

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life.*

May 12, 2022

David Woon  
City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 763  
Los Angeles, CA 90012-4801



RE: 5001 Wilshire Project – Notice  
of Intent to Adopt a Sustainable  
Communities Environmental  
Assessment (SCEA)  
SCH # 2022040267  
GTS # 07-LA-2022-03915  
Vic. LA-10/PM: R11.18

Dear David Woon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced SCEA. The Project proposes the demolition of the existing two-story commercial building and surface parking lots to develop an eight-story mixed-use building with 242 dwelling units and 10,900 square feet of commercial space. The Project will encompass a total floor area of 282,050 square feet (sf) resulting in a Floor Area Ratio (FAR) of 3.84:1 and will have a maximum building height of 105 feet. In addition, the northern lots and Carling Way will be redeveloped into a 5,600-sf common open space area. The Project will include 324 residential parking spaces located within three subterranean parking levels and 30 commercial parking spaces located on the ground level. It will also provide 164 bicycle spaces (143 long-term and 21 short-term). The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project Site is in a highly urbanized location surrounded by a mix of land uses including commercial, residential, institutional, and office space. The Project Site is bounded by Wilshire Boulevard to the south, South Highland Avenue to the east, and South Citrus Avenue to the west. It is located nearly equidistant between Interstate Highway 101 (US-101) and Interstate 10 (I-10), located approximately two miles to the northeast and south respectively. The SCEA finds transportation impacts from the Project to be less than significant for the following reasons: The SCEA states that the proposed project is not projected to have Vehicle Miles Traveled (VMT) exceeding the thresholds set by the Central Area Planning Commission (APC) (6.0 per household and 7.6 for work). Given the projections of net daily trips, it was found this Project would not exceed thresholds and therefore not necessitate further Vehicle Miles Traveled (VMT) analysis. The Project meets the goals and policies of the Wilshire Community Plan and its Transportation Improvement and Mitigation Plan (TIMP). The purpose of this Project is to provide housing near a transit stop. Moreover, the Project would not include

unusual or hazardous design features that are atypical to large scale commercial and residential developments nor any that could impede emergency access.

We encourage the City of Los Angeles to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For TDM strategies, 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>

Caltrans also encourages Lead Agencies to promote alternative transportation. This will increase accessibility and decrease Greenhouse Gas Emissions, which supports Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment. For additional strategies that will promote equity and environmental preservation, please 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>

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. Caltrans recommends that the Project should limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, including I-10 and US-101, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at [Ronnie.Escobar@dot.ca.gov](mailto:Ronnie.Escobar@dot.ca.gov), and refer to GTS # 07-LA-2022-03915.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

cc: State Clearinghouse