

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

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May 11, 2022

Jason McCrea  
Major Projects Section  
City of Los Angeles, Department of City Planning  
221 N. Figueroa Street Suite 1350  
Los Angeles, CA 90012



RE: District NoHo Project  
SCH # 2020060573  
Vic. LA-170/PM R15.66  
GTS # LA-2020-03905-DEIR

Dear Jason McCrea:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project proposes a transit-oriented development on approximately 15.9 acres of land owned by the Los Angeles County Metropolitan Transportation Authority (Metro) at and including the terminus of Metro's B (Red) Line and G (Orange) Line (Project Site) as part of a joint development effort with Metro. The Project would include improvements to transit facilities and include approximately 1,523,528 square feet of residential uses comprised of 1,216 market rate units and 311 affordable residential units, up to 105,125 new square feet of retail/restaurant uses, and up to 580,374 new square feet of office space. The proposed uses would be located within several buildings on multiple "Blocks" ranging in height from one to 28 stories. Additionally, certain surplus City right-of-way are proposed to be merged into the Project Site which, if approved, would bring the total lot area to 16.07 acres. Overall, the Project would build a net increase of 2,158,191 square feet of floor area within the Project Site.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

For this project, we encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. 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). This reference is available online at:

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

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

### **VMT Analysis**

The TAG identifies a daily household VMT per capita impact criteria of 9.4 and daily work VMT per employee impact criteria of 11.6 for the South Valley APC, in which the Project is located. All analysis scenarios residential VMT per capita is between 4.0 to 6.1. All

analysis scenario Work VMT per employee is between 8.7 to 10.4. Therefore, the residential and office uses would not result in a significant VMT impact. To validate this statement, we recommend the City to prepare post-development VMT analysis with all necessary mitigation measures. Mitigation measure should be implemented when the post-development VMT analysis discloses any traffic significant impact.

### **Freeway Safety Analysis**

For freeway safety analysis, none of the queues would exceed the ramp storage length during either peak hour. Therefore, further evaluation of the significance criteria is not necessary at any location. The Project would not result in a significant impact, and no mitigation measures are required based on Phase 1 or Full Buildout Project traffic.

### **Transit**

The Project would design and construct the Consolidated Transit Center to integrate bus and rail services at one purpose-built location. The Project would also construct new Metro parking to replace the existing supply removed from Parcel 1.

### **Pedestrian**

The Project would install or upgrade pedestrian infrastructure at several locations. All public sidewalks adjacent of the Project Site would be widened where necessary to meet or exceed the width standards from Mobility Plan 2035. The Project would repaint existing crosswalks that would be affected by Project changes to curbs and would install new crosswalks at the following locations:

- Across the south leg of Tujunga Avenue & Chandler Boulevard (North)
- Across the north leg of Tujunga Avenue & Chandler Boulevard (South)
- Across the south leg of Lankershim Boulevard & Chandler Boulevard (North)
- Across the west leg of District Way & Fair Avenue

Per the Project Design Feature TF-PDF-2, the project proposes pedestrian network and traffic calming improvements. The project proposes installing new continental-style crosswalks to increase visibility and safety. It is recommended that all intersections within the project area be upgraded to continental striping. Additionally, ensure that all curb ramps within the project are upgraded with detectable warning surfaces to comply with ADA requirements.

At intersections where incidences of collisions are high and street crossing distance increased, it is recommended that Leading Pedestrian Intervals (LPIs) be included to allow pedestrians the opportunity to enter a signalized crosswalk prior to vehicles.

As much of the project falls within Pedestrian Enhanced Districts (per LA's Mobility Plan 2035), pedestrian safety should be prioritized.

## **Bicycle**

The Project proposes to install a new two-way bicycle route through the Project Site on District Way. It would also improve the westbound bicycle lane on Chandler Boulevard (North) between Tujunga Avenue and Lankershim Boulevard to a Class IV facility separated by bollards and would install a bicycle crossing signal across Lankershim Boulevard at Chandler Boulevard (North). The Project would install a new two-way Class IV facility separated by Bollards on the east side of Fair Avenue between District Way and Chandler Boulevard. The Project would provide bicycle parking at each block along with parking for Metro Bike Hubs and Metro's Bikeshare or similar first mile/last mile transit options.

Per the Project Design Feature TF-PDF-2, the project proposes a series of on-street bicycle improvements, including signalized bicycle crossings, and Class IV bicycle lanes. Where any existing or proposed Class II/IV facilities exist, green zone conflict striping should be included at any controlled intersection, per NACTO guidelines.

On streets designated as 'bicycle-friendly roads' on Google Maps, consideration should be given to designation these streets (Tujunga Ave, Cumpston St, Lankershim Blvd) as Class-III bike facilities, with sharrows included.

For all improvements recommended above, please include all applicable bicycle signage, per MUTCD standards.

## **TDM Program**

The Project would incorporate various measures to encourage alternative transportation and reduce VMT and vehicle trips, including:

- Reduced parking supply
- Promotions and marketing
- Pedestrian network improvements
- Traffic calming improvements
- Implement on-street bicycle facilities
- Bicycle parking per LAMC

## **Other**

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.

Please be reminded that protected-permissive left-turn signal phasing improvement performed within the State Right-of-way at the westbound left turn from Magnolia Boulevard to SR-170 southbound will require an Encroachment Permit from Caltrans.

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Any modifications to State facilities must meet all mandatory design standard and specifications.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2020-03905-DEIR.

Sincerely,

*Miya Edmonson*

MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse