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February 10, 2021

Governor's Office of Planning & Research

Feb 12 2021

STATE CLEARINGHOUSE

Jessica E. Frazier, MBA | Development Officer
Housing Authority of the City of Los Angeles
2600 Wilshire Blvd, 3rd Floor
Los Angeles, CA 90057

RE: One San Pedro Specific Plan – Notice of
Preparation (NOP)
SCH# 2021010117
GTS# 07-LA-2021-03472
Vic. LA-47 PM R0.331

Dear Jessica E. Frazier,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project involves the redevelopment of the Rancho San Pedro complex with a Specific Plan in order to improve the physical condition of the community and increase housing stock and amenities for residents. The proposed project would include demolition of the existing 478-unit Rancho San Pedro (in phases) complex, including 8,000 square feet (sf) of amenities, services and administration, and construction of new housing with a total of up to 1,390 multi-family residential units for mixed-income households, 85,000 sf of services, amenities and administration, and 45,000 sf of commercial/retail uses. Each building would have its own onsite parking garage with secured access limited to residents. In addition to secured parking garages, no zoning code on-street parking within and around the site would also be maximized, including expanding available diagonal parking where available. This would include reconfiguring on-street curb parking, transitioning from parallel to diagonal parking on some blocks. The proposed project would maintain the existing street grid and block configuration, with the exception of Beacon Street and the intersecting portion of Second Street, where a new pedestrian plaza is proposed. Site access would be similar to the existing conditions.

The nearest State facility to the proposed project is State Route 47. After reviewing the NOP, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that prioritizes more affordable housing for Californians, like the proposed Project aims to facilitate. However, Caltrans recommends implementing as little car parking as possible as research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of

transportation. For any community or city to better support all modes of transportation and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) measures as an alternative to requiring car parking. It should also be noted that rates of car ownership and vehicle miles traveled (VMT) are significantly lower for low-income households than they are for high-income households. Seeing as this project is intended to provide affordable housing, this should be taken into consideration. There is sufficient justification to consider reducing the amount of parking required for affordable housing projects, like the one proposed, in order to promote affordability and achieve the project's goals. Caltrans looks forward to reviewing the forthcoming Draft Environmental Impact Report (DEIR) to confirm that the One San Pedro Specific Plan will result in a net reduction in VMT.

Additionally, further review of the Project will be done at the DEIR stage when more transportation data is provided. At that time Caltrans will conduct a transportation investigation report, if needed.

Finally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Any work that would affect the freeways and its facilities, Caltrans has the jurisdiction for review and approval. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03472.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse