial (retail/restaurant) uses. The proposed uses would be distributed through a series of terraced levels in a podium structure and two towers (Tower A and Tower B) that would be constructed above a three-level subterranean parking garage. The Project would also provide public and private open space areas and would retain the existing on-site Metro Pershing Square Station portal. In all, the Project would result in up to 1,269,150 square feet of floor area with a maximum floor area ratio (FAR) of up to 13:1. Tower A would include 63 floors with a building height of up to 854 feet. Tower B would include 42 floors with a building height of up to 494 feet. Excavation would occur to a depth of approximately 70 feet below ground surface as measured from the elevation of Hill Street adjacent the Project Site.

The nearest State facility to the proposed project is Interstate 110. 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 bicycle parking and the relatively low number of car parking spaces, as 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.

Caltrans concurs with the included Freeway Safety Analysis and 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 and refer to GTS# 07-LA-2019-03475.

Sincerely,



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