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Governor's Office of Planning & Research

OCT 23 2019

STATE CLEARINGHOUSE

October 21, 2019

Dhiraj Narayan
Development Officer
Housing Authority of the City of Los Angeles
2600 Wilshire Boulevard, 3rd Floor
Los Angeles, CA 90057

RE: Rose Hills Courts Redevelopment
Draft Environmental Impact Report (DEIR)
SCH# 2018091035
GTS# 07-LA-2018-02805
Vic. LA – 110/ PM 27.039

Dear Dhiraj Narayan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project will consist of the demolition of 100 existing units and 1 administration building and the construction of 191 affordable housing units to be developed in two phases. Proposed improvements include the following: 191 affordable housing units, 176 parking spaces, and property management and maintenance office and new landscaping.

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

The nearest State facilities to the proposed project are Interstate 5 (I-5), Interstate 10 (I-10) and State Route 110 (SR-110). After reviewing the Draft Environmental Impact Report (DEIR), Caltrans has the following comments:

With regards to parking, Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building excessive parking.

Caltrans encourages the Lead Agency to actively consider vehicle demand-reducing strategies. Such alternatives include: incentives for commuters to use transit, park-and-ride lots, discounts

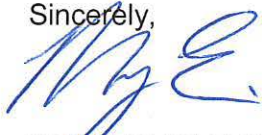
on months bus and rail passes, shuttle buses, vanpools, etc. These alternatives can be significant to reducing car trips, to the extent that more of the population shifts to transit for some of their inter-regional trips and thus future cumulative traffic impacts to freeways may be satisfactorily mitigated.

In addition, the Lead Agency may wish to consider implementing other measures that reduce vehicle speeds. The reduction of vehicle speed benefits pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. Such methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of 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 contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2018-02805.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse