

DEPARTMENT OF TRANSPORTATION

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May 18 2021

STATE CLEARINGHOUSE

May 18, 2021

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

RE: Our Lady of Mt. Lebanon Project – Draft
Environmental Impact Report (DEIR)
SCH # 2019080173
GTS # 07-LA-2019-03588
Vic. LA-187/PM: 8.905

Dear Paul Caporaso:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The project mainly includes the:

- Development of a 19-story, multi-family residential building with 153 apartment units (including 17 Very Low-Income units);
- Deconstruction, reassembly, rehabilitation, and limited alteration of the existing on-site cathedral, with a resulting floor area of approximately 7,790 square feet; and
- Replacement of three existing ancillary church buildings with a new three-story building that will include approximately 23,649 square feet of ancillary church uses, such as offices, meeting rooms, and a multi-purpose room.

The project would also provide 16,800 square feet of open space and 397 vehicle parking spaces within a five-level subterranean parking structure. Overall, the project would result in a net increase of approximately 160,862 square feet of floor area on the project site. Upon completion of the project, the total floor area of the buildings would be 180,080 square feet, with a floor area ratio (FAR) of 4.99:1. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 2.25 miles away from the intersection of North La Brea Avenue and State Route 2 (also known as Santa Monica Boulevard). Caltrans owns the section of Santa Monica Boulevard from this intersection to the US-101 and Santa Monica Boulevard interchange. From reviewing the DEIR, Caltrans has the following comments.

Since we commented on the Notice of Preparation for this project, the implementation date for Senate Bill 743 (2013) has passed. Thus, Caltrans has reviewed this DEIR from a Vehicle Miles Traveled (VMT) perspective rather than a Level of Service perspective.

We support implementing Mitigation Measure TR-MM-1, which involves unbundling parking and providing promotions to encourage alternative transportation use, in order to decrease the household VMT per capita impacts to less than significant levels. Caltrans also supports the project's bicycle parking and sidewalk improvements, which should also decrease its VMT impacts.

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To further decrease household VMT per capita impacts, the City should consider offering less parking. The DEIR states that the project requires 314 vehicle parking spaces based on local requirements and ordinances, however, 397 spaces will be provided in order to provide adequate parking for holiday services and larger events. Rather than offering additional spaces, which can induce VMT, Caltrans suggests that the City consider providing stronger incentives to use alternative transportation on those days with holiday services and larger events.

In addition, 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. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, including Interstate 10 which was mentioned as part of a potential hauling route, please submit the Construction Traffic Management Plan detailing these issues for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2019-03588.

Sincerely,

Frances Duong for

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