

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research**Apr 11 2022****STATE CLEARINGHOUSE**

April 11, 2022

Alex Truong
City of Los Angeles, Department of City Planning
200 North Spring Street, 6th floor
Los Angeles, CA 90012-2601

RE: ENV-2020-5408-ND/6445
Sunset Project – Initial Study
/Negative Declaration (ND)
SCH # 2022030272
GTS # 07-LA-2022-03883

Dear Alex Truong:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced ND. The Project involves the demolition of existing retail and office uses at 6437- 6445 Sunset Boulevard and the construction of a new 173-foot,13 story hotel containing 175 rooms and up to 11,400 square feet of restaurant/bar/lounge area at various locations including a partially covered roof deck. The Project would include 4 parking spaces on the ground level and 68 parking spaces in three above ground levels. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project Site is located along the north side of Sunset Boulevard between Cahuenga Boulevard and Wilcox Avenue. The Project is bounded by Selma Avenue to the north, Cahuenga Boulevard to the east, Sunset Boulevard to the south, and Wilcox Avenue to the west. The Project Site is approximately 0.85 miles west and 0.625 miles south of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles (approximately 6 miles southeast) and the San Fernando Valley (approximately 5 miles northwest). Near the Project Site, the Hollywood community is served by arterial streets such as Sunset Boulevard and Cahuenga Boulevard. Access to the Project would be along the Sunset Boulevard frontage of the site.

The Project Site is located approximately 0.35 miles southwest of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line (formerly Red Line) Hollywood/Vine Station. The B Line subway travels between Union Station in downtown Los Angeles and North Hollywood at 10-minute intervals throughout the day. Additionally, transit bus service is provided throughout the Study Area by Metro and LADOT Downtown Area Short Hop (DASH) service bus lines. The Project's mix of high-density hotel and commercial uses would support healthy lifestyles by locating jobs adjacent to transit, providing bicycle amenities, and enhancing the pedestrian environment. As a result, it would encourage ridesharing and the use of alternative mobility modes. This would generate lower vehicle miles travelled per capita than

the average for the region and would support the City's health and wellness goals. Therefore, Caltrans concurs transportation impacts would be less than significant.

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>

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. If construction traffic is expected to cause issues on any State facilities, please submit a construction management plan detailing these issues for Caltrans' review.

Any work completed on or near Caltrans' right of way may require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are being addressed. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at Ronnie.Escobar@dot.ca.gov, and refer to GTS # 07-LA-2022-03883.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse