**California Department of Transportation**

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October 19, 2026

Ryan Ly
City of Los Angeles
City Planning Dept.
200 N. Spring St., Room 621
Los Angeles, CA 90012

RE: 525 S. Virgil Self-Storage
(ENV-2025-5715-MND)
SCH # 2026090660
Vic. LA-101/PM 4.08
GTS #07-LA-2026-05140-MND

Dear Ryan Ly:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Project proposes to demolish the existing 56,072 square-foot, vacant four-story commercial office building for the construction of a new 252,873 square-foot, eight-story self-storage building that is 90 feet, 11 inches in height, on a 42,146 square-foot site. The Project is not required to provide parking under Assembly Bill 2097 but will voluntarily provide 24 parking spaces at the 1st floor. Vehicular access to the Project Site is proposed off of a driveway on Virgil Avenue and an existing driveway off of Westmoreland Avenue. The Project will also provide 25 short-term and 25 long-term bicycle parking spaces. The Project will remove two of the four existing street trees along Virgil Avenue to allow for the creation of a driveway.

After reviewing the MND, Caltrans has the following comments:

Caltrans is supportive of the implementation of long-term and short-term bike facilities. And it appears that bicycles and pedestrians have been accounted for concerning temporary construction impacts.

As mentioned in the Transportation Assessment, the project location is listed near the high pedestrian injury network, a pedestrian-enhanced network zone, and a bike-enhanced network zone by the City of Los Angeles. Removing pedestrian features, such as shade trees and walking space, appears to conflict with those goals and may diminish the overall effectiveness of the project.

Additionally, while the tree report addresses replanting, Caltrans encourages to expand upon this section to better outline how these changes will affect localized shade. Such as the existing building currently casts shadow on the street if the trees cannot. Removal of both may exacerbate the effects of the heat island effect for the non-motorized traveling public.

Caltrans also noted that Bike and pedestrian conflicts are both listed as "no conflict". While this project widens the sidewalk and does not obstruct the implementation of bike facilities in the roadway, the removal of shade produces a less desirable pedestrian facility, and a driveway produces a bicycle/ vehicle conflict point that previously did not exist. While efforts have been made to accommodate non-vehicle modes, there is still some conflict.

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. To minimize potential traffic impacts on State facilities, any large-size truck trips should be limited to off-peak commute periods for the construction phase and operation 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 Frances Duong, the project coordinator at (213) 266-3561 and refer to GTS #07-LA-2026-05140-MND.

Sincerely,

*Frances Duong*

FRANCES DUONG
LDR Branch Chief

Cc: State Clearinghouse