

**DEPARTMENT OF TRANSPORTATION**

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**Governor's Office of Planning & Research****Apr 08 2022****STATE CLEARINGHOUSE**

April 8, 2022

Alan Como, AICP  
City of Los Angeles, Department of City Planning  
221 N. Figueroa Street, Room 1350  
Los Angeles, CA 90012

RE: Fourth & Central Project – Notice of  
Preparation of an Environmental Impact  
Report (NOP)  
SCH # 2022030295  
GTS # 07-LA-2022-03886

Dear Alan Como:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The Fourth & Central Project consists of three distinct sites (North, South, and West Sites), with a total land area of approximately 7.6 acres. The Project would demolish the existing surface parking and cold storage facility uses on the West and South Sites, and would adaptively reuse, if feasible, a portion of a six-story cold storage building on the North Site, while demolishing the remaining warehouse uses. The Project would include a mix of residential, office, restaurant/retail, and hotel uses within 10 distinct buildings over the three Sites totaling up to 2,318,534 square feet (sf) of floor area. The Project would include: 1,521 residential units, including affordable housing units, totaling 1,731,849 sf; 411,113 sf of office uses; 101,088 sf of restaurant/retail uses; and 68 hotel rooms, totaling 74,484 sf of hotel floor area. The Project would include 90,113 sf of publicly accessible open space, including paseos between Central Avenue and Alameda Street, plazas, and pocket parks, within the North and South Sites. The proposed buildings would range in height from 2 to 44 stories, with a maximum height of approximately 500 feet. Parking would be provided in up to four levels of subterranean parking and in above-grade parking podiums. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project Site is generally located at 400 Central Avenue and is made up of six parcels, with a total land area of approximately 7.6 acres. The Project is in vicinity of Interstate 10 (I-10), Interstate 110 (I-110), and U.S. Route 101 (US-101) and is primarily served by arterial streets including Alameda Street, Central Avenue, and 4th Street. The Project Site is located approximately 1.25 miles north of I-10 at Alameda on/off-ramps and less than a mile from US-101. I-110, which runs north-south, is approximately 1.2 miles west of the Project Site. After reviewing the NOP, Caltrans has the following recommendations:

Given the presence of shelters for the unhoused located west of the Project Site and unhoused encampments near the project site, there will be increased pedestrian traffic at the nearby

crosswalks. Caltrans requests crosswalks upgrade to be provided around the Project Site in compliance with ADA standards, and it is also expected to include the following elements:

- Contribute to the fair share; replace/install all damaged/missing road signs, especially at the closest freeway on/off-ramps.
- Providing high quality bus shelters and bus bulb-outs on major streets.
- Using high-visibility continental crosswalks, curb extensions, count-down signal heads, pedestrian refuge islands, and/or pedestrian scrambles at all crossings.
- Implementing leading pedestrian intervals that give pedestrians a 5- to 7-second head start in crosswalks, which provides additional crossing time and makes pedestrians more visible to drivers.
- Promoting the use of permeable paving and other passive drainage features such as bio-swales to prevent flooding.
- Including 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.

In addition, the Project Site is well served by public transportation and located in transit priority area. The above improvements will provide a safe and comfortable walking environment and provide accessibility for all patrons of the Project as well as enhance pedestrian and roadway safety.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

Caltrans also encourages lead agencies to promote alternative transportation. This will increase accessibility and decrease Greenhouse Gas Emissions, which supports Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment. For additional strategies that will promote equity and environmental preservation, please refer to the 2010 Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

As a reminder, Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future 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 (OPR), dated December 2018. Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020, and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared on December 18, 2020. Caltrans' new TISG is largely based on the OPR 2018 Technical Advisory. You can review these resources at the following links:

[http://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

Caltrans encourages lead agencies to prepare traffic safety impact analysis for all developments in the CEQA review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050. Since the traffic impact analysis and VMT assessment will be studied in the draft EIR, Caltrans has no further comments for this NOP at this time. Further review will be needed at the Draft EIR stage when this data is available.

If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at [Ronnie.Escobar@dot.ca.gov](mailto:Ronnie.Escobar@dot.ca.gov), and refer to GTS # 07-LA-2022-03886.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

cc: State Clearinghouse