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Governor's Office of Planning & Research

Jan 03 2022**STATE CLEARINGHOUSE**

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a California Way of Life*

January 3, 2022

Polonia Majas
City of Los Angeles, Department of City Planning
221 N. Figueroa Street Suite 1350
Los Angeles, CA 90012

RE: 8th, Grand and Hope
SCH # 2019050010
Vic. LA-110/PM 22.45, LA-10/PM 15.3,
LA-101/PM 1.32
GTS # LA-2019-03770-DEIR

Dear Polonia Majas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project proposes to construct a 50-story mixed-use development comprised of 580 residential units and up to 7,499 square feet of ground floor commercial/retail/restaurant space on a 34,679-square-foot site. The Project would provide 636 vehicle parking spaces within three subterranean levels and eight above-grade levels and four vehicle parking spaces on the ground floor. To accommodate the Project, an existing surface parking lot and four-story parking structure would be demolished. Upon completion, the total building floor area would be 554,927 square feet with a maximum height of 592 feet and a Floor Area Ratio (FAR) of approximately 9.25:1.

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:

<http://opr.ca.gov/ceqa/updates/guidelines/>

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 challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments 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.

For City's reference, we encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Also, 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 these resources at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

Caltrans encourages lead agencies to prepare traffic safety impact analysis for all future developments in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

The Project Site is located in an area well-served by a variety of public transit options. The Project Site is transit accessible and is close to many bus transit-lines, rail lines, and local shuttle service. The Project Site is located approximately two blocks away from the Los Angeles County Metropolitan transportation Authority's (Metro's) 7th/Metro Center Metro Rail station. As a result, the Project is a pedestrian- and transit-oriented development, it would encourage ridesharing and the use of alternative mobility modes.

In addition, the Project Site located in an area with well-developed pedestrian facilities, including sidewalks on all streets and crosswalks at all intersections. There are signalized pedestrian crossings at the four closest intersections to the Project Site. Also, 8th Street has been identified in the High Injury Network. Therefore, the Project would support modifications to provide a safe and comfortable walking environment. The implementations are as follow:

- Streetscape amenities provided by the Project would include a row of street trees along 8th Street, Hope Street, and Grand Avenue as well as pedestrian-scale lighting fixtures and other streetscape elements such as public art, street furniture, infrastructure, and signage elements.
- An on-site porte-cochere located in the center of the site for pick-up and drop-off for visitors, taxis, and rideshare vehicles.
- The Project would comply with the LAMC and would provide 26 short-term and 224 long-term bicycle parking spaces.
- The Project proposes to install tactile warning strips on the street corners immediately adjacent to the site (northwest corner of Grand Avenue & 8th Street) and the northeast corner of Hope Street & 8th Street.

CEQA Analysis of Transportation Impacts (refer to Chapter 2 of Appendix G) identified that the Project would generate 1500 daily trips which is more than 250 new increased daily trips for threshold. As a result, a VMT analysis is required and it calculated that the Project's Household VMT per Capita would be 3.4 compared to the threshold of 6.0, and its Work VMT per Capita would be 0.0 compared to the threshold of 7.6. Therefore, it is concluded that the Project would not cause significant VMT impacts for both Household VMT and Work VMT.

As required by LADOT's Interim Guidance for Freeway Safety Analysis, if a development project adds 25 or more trips to any freeway off-ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queueing impacts following the identified steps in the guidelines. If the project is not expected to generate more than 25 or more peak-hour trips at any freeway off-ramps, then a freeway ramp analysis is not required. As shown Table 2.5 on page 62 of the 8th Grand & Hope Project Transportation Assessment revised in December 2020 by The Mobility Group, the Project would add fewer than 25 trips to the I-110, I-10, and US-101 freeway off-ramps in both the morning and afternoon peak hours. Therefore, further analysis is not required.

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

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-2019-03770-DEIR.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

Miya Edmonson
email: State Clearinghouse