

DEPARTMENT OF TRANSPORTATION

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a California Way of Life.*

April 22, 2020

Governor's Office of Planning & Research

APR 22 2020

Jane Choi
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

STATE CLEARINGHOUSE

RE: Onyx32 – 32 Small Lot Homes – Mitigated
Negative Declaration (MND)
SCH # 2020039066
GTS # 07-LA-2020-03216
Vic. LA-110/PM: 26.824

Dear Jane Choi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project's Mitigated Negative Declaration (MND). The proposed Project would change the existing site zoning from [Q]R1-1 D to [Q]RD5-1D, subdivide the existing 186,956 square foot vacant site into 32 parcels, develop the site with 32 small lot residences (one per parcel), and construct related improvements (new public roads, curb and gutters, retaining walls, driveways, common access areas, and utilities).

Under Senate Bill 743 (2013), CEQA review of transportation impacts of a proposed development are adapting to eliminate consideration of delay-and capacity-based metrics such as level of service (LOS) and are instead focusing analysis on another metric of impact, Vehicle Miles Traveled (VMT). Therefore, we are moving towards replacing LOS with VMT when evaluating traffic impacts. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles, improves safety by lessening the time that the user is in the likely path of a motor vehicle. Caltrans recommends the project to consider the use of methods such as, but not limited to, the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Additionally, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping can be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists.

Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

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

- The project's Initial Study indicated that significant earth-moving activities may take place during construction. Caltrans recommends vehicles are covered when hauling dirt/sediment. Please be cautious of lost sediment spilling onto roads and state facilities during this process as this can adversely impact state facilities.

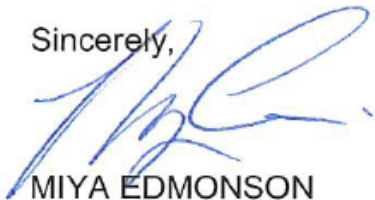
Further information included for your consideration:

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.

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 regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2020-03216

Sincerely,



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