

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
PHONE (213) 897-0475  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

6/1/2020

Governor's Office of Planning &amp; Research

**JUN 01 2020****STATE CLEARINGHOUSE**

June 1, 2020

Hagu Solomon-Cary  
City of Los Angeles Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

RE: Enlightenment Plaza Project - Draft  
Sustainable Communities Environmental  
Assessment (DSCEA)  
SCH # 2020040433  
GTS # 07-LA-2020-03247  
Vic. LA-101/PM: 4.355

Dear Hagu Solomon-Cary:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced DSCEA. The proposed infill project is the demolition of existing uses and the new construction, operation, and maintenance of five eight-story multifamily buildings consisting of 454 dwelling units. The project consists of 100% affordable housing, exclusive of five manager's units. The project would provide 23 vehicular parking spaces, which is no more than required, and 251 bicycle parking spaces. Additionally, the project's Floor Area Ratio is 2.8:1. The City of Los Angeles is considered the Lead Agency.

The project is located adjacent to the United States 101 (US-101) on-ramp at Vermont Avenue. It is also located within 500 feet to the west of the Vermont/Beverly Metro Rail Station. As discussed in the SCEA, this means that the project is located in a Transit Priority Area (TPA) per the Technical Advisory on Evaluating Transportation Impacts in CEQA, written by the California Governor's Office of Planning and Research (OPR) and dated December 2018.

In 2019 the City of Los Angeles adopted a Vehicle Miles Traveled (VMT) metric for transportation analysis, in accordance with Senate Bill 743 (2013). This bill mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. In light of the City's early adoption of VMT, Caltrans has reviewed this project based on the 2018 OPR Technical Advisory on Evaluating Transportation Impacts in CEQA. According to these guidelines, this project is presumed to have a less than significant impact because it is a 100% affordable residential development in an infill location. The project is also presumed to have a less than significant impact because it is located in a TPA, and meets the following criteria:

- Has a floor area ratio of more than 0.75.
- Does not include more parking than required by the local permitting agency.
- Is consistent with the region's Sustainable Communities Strategy.
- Does not replace affordable residential units with a smaller number of moderate- or high-income residential units.

Therefore, 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 limited vehicle parking as well as 251 bicycle parking spaces. Additional TDM and complete streets strategies that the City of Los Angeles may want to consider integrating into this project include:

- Offer bike parking that is secure and accessible, and provide a conveniently located on-site bicycle repair station.
- Consider creating a Tier 1 rather than Tier 3 bicycle facility along Beverly Boulevard west of Westmoreland Avenue.
- Ensure that all stormwater run-off is captured on-site. Caltrans supports the proposed implementation of a Storm Water Pollution Prevention Plan.
- Confirm that project site driveways are designed to allow vehicle drivers to clearly see any approaching pedestrians or bicyclists at a safe sight-distance.
- Provide transit incentives and discounts to residents of the site.
- Create shelters at nearby transit stops that do not currently have them, such as the transit stop on the northbound side of Vermont Avenue near the intersection of Vermont Avenue & Beverly Boulevard, in front of the 76 gas station.

As a reminder, any transportation of heavy construction equipment or materials that requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. If construction traffic is expected to cause delays on any State facilities, including the US-101, please submit the Construction Traffic Management Plan detailing these delays for Caltrans' review. Caltrans recommends that construction-related traffic, including truck haul trips, be scheduled outside of commuter peak hours to the extent possible.

Finally, encroachment permits are required for any project on or near Caltrans right-of-way. Due to this project's proximity to the US-101 on-ramp at Vermont Avenue, an encroachment permit might be required, however, this decision will be subject to additional review by Caltrans' Office of Permits.

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-2020-03247.

Sincerely,



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