

From: Mindy Nguyen <Mindy.Nguyen@lacity.org>
Sent time: 07/29/2020 02:43:34 PM
To: Lin, Alan S@DOT <alan.lin@dot.ca.gov>
Cc: Milena Zasadzien <milena.zasadzien@lacity.org>; Luciralia Ibarra <luciralia.ibarra@lacity.org>; Edmonson, Miya R@DOT <miya.edmonson@dot.ca.gov>; Struhl, Mine@DOT <mine.struhl@dot.ca.gov>
Subject: Re: Caltrans DEIR Letter for Hollywood Center Project
Attachments: DCP to Caltrans 7_29_20.pdf

Mr. Lin,

Attached, please find the City of Los Angeles Department of City Planning's response to Caltrans' correspondence regarding the Hollywood Center Project, dated June 1, 2020.

Please feel free to contact me should you have any questions.

Thank you.

On Mon, Jun 1, 2020 at 9:43 AM Lin, Alan S@DOT <alan.lin@dot.ca.gov> wrote:

Dear Ms. Nguyen,

Attached, please find Caltrans comment letter. Let us know if the City has any question.

Thank you for the opportunity to review this project.

Sincerely,

Alan Lin, P.E.
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State of California
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July 29, 2020

Miya Edmonson, IGR/CEQA Branch Chief
Department of Transportation - District 7
100 S. Main Street, MS16
Los Angeles, CA 90012

Ms. Edmonson,

I want to thank you and all of the Caltrans staff who participated in the July 1, 2020 meeting and assisted the City in its efforts to adequately address Caltrans' June 1, 2020, comment letter on the Hollywood Center Project. We appreciate the seriousness with which you took this meeting by including representatives from Caltrans' Intergovernmental Review, Regional Planning and Operations sections. With our joint commitment to continue working towards a common goal of addressing safety issues on the public's streets and highways, I want to take this opportunity to memorialize our next steps in this effort.

Your letter dated June 1, 2020, generally summarized the Hollywood Center Project and ended with a request to meet to address Caltrans's outstanding concerns relative to the City's Supplemental Traffic Analysis in Appendix N of the Draft EIR. In response, we requested the July 1st meeting to discuss whatever concerns that Caltrans' had regarding the EIR analysis for the Hollywood Center Project, including specifically as it relates to highway safety and the new Supplemental Analysis. At that meeting, your team indicated that Caltrans' had some questions about a few technical assumptions used to prepare the Supplemental Traffic Analysis. However, your team did not identify any particular concerns or make any particular requests for new analysis. Additionally, your representative indicated that Caltrans' concerns were non-CEQA concerns. Based on this, while the City will continue to make itself available to discuss any technical questions you may have, it does not appear there is more to do at this time related to the EIR. We want to again express our commitment to addressing Caltrans' safety concerns and the Los Angeles Department of Transportation (LADOT) will lead those efforts together with your team.

In addition, we mutually agreed to continue to strengthen our working relationship and shared interest in improving the public's transportation facilities and infrastructure in a manner consistent with State guidance. To that end, Caltrans recently released Interim Land Development and Intergovernmental Review (LDIGR), which indicates it "does not establish thresholds of significance for determining safety impacts under the California Environmental Quality Act (CEQA)", defers to the lead agency undertaking CEQA review "to determine its own methodology for safety impact review", and directs Caltrans' traffic safety staff to consider a project's potential influence on safety to consider factors such as, but not limited to:

- Increased presence of pedestrians and bicyclists.
- Degradation of the walking and bicycling environment and experience.
- New pedestrian and bicyclist connection desires.
- Multimodal conflict points, especially at intersections and project access locations.
- Change in traffic mix such as an increase in bicyclists or pedestrians where features such as shoulders or sidewalks may not exist or are inconsistent with facility design (sidewalks, bike and multi-user paths, multimodal roadways, etc.).
- Increased vehicular speeds.
- Transition between free flow and metered flow.
- Increased traffic volumes.
- Queuing at off-ramps resulting in slow or stopped traffic on the mainline or speed differentials between adjacent lanes.
- Queuing exceeding turn pocket length that impedes through-traffic.

On May 1, 2020, LADOT released its Interim Freeway Safety Analysis that was specifically developed to address issues such as those raised by Caltrans, including the potential that a project may result in off-ramp queuing and differential travel speeds that might cause a safety impact. LADOT's Interim Freeway Safety Analysis includes a Screening Threshold, provides guidance on which data sources to use, including Caltrans' Performance Measurement System (PeMS) data, and a Speed Differential of 30mph.

Based on LADOT's Interim Freeway Safety Analysis, which is consistent with the criteria specified in Caltrans' Interim Land Development and Intergovernmental Review guide, the Hollywood Center Project was determined to not result in substantial direct or cumulative effects to the freeway mainline or off-ramp queuing, and is also not considered to have a traffic safety effect on the off-ramps, freeway segments, and intersections identified in Caltrans' previous letters regarding this Project.

We look forward to our future conversations and joint effort to enhance safety for all users of our transportation network.

Sincerely,



Luciralia Ibarra
Principal City Planner
Major Projects