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Governor's Office of Planning & Research

DEC 11 2019

December 3, 2019

STATE CLEARINGHOUSE

Edward Paek
CEQA Project Manager
LAUSD Office of Environmental Health and Safety
333 South Beaudry Avenue
21st Floor
Los Angeles, CA 90017

RE: John F. Kennedy High School
Comprehensive Modernization Project
Mitigated Negative Declaration (MND)
SCH# 2019119001
GTS# 07-LA-2019-02911
Vic. LA – 118/ PM R8.631
Vic. LA – 405/ PM 47.41

Dear Mr. Paek:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project encompasses most of the Kennedy HS campus and consists of the comprehensive modernization of the campus, including demolition, construction, and renovation activities. The project includes demolition and removal of 22 relocatable buildings (containing 30 classrooms) and the construction of a new 20,500-square-foot building (that will provide ten new classrooms). Additionally, the following buildings would be renovated to improve seismic safety: 1) Classroom Buildings #1, #2, and #3; 2) the Library Building; 3) the Science Building; 4) the Student Store Building; 5) the Cafeteria Building; 6) the Oral Arts Building; 7) the Music Building; 8) the Shop Building; and 9) the Adult School Office. Other improvements include campus-wide infrastructure, including domestic water, fire, irrigation, gas, sewer, low voltage (e.g., fire, telephone, data), electrical and storm drainage, Americans with Disabilities Act (ADA) compliance, landscape, hardscape, interior and exterior paint, and window treatments. The Project scope also includes the placement of interim facilities, as necessary and subject to all relevant codes and regulations, to replace facilities and associated functions lost during construction.

The nearest State facilities to the proposed project are State Route 118 (SR-118) and Interstate 405 (I-405). After reviewing the Mitigated Negative Declaration (MND), Caltrans has the following comments:

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the

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Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: [http://opr.ca.gov/docs/20190122-743 Technical Advisory.pdf](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

With regards to parking, Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. 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. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building excessive parking.

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). The reference is available online at:


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

Caltrans encourages the Lead Agency to continue the reduction of vehicle speeds in order to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. Such methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

As a reminder, 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 Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02911.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

Cc: Scott Morgan, State Clearinghouse