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Subject: Hollywood Center Project
Attachments: LA-2018-01879-NOP_Hollywood_Center_Project.pdf

Here is the meeting agenda.

1. LA Agreement Status
2. City's VMT Status
3. City Methodology and Significant Threshold on the State facilities
4. Caltrans letter
5. Caltrans concerns

Please let me know if you have any question.

Thank you!

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October 4, 2018

Ms. Elva Nuño-O'Donnell
City of Los Angeles, Department of City Planning
6262 Van Nuys Blvd., Room 351
Van Nuys, Ca 91401

RE: Hollywood Center Project
GTS # LA-2018-01879-NOP
Vic., LA-101

Dear Ms. Nuño-O'Donnell:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project includes a new mixed-use development on an approximately 4.46-acre site in the Hollywood Community Plan Area of the City of Los Angeles. Four new buildings are proposed, including a 35-story, a 46-story, and two 11-story senior buildings set aside for extremely-low and very-low income households. The Project would develop approximately 1,287,150 square feet of developed floor area, including 1,005 residential dwelling units totaling approximately 1,256,974 square feet of residential floor area, approximately 30,176 square feet of commercial floor area, approximately 160,707 square feet of common and private residential and publicly accessible open space, 1,521 vehicle parking spaces, and 551 bicycle parking spaces.

Caltrans encourages the City to fully utilize the Transportation Demand Management (TDM) Program to reduce vehicle miles traveled (VMT) and greenhouse gas emissions. Such measures are critical to facilitating efficient site access.

When adopting TDM measures the project should state what reasonable percentage of reduction the project will achieve. Provide details as to how the project plans to achieve the percent trip reduction target, including details on how trip reduction will be monitored and enforced. Transportation Demand Management effectiveness should be documented with annual monitoring reports by an onsite TDM coordinator. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities.

For TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8).

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The reference is available online at:
<https://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We support measures to increase sustainable mode shares, thereby reducing VMT. The Lead Agency should also consider fair share fees for shuttles that use the public curb space. Caltrans welcomes the opportunity to work with the Lead Agency and local partners to secure the funding for needed mitigation. Traffic mitigation or cooperative agreements are examples of such measures.

Any reduction in vehicle speed benefits pedestrian and bicyclist safety, since there is a direct link between impact speeds and the likelihood of fatality. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and other signage and striping should be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Formal information from traffic control devices should be reinforced by informal sources of information such as lane widths, landscaping, street furniture, and other road design features. We support these improvements in addition to those listed in the City of Los Angeles Bicycle Plan.

We look forward to reviewing the environmental impact report and will provide additional comments at that time, if warranted. If you have any questions or would like to schedule a meeting, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8397 and refer to GTS # LA-2018-01879.

Sincerely,



PAUL ALBERT MARQUEZ
Deputy District Director, Planning, Goods Movement and Local Assistance

cc: Scott Morgan, State Clearinghouse