

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*



June 8, 2023

Bob Babajian, Planning Assistant
City of Los Angeles, Department of City Planning
221 N. Figueroa Street, Room 1350
Los Angeles, CA 90012

RE: 6000 Hollywood Boulevard Project – Notice
of Preparation (NOP)
SCH# 2023050659
GTS# 07-LA-2023-04237
Vic. LA-101 PM 6.517

Dear Bob Babajian,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes 342,643 square feet of residential uses (350 units), 136,000 square feet of commercial office uses, and 22,542 square feet of commercial uses, including 18,004 square feet of retail, 4,038 square feet of restaurant uses, and 500 square feet of support uses. The proposed uses would be provided within a 35-story residential building, a six-story office building, and 11 townhome style structures, which would all be atop a parking podium with frontage along Hollywood Boulevard. An additional 46 residential units would be provided within a four-story residential building with frontage along Carlton Way. The Project would include a total of 894 vehicle parking spaces within three subterranean parking levels that would extend to a maximum depth of 30 feet. The Project would include a total of 42,602 square feet of open space, including 23,526 square feet of publicly accessible privately owned open space and 19,076 square feet of private open space. Upon completion, the Project would comprise a total floor area of 501,185 square feet with an overall FAR of 3.08:1.

The nearest State facility to the proposed project is US 101. After reviewing the NOP, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that helps California to meet its climate, transportation, and livability goals. However, due to the amount of car parking being built, the 6000 Hollywood Project still unnecessarily induces demand for additional vehicle trips. For California to achieve its goals, this demand should be addressed with appropriate design and management principles. Caltrans recommends the following:

- Reducing the amount of parking whenever possible. This project was not required to include parking due to AB 2097, but the resulting design suggests that the City should

seriously consider adopting parking maximums. This project location is an excellent candidate for reduced car parking due to its infill location and proximity to high-quality transit infrastructure. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation.

- If the car parking must be built, the spaces should be fully unbundled from residential units to promote affordability and expand mode choice.
- Long-term bike parking spaces should be increased until there is at least one space or more per residential unit. Currently there is only 0.58 long-term bike parking spaces per unit. This would be a cost and space efficient method to further enhance mode choice for residents of the project.

Caltrans looks forward to reviewing the forthcoming Draft Environmental Impact Report (DEIR) to confirm that the project will result in a net reduction in Vehicle Miles Traveled (VMT).

Finally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2023-04237.

Sincerely,


MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse