

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning  
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Making Conservation  
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7/25/2020

Governor's Office of Planning &amp; Research

**Jul 24 2020****STATE CLEARINGHOUSE**

July 24, 2020

Aiden Leong  
Los Angeles Department of Water and Power  
111 N Hope St, Room 1044  
Los Angeles, CA 90012

RE: West Los Angeles District Yard Project –  
Mitigated Negative Declaration (MND)  
SCH # 2020060439  
GTS # 07-LA-2020-03300  
Vic. LA-10/PM: R 3.967

Dear Aiden Leong:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this Mitigated Negative Declaration (MND). The West Los Angeles District Yard Project (proposed project) is a facility improvement project proposed by the Los Angeles Department of Water and Power (LADWP). Under the proposed project, LADWP would demolish six structures on the project site, including the West Los Angeles Distribution Headquarters (i.e., district office), warehouse, break room, locker room, fleet shop, and surface parking. One new building, totaling approximately 92,000 square feet, would be constructed in place of the demolished buildings, which would include a warehouse, administration office, electric trouble office, service planning office, and fleet shop. The new building would consolidate all of the functions of the demolished buildings and house the relocated Service Planning group at the project site. A two level above-ground parking structure with a total of 154 parking stalls for use by fleet vehicles would be constructed adjacent to the new building and would be connected by a horizontal assembly. Beneath the proposed new building, a single-level underground parking structure with a total of 389 parking stalls would also be constructed. An additional 12 public parking spaces would be provided at grade for the Service Planning group, outside of the security gate

Under Senate Bill 743 (2013), CEQA review of transportation impacts of a proposed development are adapting to eliminate consideration of delay-and capacity-based metrics such as level of service (LOS) and are instead focusing analysis on another metric of impact, "Vehicle Miles Traveled (VMT). Effective July 1<sup>st</sup>, 2020, Caltrans replaced LOS with VMT when evaluating traffic impacts.

After reviewing the MND, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

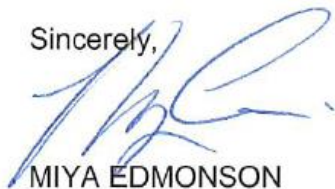
As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

Also, storm water run-off is a sensitive issue for Los Angeles county. Please consider designing the project to discharge clean run-off water. The completed project could incorporate green design elements that can capture storm water. Incorporating measures such as permeable pavement, landscaping, and trees to reduce urban water run-off could be considered.

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If you have any questions, please contact Reece Allen, the project coordinator, at [reece.allen@dot.ca.gov](mailto:reece.allen@dot.ca.gov), and refer to GTS # 07-LA-2020-03300

Sincerely,

A handwritten signature in blue ink, appearing to read 'Miya Edmonson', with a stylized flourish at the end.

MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse