

From: Lin, Alan S@DOT <alan.lin@dot.ca.gov>
Sent time: 09/15/2020 01:06:02 PM
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>; mindy.nguyen@lacity.org; Tomas Carranza <tomas.carranza@lacity.org>
Cc: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>; Edmonson, Miya R@DOT <miya.edmonson@dot.ca.gov>; Struhl, Mine@DOT <mine.struhl@dot.ca.gov>
Subject: Hollywood Center Project-Caltrans Letter
Attachments: 2020-0915_Response to DCP_HC.pdf

Dear Transportation Partners,

Again, sorry for the inconvenience.

Please discard the previous letter and use this one as Caltrans final letter.

Thank you!

Alan Lin, P.E.
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*Making Conservation
a California Way of Life.*

September 15, 2020

Ms. Luciralia Ibarra
Principal City Planner, Major Projects
Department of City Planning
City of Los Angeles
221 N Figueroa St. Suite 1350
Los Angeles, CA 90012

Dear Ms. Ibarra:

Caltrans District 7 Division of Planning is in receipt of your letter dated July 29, 2020 following the meeting between Caltrans and the city of Los Angeles on July 1, 2020. We thank you for the opportunity to review the Hollywood Center Project and work together as part of the CEQA process. Caltrans is committed to working with the City to address any traffic safety issues on US-101.

Based on the LADOT Interim Freeway Safety Analysis, the Hollywood Center Project was not considered to have a safety impact. The Project's Draft EIR comment period closed on June 1, 2020. Caltrans Interim Guidance on Local Development-Intergovernmental Review (LDIGR) Safety Analysis was released on July 1, 2020. The Interim Guidance does not have standardized performance metrics for freeways; those are expected in the Caltrans Final Guidance for Safety Analysis.

Given the timing of the Hollywood Center Project Draft EIR in relation to the Caltrans Interim Guidance and the Project's location in a transit priority area, Caltrans will not pursue additional safety analysis or mitigation from the Hollywood Center Project.

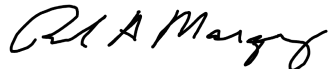
Please note our quantitative and qualitative analysis indicates that some trip assignments are outside normal bounds, and VMT reductions associated with transportation demand management measures may be smaller than indicated. However, Caltrans is sensitive to inadvertently setting quantitative precedents for transportation analysis prior to releasing our Final Guidance.

Moving forward, Caltrans plans to have regularly scheduled meetings with the City and treat those as the appropriate venue to discuss land use projects' safety impact analysis and mitigation. Safety is Caltrans' top priority, and we expect all safety concerns to be properly addressed and mitigated through the California Environmental Quality Act.

Ms. Luciralia Ibarra
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We look forward to future conversations to enhance safety for all users. Please feel free to contact Ms. Miya Edmonson at (213) 266-3571 if you have any questions.

Sincerely,



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

cc: Scott Morgan, State Clearinghouse