

DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

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*Making Conservation
a California Way of Life*



February 26, 2024

More Song
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: Hollywood Central Project (I & II) – Draft
Sustainable Communities
Environmental Assessment (DSCEA)
Vin. LA-2/11.145 / US-101/7.635
SCH # 2024010795
GTS # 07-LA-2024-04437

Dear More Song:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Hollywood Central Project (Project) is a mixed-use project including 633 residential units with 67,328 square feet of restaurant/retail space (of which, 24,924 square feet is existing and will remain) and 44,778 square feet of office (of which, 14,290 is existing and will remain) encompassing 8 buildings (4 of which are existing structures and will remain) between two locations (Sites 1 and 2) in the City of Los Angeles (Project Site). The Project includes 66,275 square feet of open space. The Project would include two subterranean parking structures providing 444 automobile parking stalls. The Project would provide 60 short-term and 338 long-term bicycle parking spaces. The City of Los Angeles is the Lead Agency under the National Environmental Policy Act (NEPA).

The closest state facilities are SR-2 and US-101. After reviewing the project's DSCEA, Caltrans has the following comments:

- The city's determination that this project is presumed to have less than significant VMT impact is consistent with the OPR SB 743 Technical Advisory's recommendation. Caltrans is in support of this project that helps achieve state planning priorities contained in state law and meets state policy goals on transportation, VMT reduction, GHG emissions reduction, and betterment of the environment and human health.
- Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of fatality or serious injury. Caltrans commends the Lead Agency on its consistencies with Mobility Plan 2035, Plan for a Healthy Los Angeles, Vision Zero, and others. Caltrans

recommends that the project remain in compliance with its local active transportation programs, policies, and ordinances in the future.

- Caltrans highly recommends a post-development VMT analysis (after one year of project operation) for monitoring/validation purposes and future project thresholds in the area. Additional mitigation measures (TDM) should be implemented when the post-development VMT analysis discloses any traffic significant impact.
- Caltrans recommends the following during the construction period:
 - Work with Caltrans Office of Permits, Multi-Modal Unit for a designated truck route for construction trucks to transport construction equipment to and from the construction sites.
 - Construction vehicles/equipment should use alternative routes to avoid congested state facilities, especially during peak hours
 - Cover construction trucks with tarpaulin to avoid debris spillage onto State facilities.

As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways 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.

Caltrans looks forward to reviewing the forthcoming environmental documents. If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2024-04437.

Sincerely,

Frances Duong

FRANCES DUONG
LDR/CEQA Branch Chief (Acting)

cc: State Clearinghouse