

**DEPARTMENT OF TRANSPORTATION**  
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Governor's Office of Planning & Research

**May 17 2021**

## STATE CLEARINGHOUSE

May 14, 2021

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

RE: 1201 Grand Project – Notice of Preparation  
(NOP)  
SCH# 2021040478  
GTS# 07-LA-2021-03560  
Vic. LA-10 PM 15.331  
Vic. LA-110 PM 22.164

Dear Jason McCrea:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project consists of the removal of an existing three-story office building and surface parking lot for the construction of a new 40-story high-rise mixed-use building with up to 312 residential units, approximately 7,100 square feet of retail/restaurant uses, a ground-floor public plaza, residential open space amenities, 156 long-term bike parking spaces, and 352 car parking spaces in three subterranean and six podium levels above the ground floor. All vehicular access would be provided via two driveways along an adjacent north-south alley located mid-block between Hope Street and Grand Avenue, on the west side of the Project Site.

The nearest State facilities to the proposed project are I-10 and SR 110. After reviewing the NOP, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that provides a mix of land uses which allow a neighborhood to meet their needs for housing, work, and services, like the proposed Project aims to facilitate. However, Caltrans recommends reducing the amount of car parking to the fewest number of spaces possible. 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. If the car parking must be built, it should:

- 1) Be unbundled from the cost to rent or buy any residential unit to reduce car dependency and lower Vehicle Miles Travelled (VMT).

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- 2) Be designed in a way that is conducive to adaptive reuse. They should contain flat floors with ramps on the exterior edge, so that they can be more easily converted to beneficial uses in the future.

Additionally, Caltrans recommends that at least one long-term bicycle parking space be provided per residential unit, allowing residents to take advantage of the Project's central location and choose the bicycle as their mode of travel more easily. Long-term bicycle parking should be located onsite, indoors, on the ground floor, and within 200 feet of primary pedestrian entrances.

While Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities, Caltrans looks forward to the forthcoming Draft Environmental Impact Report (DEIR) for further analysis.

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2021-03560.

Sincerely,

*Frances Duong for*

MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: State Clearinghouse