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Governor's Office of Planning & Research



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Apr 23 2021

STATE CLEARINGHOUSE

April 22, 2021

Kathleen King
City of Los Angeles, Department of City Planning
221 N. Figueroa Street Suite 1350
Los Angeles, CA 90012

RE: 1111 Sunset Project – Draft Environmental
Impact Report (DEIR)
SCH# 2018051043
GTS# 07-LA-2018-03511
Vic. LA-101 PM 01.771
Vic. LA-110 PM 23.869

Dear Kathleen King,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes 48,000 square feet of office space and up to 95,000 square feet of general commercial floor area. Under the Mixed-Use Development Scenario, up to 737 residential units (including up to 76 restricted affordable housing units) would be constructed with up to 180 hotel rooms. Under the No Hotel Development Scenario, a maximum of up to 827 residential units (including up to 76 restricted affordable housing units) would be constructed. Under either development scenario, the proposed uses would be built above a screened six-level parking podium, which would be partially below grade and partially above grade. Implementation of the Project would also require the removal of the existing vacant buildings within the Project Site. The existing Elysian apartment building, which is located on the Project Site, but not a part of the Project, would remain.

The nearest State facilities to the proposed project are SR 110 and US 101. After reviewing the DEIR, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that provides a mix of land uses which allow a neighborhood to meet their needs for housing, work, and services, like the proposed Project aims to facilitate. Caltrans also concurs with Project Design Feature TR-PDF-2, which unbundles car parking, strengthens first-mile/last-mile resources, and builds new crosswalks and wider sidewalks. While Caltrans enthusiastically applauds the establishment and/or significant widening of sidewalks throughout the Plan area, this community benefit should not be primarily achieved through expanded right-of-way or private setback conditions. Improving safety and comfort for people walking or riding bicycles presents a rare opportunity to put existing road space to better use. When the extra space for sidewalks or bikeways is achieved through narrowing or eliminating car travel lanes, the bike- and walkability is further enhanced by calmed traffic and

shorter crossing distances. These effects feed into one another, creating greater levels of comfort and allowing the area to become safer for all travelers.

The Project also includes 436 or 421 bike parking spaces depending on which development scenario is chosen. While this is a step in the right direction, Caltrans recommends increasing the amount of bike parking to provide at least one long-term bicycle parking space per residential unit. Since the intention of TR-PDF-2 is to reduce car dependency and lower Vehicle Miles Travelled (VMT), Caltrans also recommends reducing the amount of car parking to the fewest number of spaces possible. Research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose 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 includes affordable housing, this should be taken into serious consideration. There is sufficient justification to reducing the amount of car parking built for affordable housing projects in order to promote affordability and achieve the project's goals.

If the car parking must be built, it should be designed in a way that is conducive to adaptive reuse. They should contain flat floors with ramps on the exterior edge, so that they can be more easily converted to beneficial uses in the future.

Regarding Section (h): *Caltrans Analysis*

Office of Corridor Management (South) requests that detailed sheets be provided for review. Detailed sheets should include all inputs and outputs generated according to the Highway Capacity Manual, 6th Edition for the 95th percentile ramp queue analysis.

A detailed Construction Management Plan (CMP) will be provided under Project Design Feature (TR-PDF-1). It is expected that the following elements will be included in the CMP:

- Advance notification to adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction, and to not impede school drop-off and pickup activities and students using identified pedestrian routes to nearby schools.
- Signs shall be posted along roads identifying construction traffic access or flow limitations due to single lane conditions during periods of truck traffic, if needed.
- Pedestrian/bicycle connections to the bus stops shall remain unblocked. If a bus stop is temporarily relocated during construction, advance notification of alternative bus stop sites and the temporary location of the relocated stop shall be provided to public.
- Any work that would affect the freeways and its facilities, Caltrans has the jurisdiction for review and approval.

Additionally, transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need 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 Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2018-03511.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse