

DEPARTMENT OF TRANSPORTATION

DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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a California Way of Life.*

October 25, 2024

Stephanie Escobar
City of Los Angeles, City Planning Department
200 N Spring St
Los Angeles, CA 90012

RE: Sunset Vine – SV2 Project
Sustainable Communities Environmental
Assessment
SCH# 2024091024
GTS# 07-LA-2024-04636
Vic. LA 101 PM 6.256
LA 2 PM 11.644

Dear Stephanie Escobar,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project involves the demolition of four commercial buildings and one vacant duplex and the construction of a new 201,134 square-foot, eight-story mixed-use building consisting of 170 new residential units with 26 units set aside for Very Low-Income Households and an additional eight units set aside for Low Income Households. The proposed building will contain 16,680 square feet of commercial space on the ground floor. Additionally, the project proposes to retain the existing 19-story tower located at the corner of Vine Street and Sunset Boulevard and a two-story commercial building (Morgan Camera Shop building). The project would provide 284 new car parking spaces within two screened above grade parking levels and two subterranean levels. 120 residential and 18 commercial bicycle parking spaces will be provided as part of the project, as well as 24,997 square feet of open space.

After reviewing the SCEA, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that helps California meet its climate, transportation, and livability goals. The Project Site is located within an amenity-rich area of Hollywood approximate to numerous studio centers and entertainment complexes, while being served by the Metro B (Red) Line and bus lines along Vine St and Sunset Blvd. However, due to the amount of car parking being proposed, up to 284 new

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spaces total, the Sunset Vine -SV2 Project unnecessarily induces demand for vehicle trips. This demand should be addressed with appropriate design and management principles.

Caltrans recommends the following:

- Reduce the amount of parking whenever possible. Due to AB 2097 this project should not be required to include car parking, but the proposed design suggests that the Lead Agency should seriously consider adopting parking maximums. This project's location is an excellent candidate for reduced car parking due to it being an infill location within a high-quality transit corridor. 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.

Additionally, rates of car ownership and vehicle miles traveled (VMT) are significantly lower for low-income households than they are for high-income households. Seeing as this project proposes a total of 34 units reserved for low-income and very low-income households, this should be taken into serious consideration. There is sufficient justification to consider reducing the amount of parking required for affordable housing projects to promote affordability and achieve the project's goals.

- Unbundling car parking from residential units to promote affordability and expand mode choice. Due to AB1317 this project shall not include any off-street parking in any residential rental agreement, instead subject to an addendum or separate rental agreement.
- Reallocation of vehicle parking space to increase the number of long-term residential bicycle parking spaces from the proposed 120 to 170, for a ratio of at least one long-term space per residential unit.
- Improve connections to active transportation infrastructure. While Caltrans commends the project's inclusion of pedestrian scale lighting and landscaping, we recommend consideration of new continental crosswalks across Leland Way at both Vine St and El Centro Ave.

Additionally, similar improvements to bicycle safety should be considered for future project residents. The City of LA's Mobility Plan 2035 includes upgrades of existing Class III bicycle routes along the following corridors approximate to the project:

- Vine St
- Sunset Blvd
- Santa Monica Blvd

Inclusion of protected bicycle facilities will allow greater diversity in travel options for project residents and visitors to future commercial spaces. Such improvements can allow safe, easy connections to nearby Metro rail stations and mitigate anticipated passenger vehicle travel from the project.

- The project falls within 2 miles of the Children's Hospital Los Angeles Heliport, a private-use medical heliport. Due to the proximity to the heliport, residents and community members may be subject to overflight and associated noise impacts. It is recommended to identify and incorporate mitigation measures (e.g., soundproof windows, additional insulation) to ensure the interior noise levels in residential units comply with local noise ordinances and the California Noise Insulation Standards (Title 24).

Finally, The Project area is located approximately 0.6 miles west of US 101 at Sunset Blvd and 0.5 miles north of SR 2 at Vine St. Caltrans has the jurisdiction for review and approval of any work that would affect the freeways and its facilities. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Jan Yonan, at jan.yonan@dot.ca.gov and refer to GTS# 07-LA-2024-04636.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse