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9/21/2020
Governor's Office of Planning & Research

Sep 21 2020

STATE CLEARINGHOUSE

September 21, 2020

Nuri Cho
Los Angeles City Planning Department
200 N. Spring Street
Los Angeles, CA 90012

RE: 1024 Mateo Project – Draft Sustainable
Communities Environmental Assessment
(DSCEA)
SCH # 2020080310
GTS # 07-LA-2020-03342
Vic. LA-10/PM: 17.641

Dear Nuri Cho:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DSCEA. The project includes the demolition of a surface parking lot and a 16,960 square-foot maintenance service building. These will be replaced with a single 257,287 square-foot mixed-use building containing a total of 106 live/work condominium units and approximately 119,843 square feet of commercial space. Of the 106 units, 9 units would be set aside for Very Low-Income Households. The commercial space includes 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square-feet of office space. The proposed building would be eight stories tall and approximately 127 feet in height with a floor area ratio of 4.57:1. Also, the project would provide 402 vehicular parking spaces. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located near several state facilities. The Interstate 10 (I-10) ramps at 8th Street are located approximately 800 feet away from the project. The project is also located approximately 1 mile away from where the U.S. 101, I-10, Interstate 5 (I-5), and State Route 60 (SR-60) converge in Boyle Heights.

According to the DSCEA, the project will exceed the City's Household and Work Vehicle Miles Traveled (VMT) thresholds, however, after implementing following Project Design Features (PDFs) and Mitigation Measures (MMs), the project's transportation impact will be reduced to less than significant. Caltrans agrees with this determination.

- **TRA-PDF-1:** Reduce Parking Supply
- **TRA-PDF-2:** Provide Bicycle Infrastructure
- **TRA-PDF-3:** Perform Neighborhood Enhancement
- **TRA-MM-1:** Unbundle Parking
- **TRA-MM-2:** Offer Transit Subsidy
- **TRA-MM-3:** Implement Voluntary Travel Behavior Change Program

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 Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports the TDM strategies this project has incorporated, such as the PDFs and MMs listed above. Additional TDM strategies that the City of Los Angeles may want to consider integrating into this project to further reduce VMT include:

- Ensure that project driveway placements do not directly cause issues related to line of sight of pedestrians or bicyclists.
- Further reduce vehicle parking by providing additional bicycle parking spaces.
- Create high-visibility continental crosswalks around the project site.

For more TDM options, 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>.

Also, 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. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. In addition, according to the DSCEA, project haul trucks would most likely "utilize Mateo Street towards the I-10 Freeway to the South." If these trucks or any other construction traffic are expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2020-03342.

Sincerely,



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