

## California Department of Transportation

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June 1, 2026

Tamar Gharibian  
Department of City Planning  
City of Los Angeles  
221 North Figueroa Street, Suite 1350  
Los Angeles, CA 90012

RE: 3822 South Figueroa Project  
SCH # 2025040334  
Vic. LA-110/PM 19.49 to LA-110/PM 20.0  
GTS # LA-2025-05062-DEIR

Dear Tamar Gharibian:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Project proposes a new seven-story, mixed-use building comprised of 209 dwelling units (including 16 units for Low-Income households, 22 units for Very Low-Income households, and four units for Extremely Low-Income households); and 2,705 square feet of ground level retail and restaurant uses. The Project would have a maximum building height of 86 feet, and a total floor area of 252,148 square feet on a 62,988 square-foot (1.4-acre) site. The Project involves the demolition of eight multi-family residential buildings (seven of which are within the Flower Drive Historic District), and the removal of surface parking areas.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<https://opr.ca.gov/ceqa/#guidelines-updates>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand

vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles travel, supporting accessibility, and reducing greenhouse gas emissions.

The Project is an infill redevelopment and located in a fully developed, highly urbanized area that promotes the use of a variety of transportation options, which include walking, biking, and proximity to numerous public transportation options.

The Project would result in an estimated household VMT per capita of 4.9, which is more than 15 percent below the City's threshold for the South Los Angeles APC, VMT per capita of 6.0. Therefore, the Project's residential component has a less than significant VMT impact.

The Project was screened by distributing the Project trips as determined in the trip generation analysis across the A.M. and P.M. peak hours and the multiple freeway off-ramps in the Project vicinity. The closest freeway ramps to the Project Site are 0.13 miles away, along I-110. Based on the A.M. and P.M. peak hour trips, it was determined that the Project would not add more than 25 trips to any freeway off-ramp in either the A.M. or P.M. peak hour, and therefore Caltrans also concludes that a freeway off-ramp analysis is not required.

With implementation of the Construction Traffic Management Plan, included as Project Design Feature TRAF-PDF-1, construction-related vehicles trips would be scheduled at off-peak hours, and an approved construction site traffic controls plan would route vehicles, bicyclists and pedestrians around the area during any parking, travel lane, or sidewalk closures.

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Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips should be limited to off-peak commute periods for the construction phase. Construction truck loads should be covered with a tarpaulin cover.

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.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator at (213) 269-1124 and refer to GTS # GTS # LA-2025-05062-DEIR.

Sincerely,

*Anthony Higgins*  
Anthony Higgins  
Acting LDR Branch Chief

email: State Clearinghouse