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DEPUTY DIRECTOR

February 23, 2021

Property Owner

Sammi Shaaya
Mateo Arts, LLC
1875 Century Park East, Suite 1750
Los Angeles, CA 90067

Case Number:

ENV-2016-4555-SCEA

Application Type:

Sustainable Communities
Environmental Assessment

Applicant

DART Partners, LLC
1875 Century Park East, Suite 1750
Los Angeles, CA 90067

Project Location:

1000, 1016, 1026 South Mateo
Street; 2006, 2010, 2016, 2018
East Bay Street; 2001, 2007,
2011, 2015, 2019, 2023 East
Sacramento Street

Project Contact

Joel Miller
Gensler
500 S. Figueroa Street
Los Angeles, CA 90071

Planning Area:

Central City North

Council District:

14

RE: SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA), CASE NO. ENV-2016-4555-SCEA RESPONSE TO COMMENTS

In accordance with the California Environmental Quality Act (CEQA), the City of Los Angeles (City) has prepared a Sustainable Communities Environmental Assessment (SCEA) and an Errata dated February 23, 2021 for the 1024 Mateo Project, Case No. ENV-2016-4555-SCEA. The 1024 Mateo Project consists of the demolition of the surface parking lot and the 16,960 square-foot maintenance service building; and the construction, use and maintenance of a single 257,287 square-foot mixed-use building containing a total of 106 live/work condominium units and approximately 119,843 square feet of commercial space, including 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square-feet of office space. The SCEA was circulated to commenters, agencies and other interested parties on August 20, 2020 for a review period of 30 days ending on September 21, 2020.

PUBLIC COMMENTS

During the public comment review period of the SCEA, the Department of City Planning received the following written comments:

- California Department of Transportation (Caltrans), September 21, 2020
- Ford Allen, August 22, 2020
- Ford Allen, August 24, 2020

Attachment A provides responses to each of the written comments raised in the comment letters received for the SCEA. Copies of the written comments in their entirety can be found in the administrative record of Case No. ENV-2016-4555-SCEA and as part of Attachment B of this letter.

Inquiries regarding the SCEA shall be directed to Nuri Cho, Planning Staff for the Department of City Planning at (213) 978-1177 or nuri.cho@lacity.org.

VINCENT P. BERTONI, AICP
Director of Planning

Debbie Lawrence

Debbie Lawrence, AICP
Senior City Planner

DL:nc

Attachment A: Response to Comments
Attachment B: Public Comments

ATTACHMENT A

SCEA ENV-2016-4555-SCEA

Response to Comments



15350 Sherman Way, Suite 315
Van Nuys, CA 91406
Phone 310-469-6700

November 3, 2020

Los Angeles Department of City Planning
200 N. Spring Street, Los Angeles, CA 90012

Responses to Comments on the 1024 Mateo Project - SCEA (Project)

Introduction

In accordance with the California Environmental Quality Act (CEQA), the City of Los Angeles (City), as Lead Agency, has prepared a Sustainable Communities Environmental Assessment (SCEA) for the proposed 1024 Mateo Project (Project).

The Project Site is located at 1000-1026 Mateo Street, 2001-2023 East Sacramento Street, and 2006-2018 East Bay Street in the urbanized area of Downtown Los Angeles in the City of Los Angeles.

The Project includes the demolition of the surface parking lot and the 16,960 square-foot maintenance service building; and the construction, use and maintenance of a single 257,287 square-foot mixed-use building containing a total of 106 live/work condominium units and approximately 119,843 square feet of commercial space, including 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square-feet of office space. Of the 106 units, 9 units would be set aside for Very Low Income Households. The proposed building would be eight stories tall and approximately 127 feet in height with a floor area ratio of 4.57:1. The Project Site has a land use designation of Heavy Manufacturing and is currently zoned M3-1-RIO (Heavy Industrial, River Improvement Overlay).

The SCEA was released by the City for public review on August 20, 2020 for a 30-day review period ending on September 21, 2020.

List of Comments

The City received the following written comment letters related to the Project:

- California Department of Transportation (Caltrans), September 21, 2020
- Ford Allen, August 22, 2020
- Ford Allen, August 24, 2020

Responses to the comments are provided below. The individual comments within the Comment Letters will be provided and identified as **Comment "X"**. The individual responses within the Comment Letters will be identified as **Response to Comment "X"**.

Conclusion

In summary, based on our technical review, the Comment Letters do not raise any new CEQA issues and do not require any change to any conclusion identified in the SCEA. The Comment Letters do not provide substantial evidence or a fair argument that further review under CEQA is required, or that the Project may have a significant environmental impact. As analyzed in the SCEA, the whole of the record supports the conclusion that the Project would result in impacts below a level of significance.

Ryan Luckert

Project Manager

CAJA Environmental Services, LLC

15350 Sherman Way, Suite 315, Van Nuys, CA 91406

ryan@ceqa-nepa.com

310-469-6700 (office)

Comment Letter Caltrans - 1

California Department of Transportation (Caltrans)
100 S. Main Street, MS 16, Los Angeles, CA 90012
September 21, 2020

Comment Caltrans 1-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DSCEA. The project includes the demolition of a surface parking lot and a 16,960 square-foot maintenance service building. These will be replaced with a single 257,287 square-foot mixed-use building containing a total of 106 live/work condominium units and approximately 119,843 square feet of commercial space. Of the 106 units, 9 units would be set aside for Very Low-Income Households. The commercial space includes 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square-feet of office space. The proposed building would be eight stories tall and approximately 127 feet in height with a floor area ratio of 4.57:1. Also, the project would provide 402 vehicular parking spaces. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located near several state facilities. The Interstate 10 (I-10) ramps at 8th Street are located approximately 800 feet away from the project. The project is also located approximately 1 mile away from where the U.S. 101, I-10, Interstate 5 (I-5), and State Route 60 (SR-60) converge in Boyle Heights.

According to the DSCEA, the project will exceed the City's Household and Work Vehicle Miles Traveled (VMT) thresholds, however, after implementing following Project Design Features (PDFs) and Mitigation Measures (MMs), the project's transportation impact will be reduced to less than significant. Caltrans agrees with this determination.

- TRA-PDF-1: Reduce Parking Supply
- TRA-PDF-2: Provide Bicycle Infrastructure
- TRA-PDF-3: Perform Neighborhood Enhancement
- TRA-MM-1: Unbundle Parking
- TRA-MM-2: Offer Transit Subsidy
- TRA-MM-3: Implement Voluntary Travel Behavior Change Program

Response to Comment Caltrans 1-1

This comment provides an introduction and project description. The comment does not state a specific concern or question regarding the adequacy of the SCEA in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project.

However, it is noted that Caltrans concurs with the transportation conclusions of the SCEA that potential impacts would be reduced to less than significant levels.

Comment Caltrans 1-2

Therefore, the following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports the TDM strategies this project has incorporated, such as the PDFs and MMs listed above. Additional TDM strategies that the City of Los Angeles may want to consider integrating into this project to further reduce VMT include:

- Ensure that project driveway placements do not directly cause issues related to line of sight of pedestrians or bicyclists.
- Further reduce vehicle parking by providing additional bicycle parking spaces.
- Create high-visibility continental crosswalks around the project site.

Response to Comment Caltrans 1-2

The comment states that Caltrans supports the TDM strategies incorporated into the Project. As shown in Section 6-XVII., Transportation, the Project proposes to fund a TMO and incorporate other TDM measures. All of these strategies would help reduce VMT and GHG emissions. The comment suggests additional TDM and safety measures, which will be considered by the decision-maker. Regarding driveway placement, the Project will be required to have driveway safety reviewed and approved by LADOT. Regarding bicycle parking, and in accordance with the updated Bicycle Parking Ordinance (Ordinance 185,480), the Project would be required to provide 112 long-term and 33 short-term bicycle parking spaces for a total of 145 spaces. The Project would meet the short-term bicycle parking requirements and would exceed the bicycle parking requirements by 2 spaces (one short term space and one long term space). The need for additional crosswalks is reviewed by LADOT on an ongoing basis. As such, the comment will be forwarded to the decision-maker for review and consideration.

Comment Caltrans 1-3

For more TDM options, please refer to:

- The 2010 Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wpcontent/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>

Response to Comment Caltrans 1-3

Comment is noted. Also, the comment does not state a specific concern or question regarding the adequacy of the SCEA in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project. Nevertheless, Section 6-VIII., Greenhouse Gas Emissions (GHG), of the SCEA assesses emission reductions from potential GHG mitigation measures to help with TDM options, as discussed in the comment above. The GHG section utilizes the quantification concepts, approaches, and methods of the 2010 Quantifying Greenhouse Gas Mitigation Measures report. Additionally, the Project utilizes the City's approach to the formal applications of TDM policy issues, as identified in the Integrating Demand Management into the Transportation Planning Process reference. Several of the suggested TDM strategies in this document are included in Section 6-XVII., Transportation, of the SCEA in the form of a TDM Plan that will focus on rideshare matching, discounted transit passes, and an on-site transportation coordinator to help with questions. With compliance with the suggested references, potential Project impacts would be reduced to a less than significant level.

Comment Caltrans 1-4

Also, 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. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. In addition, according to the DSCEA, project haul trucks would most likely "utilize Mateo Street towards the I-10 Freeway to the South." If these trucks or any other construction traffic are expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS# 07-LA-2020-03342.

Response to Comment Caltrans 1-4

The commenter is suggesting that the Project should obtain a Caltrans transportation permit if required. If it is determined that oversized-transport vehicles will be utilized on State highways, the Project Applicant will obtain the necessary permits from the City and Caltrans. With regard to the commenter's statement to limit construction traffic to off-peak periods, it is not anticipated that any street closures to State facilities will be necessary during the excavation or construction phases of the Project. Also, even though it is possible that temporary closures of the curbside lanes would be necessary during some periods to allow for work to be done within the public rights-of-way, no impacts to State facilities would occur and all construction traffic would be limited to off-peak hours. Any potential lane closures, and the associated traffic control plans necessary for such closures, will be reviewed and approved by the appropriate City agency (LADOT) prior to any closures. Thus, this comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

The comment does not state a specific concern or question regarding the adequacy of the SCEA in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter Allen - 2

Ford Allen
baystreetarts@gmail.com

Comment Allen 2-1

Hope all's well. I got a letter about the above project. I'm pleased that development continues to move in the right direction in our area. However, I have some concerns:

1. How will we access our property during construction? We are located at the west end of Bay Street. Bay Street is essentially an industrial cul-de-sac. Our business should not be interrupted by construction. It will make an already difficult time that much harder financially.

Response to Comment Allen 2-1

This comment addresses access during construction and business interruption. With regard to business interruption, construction would be scheduled during those hours allowed by the City's Building Code and in compliance with all rules and regulations. Continued access to all local businesses would be assured through approval of a street or lane closure plan by the City, if necessary. It should be noted that Bay Street is not essentially an industrial cul-de-sac. Bay Street is a through street that connects to other outlet streets. Nevertheless, impacts related to the construction of the Project, and necessary improvements, would be temporary and short-term and would not result in any significant environmental impacts. No further study or analysis is required.

Comment Allen 2-2

2. How will construction and the completed project effect parking? There is limited parking as it is. Does the project include a huge parking garage? Perhaps a parking garage open to the public? Will access to the project building be from Mateo or Sacramento (preferable) or from Bay?

Response to Comment Allen 2-2

The commenter is asking about access to street parking during construction activities and Project parking along with potential access to the proposed buildings when fully operational. With regard to on-street parking during construction activities, construction vehicle staging (including parking for construction workers and storage of temporary equipment) will occur on-site during the demolition and grading phases of development while on-street during the building and finishing phases. The locations of the staging and parking areas will change depending on the phase being developed. As just mentioned, during the demolition and grading phases, a majority of the construction worker parking would occur on-site, which would not impact existing street parking spaces. However, during the latter phases of development, such as building construction, on-street parking near and around the Project Site would be temporarily reduced during construction hours in order to support worker parking and construction vehicle staging. In order to provide a sufficient supply of on-street parking spaces for construction workers and existing persons in the area, the applicant will promote use of mass transit given the sites location in the downtown area of Los Angeles. With that said, it is anticipated that there will be sufficient temporary off-street and on-

street parking areas to accommodate the employee parking, truck staging, and equipment storage needs for the construction of the Project. Additionally, the Project construction phases would need to comply with the Department of Building and Safety standards and guidelines for construction practices and the LAMC, which would ensure that all construction worker parking practices are observed.

As noted in Section 6-XVII., Transportation, of the SCEA, the Project proposes to provide 402 parking spaces, which is less than the unadjusted LAMC requirement but meets the LAMC adjusted parking requirement. The Project is utilizing the following provisions from the Municipal Code to reduce vehicle parking on the site: LAMC 12.21 A.4 for the residential component which permits a percentage of on-site parking to be replaced with bicycle parking; and LAMC 12.21 A.4(x)(3) for the non-residential component which permits a reduced parking rate for commercial uses in certain designated areas and enterprise zones. Based on this, the minimum parking supply requirement for the Project per provisions of the Municipal Code would be 397 vehicle spaces. The Project proposes to provide 402 parking spaces (i.e., 140 spaces fewer than the 542 spaces required in the LAMC prior to consideration of allowable adjustments). It should be noted that the parking garage will not be open to the general public but will be available to residential guests and customers of the retail and restaurant uses proposed.

With regard to pedestrian access, pedestrian network improvements throughout and around the Project Site are designed to encourage people to walk. This includes internally linking all uses within the Project Site with pedestrian facilities such as sidewalks and connecting the Project Site to the surrounding pedestrian network. The Project includes pedestrian access points directly to sidewalks on all the adjacent streets. Specifically, a walk-in entrance to the Project's residential component is proposed on Bay Street, and a walk-in entrance to the Project's office and restaurant components is proposed on Mateo Street. Pedestrian access to the ground floor retail uses is also proposed along Mateo Street and Sacramento Street. Vehicular access to the Project would be provided via driveways on Bay Street and Sacramento Street into the subterranean parking garage.

Comment Allen 2-3

3. How will the project affect electrical and water demand? The available amps in the area are low. The water pressure in the area is very very low. Will these services be improved for the area and the project? I think DWP has to invest on improvements in the area.

Response to Comment Allen 2-3

The commenter is referred to Section 6-VI., Energy, of the SCEA for a discussion of potential impacts on electrical energy sources. The overall conclusion of the Energy section, as it relates to electricity, is that the Project's operational electricity usage would be approximately 0.009 percent of LADWP's projected sales. Thus, during Project operations, LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand. The commenter is also referred to Section 6-XV., Public Services, of the SCEA for a complete and detailed discussion of potential water demand impacts. The Public Services section concludes that there would be sufficient water supply to support the demand of the Project and that all potential impacts would be less than significant. Also, the Water Operations Division of the Department of Water and Power would perform several water flow studies at the time of permit review in order to ascertain whether further water system or site-specific improvements would be

necessary. Hydrants, water lines, and water tanks would also be installed per Fire Code requirements and all new connection and upgrades would be the responsibility of the Project Applicant. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Allen 2-4

4. Will the project add other neighborhood improvements? Mini park/green space open to the public? Sidewalks? Bus stops? As these giant residential units come online, we would need some services that are directed at the residents of the project and the neighborhood as well rather than benefits for developers alone. So public green space is essential. At the very least a program of plants/trees/shade areas and sidewalks will be helpful.

Response to Comment Allen 2-4

The commenter is asking about potential green open space areas, as well as sidewalk improvements and other pedestrian amenities, According to Section 6-XVI., Recreation, the Project's open spaces would include exterior and interior areas, providing passive enjoyment as well as allowing for an extensive array for recreational and social services for each resident, but not open to the general public. In addition to the open space meeting LAMC requirements, additional exterior open space areas are covered by building structure or trellis/solar arrays. Technically, these areas would not count toward the Project's LAMC-required open space requirements, but they would serve as an additional amenity to all residents. Additionally, it should be noted that the Project is not required to provide a public space that is open to the general public.

Further, to offset potential impacts to recreation in the area, Section 12.33 of the LAMC requires applicants of new residential projects to pay applicable park fees based on the number of residential units to be developed. In accordance with Section 12.33 C.3 of the LAMC, qualifying affordable housing units are exempt from the park fees payment requirements. Of the 106 proposed residential units, 9 units would be Very Low Income units. Therefore, the estimated park fees for the Project based on 97 residential units (106 standard units minus 9 Very Low Income units) would total \$1,320,073 (97 residential units x \$13,609 park fee per unit). These funds will be available to the City to provide park land and services in the area.

The Project includes perimeter landscape and sidewalk improvements as well as a plaza area open to the public. The Project frontage along Bay, Sacramento, and Mateo Streets would be landscaped with street trees and associated planters. The landscaped areas would be designed consistent with the requirements and guidelines established by the City, including the Landscape Ordinance Guidelines (Ordinance No. 170,978).

Additionally, pedestrian amenities and street furniture that meet ADA standards would be provided. Planters would be included with shade tolerant trees, shrubs, and ground cover. On-site landscaping also would be used as a way-finding feature and would include shade tolerant hedges as well as wall-mounted green wall modules lining the pedestrian accessible portions of the Project Site. Paving throughout the site would be selected in accordance with the Los Angeles Green Building and Department of Building and Safety requirements.

Finally, the Project will exceed the number of trees provided on site. Per LAMC Section 12.21.G.2(a)(3), 27 trees would be required for the Project, however, 41 trees would be planted, which is above the required total number of trees for the development. These trees would be planted in the public plaza on the ground floor, along sidewalks, on the level 3 courtyard area, and on the level 7 roof area.

Comment Allen 2-5

How will the project mitigate the homeless situation? The area has seen a huge increase of homeless encampments. What is the policy in regards to homeless mitigation when these huge developments are approved? Is funding set aside for housing/social services? The affordable housing portion of the project is wildly insufficient and doesn't address homelessness in the immediate surroundings. We are aware that the affordable housing requirements for projects are accepted by most developers as a "necessary evil" to get approval rather than an actual necessity. That may not be the perspective of the developers on the Mateo Project. Still, it's important to ask about what will do done with regards to this specific project to help the homeless in our immediate area?

Response to Comment Allen 2-5

The comment does not state a specific concern or question regarding the adequacy of the SCEA in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project. However, the Project Site is located in a highly urbanized area in the City within a HQTAs and a TPA. Due to this location, the Project is a reflection of the growing demand for mixed-use live/work residences and commercial offices in the Los Angeles Region. Although homelessness is a social issue that is not covered under CEQA, the concern is an acknowledged citywide issue beyond the scope of the Project proposed. By providing a new residential development including affordable units in this particular area of the City, it would help provide housing choices for a wider range of people. Overall, this comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Allen 2-6

Lastly, I realize it seems unfair to ask developers and the building and planning department to fix all the issues of our area and of our city. But these are the only tools that we have at our disposal at this time. And when a project seeks approval it is an opportunity to do our best to fix what we can. So, a private/public partnership between developers and the city is our best option to make our city a better place for everyone. And this works to a certain degree.

Let me know how we can get the above concerns addressed.

Response to Comment Allen 2-6

The comment does not state a specific concern or question regarding the adequacy of the SCEA in identifying and analyzing the environmental impacts of the Project, nor does the comment identify any physical environmental impacts caused by the Project. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter Allen - 3

Ford Allen
baystreetarts@gmail.com

Comment Allen - 3-1

Thank you kindly. I had an additional question or suggestion: it would be beneficial to include a public park in the development plans that would include a basketball court, skate ramps and playground. Our area has nothing like this and many many people would benefit from it. A park would greatly improve the neighborhood.

Response to Comment Allen – 3-1

Please refer to Response to Comment Allen 2-4, above, for a full response on the Project's open space and park fees. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

ATTACHMENT B

SCEA ENV-2016-4555-SCEA

Public Comments

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
 100 S. MAIN STREET, MS 16
 LOS ANGELES, CA 90012
 PHONE (213) 897-0475
 FAX (213) 897-1337
 TTY 711
 www.dot.ca.gov



Making Conservation
 a California Way of Life.

September 21, 2020

Nuri Cho
 Los Angeles City Planning Department
 200 N. Spring Street
 Los Angeles, CA 90012

RE: 1024 Mateo Project – Draft Sustainable
 Communities Environmental Assessment
 (DSCEA)
 SCH # 2020080310
 GTS # 07-LA-2020-03342
 Vic. LA-10/PM: 17.641

Dear Nuri Cho:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DSCEA. The project includes the demolition of a surface parking lot and a 16,960 square-foot maintenance service building. These will be replaced with a single 257,287 square-foot mixed-use building containing a total of 106 live/work condominium units and approximately 119,843 square feet of commercial space. Of the 106 units, 9 units would be set aside for Very Low-Income Households. The commercial space includes 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square-feet of office space. The proposed building would be eight stories tall and approximately 127 feet in height with a floor area ratio of 4.57:1. Also, the project would provide 402 vehicular parking spaces. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located near several state facilities. The Interstate 10 (I-10) ramps at 8th Street are located approximately 800 feet away from the project. The project is also located approximately 1 mile away from where the U.S. 101, I-10, Interstate 5 (I-5), and State Route 60 (SR-60) converge in Boyle Heights.

According to the DSCEA, the project will exceed the City’s Household and Work Vehicle Miles Traveled (VMT) thresholds, however, after implementing following Project Design Features (PDFs) and Mitigation Measures (MMs), the project’s transportation impact will be reduced to less than significant. Caltrans agrees with this determination.

- **TRA-PDF-1:** Reduce Parking Supply
- **TRA-PDF-2:** Provide Bicycle Infrastructure
- **TRA-PDF-3:** Perform Neighborhood Enhancement
- **TRA-MM-1:** Unbundle Parking
- **TRA-MM-2:** Offer Transit Subsidy
- **TRA-MM-3:** Implement Voluntary Travel Behavior Change Program

Therefore, the following information is included for your consideration.

1-1

1-2

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports the TDM strategies this project has incorporated, such as the PDFs and MMs listed above. Additional TDM strategies that the City of Los Angeles may want to consider integrating into this project to further reduce VMT include:

- Ensure that project driveway placements do not directly cause issues related to line of sight of pedestrians or bicyclists.
- Further reduce vehicle parking by providing additional bicycle parking spaces.
- Create high-visibility continental crosswalks around the project site.

For more TDM options, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

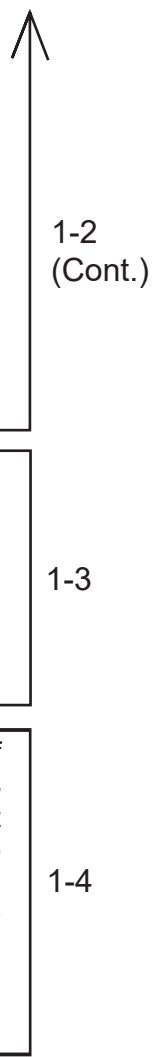
Also, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. In addition, according to the DSCEA, project haul trucks would most likely "utilize Mateo Street towards the I-10 Freeway to the South." If these trucks or any other construction traffic are expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2020-03342.

Sincerely,



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





Nuri Cho <nuri.cho@lacity.org>

1024 Mateo Project

Ford Allen <baystreetarts@gmail.com>

Sat, Aug 22, 2020 at 12:06 PM

To: nuri.cho@lacity.org

Cc: arthi.varna@lacity.org, vince.bertoni@lacity.org

Hello,

Hope all's well. I got a letter about the above project. I'm pleased that development continues to move in the right direction in our area. However, I have some concerns:

1. How will we access our property during construction? We are located at the west end of Bay Street. Bay Street is essentially an industrial cul-de-sac. Our business should not be interrupted by construction. It will make an already difficult time that much harder financially.

2-1

2. How will construction and the completed project effect parking? There is limited parking as it is. Does the project include a huge parking garage? Perhaps a parking garage open to the public!? Will access to the project building be from Mateo or Sacramento (preferable) or from Bay?

2-2

3. How will the project affect electrical and water demand? The available amps in the area are low. The water pressure in the area is very very low. Will these services be improved for the area and the project? I think DWP has to invest on improvements in the area.

2-3

4. Will the project add other neighborhood improvements? Mini park/green space open to the public? Sidewalks? Bus stops? As these giant residential units come online, we would need some services that are directed at the residents of the project and the neighborhood as well rather than benefits for developers alone. So public green space is essential. At the very least a program of plants/trees/shade areas and sidewalks will be helpful.

2-4

5. How will the project mitigate the homeless situation? The area has seen a huge increase of homeless encampments. What is the policy in regards to homeless mitigation when these huge developments are approved? Is funding set aside for housing/social services? The affordable housing portion of the project is wildly insufficient and doesn't address homelessness in the immediate surroundings. We are aware that the affordable housing requirements for projects are accepted by most developers as a "necessary evil" to get approval rather than an actual necessity. That may not be the perspective of the developers on the Mateo Project. Still, it's important to ask about what will do done with regards to this specific project to help the homeless in our immediate area?

2-5

Lastly, I realize it seems unfair to ask developers and the building and planning department to fix all the issues of our area and of our city. But these are the only tools that we have at our disposal at this time. And when a project seeks approval it is an opportunity to do our best to fix what we can. So, a private/public partnership between developers and the city is our best option to make our city a better place for everyone. And this works to a certain degree.

2-6

Let me know how we can get the above concerns addressed.

Respectfully,
Ford

ford allen
bay street arts
213-239-4620



Nuri Cho <nuri.cho@lacity.org>

1024 Mateo Project

Ford Allen <baystreetarts@gmail.com>
To: Nuri Cho <nuri.cho@lacity.org>

Mon, Aug 24, 2020 at 10:14 AM

Nuri,

Thank you kindly. I had an additional question or suggestion: it would be beneficial to include a public park in the development plans that would include a basketball court, skate ramps and playground. Our area has nothing like this and many many people would benefit from it. A park would greatly improve the neighborhood.

3-1

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On Aug 24, 2020, at 8:52 AM, Nuri Cho <nuri.cho@lacity.org> wrote:

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