

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897- 0673
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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March 27, 2025

Kiersten Turner, Planning Assistant
City of Los Angeles
221 N. Figueroa St., Room 1350
Los Angeles, CA 90012

RE: 1235 Vine Street – Draft
Environmental Impact Report (DEIR)
SCH # 2021050548
GTS #07-LA-2021-04748
LA-2/PM 11.51

Dear Kiersten Turner,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes the construction of a commercial development, including 115,550 square feet (sf) of office and 8,030 sf of ground floor commercial uses, which may include restaurant and retail uses. Parking for the Project would be provided within four subterranean levels and two fully enclosed and mechanically ventilated above-grade levels, with vehicular access provided via one driveway along La Mirada Avenue. Pedestrian and bicycle access to the Project would be provided via entrances along the Project's Vine Street frontage and at the northwest corner of Vine Street & La Mirada Avenue. Short-term and long-term bicycle parking spaces would be located on the ground floor and would be accessed via a passageway connecting to the lobby.

After reviewing the DEIR, Caltrans has the following comments:

The Project would provide 250 vehicular parking spaces located on four subterranean levels and two fully enclosed and mechanically ventilated above-grade levels. Per Los Angeles Municipal Code (LAMC) Section 12.21.A4(x)(3)(2), the Project is required to provide 247 parking spaces. Due to the amount of parking and auto- oriented site plan, the Project is designed in a way that potentially induces demand for additional vehicle trips. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation.

The Lead Agency is encouraged to integrate transportation in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more transit-oriented and pedestrian-friendly projects to achieve a high level of non-motorized travel. When implementing a Traffic Demand Management (TDM) plan, Caltrans recommends physical and programmatic elements such as on-site electric bikeshare programs, public directions prioritizing rideshare modes, and locating information such as current maps, routes, and schedules for public transit routes within one-half mile of the project site where visitors may easily access to view. Measures should be implemented to ensure the safety of bicyclists and pedestrians is protected during peak hours when project-generated construction traffic may coincide with interactions between road users. Wherever possible, adding electrical car charging spaces would encourage the usage of plug-in hybrid vehicles (PHEVs) or fully electric vehicles (BEVs), which can help to reduce tailpipe emissions, minimize reliance on fuel, and direct resources towards alternative forms of transportation.

Upon review, the number of proposed bicycle parking spaces is LAMC-compliant. However, the Project presents an opportunity to provide more than 16 short-term and 28 long-term options, given the project type and likelihood of bike commuters to a commercial facility. Increasing availability of the proposed indoor bike parking/lockers, showers, and repair stations in the subterranean parking facility would attract more visitors to bike and further benefit the Project's objectives for TDM strategies. Caltrans encourages the Project to explore options to promote bike commuting in conjunction with initiatives to enhance connectivity to transit and pedestrian networks. Additionally, within the immediate vicinity of the Project Site, Class III bike sharrows are currently provided along Vine Street and Fountain Avenue, and bike share stations are provided along Fountain Avenue. Recommended elements for the Project include providing wayfinding and informational materials which make commutes on bike more amenable. Providing parking access off La Mirada Avenue, and separating bike and pedestrian access are both ideal. For future review, Caltrans recommends expanding upon how the Project will improve signage or mitigate conflicts between southbound cyclists on Vine Street and right-turning vehicles entering La Mirada Avenue.

If you have any questions, please contact project coordinator Frances Duong, at frances.duong@dot.ca.gov and refer to GTS #07-LA-2021-04748.

Sincerely,

Miya Edmonson

Miya Edmonson
LDR/CEQA Branch Chief

Cc: State Clearinghouse