

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3562
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

Governor's Office of Planning & Research

July 08 2021

STATE CLEARINGHOUSE

July 8, 2021

Jivar Afshar
City of Los Angeles
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: Hollywood and Cahuenga Project – Notice
of Preparation of an Environmental Impact
Report (NOP)
SCH # 2021060232
GTS # 07-LA-2021-03619
Vic. LA-101/PM: 7.2

Dear Jivar Afshar:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The Project includes the development of 217,269 square feet of floor area consisting of approximately 210,769 square feet of office uses and 6,500 square feet of ground floor commercial (i.e., restaurant) space. The proposed uses would be located within a 14-story building with a maximum height of 213 feet. The Project would also provide approximately 9,872 square feet of open space and amenities. Regarding parking, the Project would provide a total of 858 vehicular parking spaces within eight subterranean levels, one ground floor parking level, and one above grade parking level. Two existing commercial buildings (an existing restaurant and a vacant building) would be demolished to accommodate the Project. Upon completion, the Project would result in a net increase of 195,856 square feet of floor area within the Project Site with a total floor area, including the existing SPB Building to remain, of 284,850 square feet. This results in a floor area ration (FAR) of 6:1 across the Project Site. Project construction is anticipated to be completed in quarter 4 of 2026. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 2,000 feet from the US-101 ramps at Argyle Avenue and approximately 5,000 feet away from the Cahuenga Boulevard and State Route 2 (also known as Santa Monica Boulevard) intersection. The project is also located within a half mile of the Hollywood/Vine Metro Red Line Station, meaning that it is in a Transit Priority Area. From reviewing the NOP, Caltrans has the following comments.

The Initial Study states that the potential Vehicle Miles Traveled (VMT) impact of this project will be further analyzed in the forthcoming Draft Environmental Impact Report. Caltrans looks forward to reviewing this VMT analysis. For information on determining transportation impacts in terms of VMT on the State Highway System, see the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR), dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. The City can also refer to Caltrans' updated *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), dated May 2020 and released on Caltrans' website in July 2020: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>. Caltrans' new TISG is

largely based on the OPR 2018 Technical Advisory.

Note that the updated TISG states, “Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues.” Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated December 2020 and found here, for the City’s reference: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>. Caltrans encourages lead agencies to complete traffic safety impact analysis in the CEQA review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

The following information is included for your consideration. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports the TDM strategies this project has incorporated, such as being located within a Transit Priority Area. To further reduce the VMT impact of this project, Caltrans encourages the City to reduce the amount of parking provided. The Initial Study states that the project is required to provide a minimum of 487 parking spaces per the Los Angeles Municipal Code (LAMC), however, it will provide 858 spaces, which is almost twice the required amount. Furthermore, providing more parking than required can induce VMT. The proposed number of spaces might also be unnecessary due to the project’s location within a Transit Priority Area. In addition, per the OPR Technical Advisory mentioned previously, it might not be appropriate to presume that a project located within a Transit Priority Area will have a less than significant impact on VMT if the project “includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction.” For these reasons, Caltrans encourages the City to decrease the amount of vehicle parking provided for this project to 487 spaces. Methods to reduce vehicle parking demand include unbundling parking, providing bicycle parking facilities, offering discounted transit passes, supplying information to building users on nearby transit options, creating rideshare, carpool, or vanpool programs, and encouraging flexible work schedules as well as telecommuting programs.

Finally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways such as the US-101 will need a Caltrans transportation permit. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans’ review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2021-03619.

Sincerely,

Emily Gibson

EMILY GIBSON
Acting IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse