

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

February 2, 2024

Governor's Office of Planning & Research

Jan 31 2024

STATE CLEARINGHOUSE

Erin Strelch
City of Los Angeles
221 N. Figueroa St., Room 1350
Los Angeles, CA 90012

RE: Morningstar of Granada Hills – Notice of
Preparation of an EIR (NOP)
SCH # 2024010014
GTS # 07-LA-2024-04420
Vic. LA-118/6.922, 7.776

Dear Erin Strelch:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Project proposes a 98-unit eldercare facility, including the construction of a 112,723-square-foot building in the central portion of the Project Site to house 65 assisted living units (AL Units) and 30 memory care units (MC units), and the preservation and conversion of three existing single-family residential structures into three independent living units (IL Units). The AL/MC Building would be two to three stories, with a maximum building height of 45 feet. The Project would preserve 89 existing on-site trees and remove 129 on-site trees, including 19 protected trees, and would remove six street trees. Six new retaining walls would be installed and approximately 5,605 cubic yards of soil would be exported from the site. All other remaining structures would be demolished. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facility is SR-118. After reviewing the project's NOP, Caltrans has the following comments:

- 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 the 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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

- According to the Transportation Section of the Initial Study, the project will have a potentially significant impact on the existing roadway facilities. Caltrans acknowledges and concurs with the project's findings and expects to review the Transportation Assessment in the upcoming environmental documents.
- Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are through physical design and geometrics. Caltrans recommends that the Lead Agency includes elements from the Proposed Granada Hills-Knollwood Community Plan Transportation Improvement Mitigation Program (TIMP) to enhance the multimodal connectivity between surrounding neighborhoods and destination zones.
- The project is bordered by Rinaldi St., which is classified as a Class II Highway according to the City's TIMP. Due to the scope of the project, Caltrans recommends that the lead agency consider the following to protect the site's most vulnerable users:
 - Use high-visibility continental crosswalks, curb extensions, count-down signal heads, and pedestrian refuge islands.
 - Incorporate bicycle infrastructure along Rinaldi St., such as protected Class IV bikeways, to improve safety and comfort for all road users.
 - Be sure to include canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.
 - Refer to Caltran's Complete Streets Elements Toolbox 3.0 StoryMap for further information regarding American with Disabilities (ADA) compliant facilities.

<https://storymaps.arcgis.com/stories/38530ceb5e3b4ee08b9b5b569e92587c>

- As a reminder, any transportation of heavy construction equipment and/or materials that requires the 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. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Erin Strelch
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Caltrans looks forward to reviewing the forthcoming EIR. If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2023-04420.

Sincerely,

Frances Duong

FRANCES DUONG
LDR/CEQA Branch Chief (Acting)

cc: State Clearinghouse