

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

October 23, 2019

**OCT 23 2019**

Ms. Connie Chauv  
Los Angeles City Planning Department  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

**STATE CLEARINGHOUSE**

RE: Wilmington Apartments Project – Mitigated  
Negative Declaration (MND)  
SCH # 2019109010  
GTS # 07-LA-2019-02853  
Vic. LA-1/PM: 10.256

Dear Ms. Connie Chauv:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed project is the construction, use, and maintenance of a 3-story, 36-foot tall, 51,202 square-foot affordable housing project comprised of 56 dwelling units (100% restricted to Very Low-Income households exclusive of one manager's unit). The project will provide 19 parking spaces at grade level, and 48 long-term and 5 short-term bicycle parking spaces. The project will have a Floor Area Ratio ("FAR") of 0.92:1 and will involve the grading of approximately 2,750 cubic yards of soil. The site is currently vacant. The City of Los Angeles is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are State Route 1 (SR-1), which is located approximately 230 feet away from the project, State Route 47 (SR-47), which is located approximately 5,000 feet from the project, and Interstate 110 (I-110), which is located approximately 1.5 miles away from the project.

In terms of alternative transportation facilities that serve the project, two bus stops for Route 3 are located approximately 300 feet away from the project, at the intersection of SR-1 & Eubank Avenue, and one of those stops is also serviced by the DASH Wilmington bus route. There is also a Class II bike lane on Eubank Avenue that runs past the project. Finally, sidewalks exist on the west side of Eubank Avenue, and both sides of Sandison Street as well as SR-1.

The City of Los Angeles adopted a Vehicles Miles Traveled (VMT) metric for transportation analysis in July 2019. Caltrans applauds the City for adopting the metric that assists the State in meeting its greenhouse gas emissions reductions targets as well as reducing VMT. Based on the City's VMT calculator, this project will not have a significant VMT impact.

Due to the project's low VMT, and access to transit, bicycle, and pedestrian facilities, Caltrans does not expect project approval to result in a direct adverse impact to existing State transportation facilities.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse

Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports the Transportation Demand Management (TDM) strategies this project has incorporated, such as providing 53 bicycle parking spaces. Additional TDM strategies that the City of Los Angeles might want to consider integrating into this project include:

- Converting the Class II bike lane on Eubank Avenue into a Class IV protected bike lane to provide greater protection to cyclists from freight traffic generated by the nearby railroad and businesses
- Extending the bike lane on Eubank Ave south to connect with the M Street bike facility
- Improving the nearby sidewalk network for residents traveling to grocery stores, museums, and the Los Angeles Public Library branch on Avalon Boulevard

Please make every attempt to reduce VMT. For additional TDM options that can reduce VMT, please refer to:

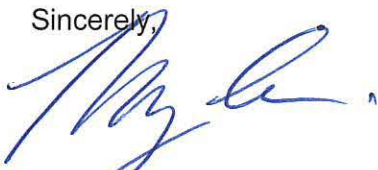
- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>

As a reminder, 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 construction traffic is expected to cause delays on any State facilities, please submit a construction traffic management plan detailing these delays for Caltrans' review.

Also, storm water run-off is a sensitive issue for Los Angeles county. Please be mindful that the project needs to be designed to discharge clean run-off water.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to GTS# 07-LA-2019-02853.

Sincerely,



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