

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

June 16, 2022

Governor's Office of Planning & Research

Jun 16 2022

Lynda Hikichi
Department of Regional Planning
County of Los Angeles
320 W. Temple St., 13th Floor
Los Angeles, CA 90012

STATE CLEARINGHOUSE

RE: LA Subida Residential
SCH # 2022050581
Vic. LA-60/PM 15.95
GTS # LA-2022-03967-MND

Dear Lynda Hikichi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The project applicant, Lennar Homes, proposes to create one multi-family lot for a condominium development comprised of 52 detached residential units on 10.48 net acres. On-site amenities include park and open space areas of 1.09 acres.

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.

Using the SCAG RTP/SCS traffic model, it was determined that the existing homes surrounding the project site generate 20.2 VMT per capita, which is 59 percent greater than the regional average. The County Guidelines establish a VMT impact criterion of 10.6 VMT per capita. Without Project Design Features (PDFs) or mitigation measures to reduce VMT generation, the project would be anticipated to generate VMT at the same rate as surrounding homes. Total VMT generated by the project's anticipated 183 residents is 3,697 VMT, which is 1,757 VMT above the VMT impact criteria.

TDM strategies identified in the County Guidelines and the transportation strategies identified in the CAPCOA Manual were reviewed, and the following measures were identified as feasible and proposed by the project as PDFs:

1. Enhanced remote work and telework
2. On-site parks
3. Pedestrian network improvement through the project site
4. On-site bicycle parking
5. A car-sharing program
6. A ride-sharing program
7. A school pool program

These PDFs are anticipated to reduce on-site VMT by 476 VMT and by 1,178 VMT from the surrounding neighborhood. Funding or construction of Class III bicycle facilities identified in the Bicycle Master Plan is proposed as a mitigation measure, which could reduce 212 VMT in the surrounding neighborhood. In total, the PDFs and mitigation measures are anticipated to reduce 1,866 VMT, which is greater than the project's exceedance of the VMT impact criteria. Therefore, the impact of the project according to *State CEQA Guidelines* section 15064.3, subdivision (b)(1), would be less than significant with mitigation incorporated.

Given the above finding of less than significant Project VMT impact, Caltrans concurs the identification of mitigation measures. However, a post-development VMT analysis for this

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project with additional mitigation measures should be prepared for monitoring purpose and for future project thresholds in the area. Additional mitigation measure should be implemented when the post-development VMT analysis discloses any traffic significant impact.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

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.

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-2022-03967-MND.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse