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February 13, 2020

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

RE: 656 South San Vicente Medical Office Project – Notice of Preparation (NOP)
SCH# 2020010172
GTS # 07-LA-2020-03102
Vic. LA-187 / PM: 8.905

Dear Paul Caporaso:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP. The 656 San Vicente Medical Office Project (Project) would demolish a 5,738 square-foot, vacant, educational building; an 8,225 square-foot retail-commercial building; and an associated surface parking. The goal of the project is to develop a medical office and retail-commercial development on an approximately 0.76-acre (33,087 gross square feet) site located at 650-676 South San Vicente Boulevard (Project Site). The Project would include up to 145,305 square feet of floor area, for a 4.5:1 floor area ratio (FAR), that would include 140,305 square feet of medical office space and 5,000 square feet of ground floor commercial space. The proposed building would be 12 stories and approximately 218 feet in height. The Project would provide 418 parking spaces within four screened, above-ground levels, including 393 vehicle parking spaces for the medical office and 25 vehicle parking spaces for commercial uses. The Project would also include 716 bicycle parking spaces.

After reviewing the project's NOP Caltrans has the following comments:

- Prior to the commencement of Project activities, please provide a Construction Traffic Management Plan (CTMP) in the upcoming Draft Environmental Impact Report for Caltrans' review and approval. In general, the CTMP may include temporary road closure and rerouting information, detour plans, haul routes, staging plans, parking management plans, and traffic control plans. The CTMP would formalize how construction would be carried out and identify specific actions that may be required to reduce adverse effects on the surrounding area. It is suggested that the CTMP be based on the nature and timing of the project's specific construction activities and account for other concurrent construction projects in vicinity of the project site. The following elements may be implemented as part of the CTMP, as appropriate:
    - Schedule all construction activities and related deliveries outside the a.m. and p.m. peak periods (i.e., 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m., respectively) to the maximum extent feasible in order to minimize local roadway congestion and impacts on the state highway system. This is particularly important for trucks (i.e., delivery, hauling, and transportation trucks).
    - Inform the project applicant that they need to obtain the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any project permits.

- Post signs along roads identifying construction truck traffic access or flow limitations due to single lane conditions.
- Accommodate all equipment and worker parking on-site to the maximum extent feasible.
- Provide temporary traffic control during all construction activities adjacent to the public right-of-way to improve traffic flow on public roadways. An example of traffic control includes posting signs indicating temporary road closures and alternative routes. In addition, flaggers can be stationed in both directions to safely redirect vehicles and pedestrians/bicycles, as well as help reduce traffic and circulation impacts.

- The City of Los Angeles has determined that a Draft Environmental Impact Report (DEIR) is needed for this project. Caltrans looks forward to reviewing the DEIR, and in particular the transportation impact analysis (TIA) based on VMT (Vehicle Miles Traveled) that will be included in the DEIR. Currently, Caltrans agrees with the Transportation section of the Initial Study, which states that this project's operation may potentially generate additional per capita VMT. Please consider evaluating potential impacts to the nearby State Highway System and its ramps in the forthcoming DEIR and TIA.

- Per section "a" on page 84 of the Initial Study, Caltrans encourages the Lead Agency to consider implementing measures that would result in any reduction in vehicle speeds, as this would benefit pedestrian and bicyclist safety. There is a direct link between impact speeds and the likelihood of a pedestrian or cyclist fatality or serious injury. Vehicle speed reduction methods include, but are not limited to, the construction of physically separated facilities on roadways such as wide sidewalks, raised medians, and refuge islands. Reducing crossing distances through roadway narrowing can also decrease vehicle speeds, as well as pedestrian and bicyclist exposure to vehicles.

- Caltrans also recommends adjusting signal timing to include Leading Pedestrian Intervals, which provide pedestrians a seven second head start when crossing. Pedestrian and bicyclist warning signage, flashing beacons, high-visibility continental crosswalks, scramble crossings, flashing yellow turn signals, high-visibility green bike lanes, and other signage and buffer striping should also be used to indicate to motorists that they should expect and yield to pedestrians and bicyclists.

- Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2020-03102.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse