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## SCH # 2015101073 Crossroad Hollywood

1 message

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Lin, Alan S@DOT <alan.lin@dot.ca.gov>

Thu, Jun 15, 2017 at 7:56 AM

To: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>

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Hard copy to the Lead Agency.

Alan Lin, P.E.

Project Coordinator

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 LA-2017-00912-DEIR Crossroad Hollywood.pdf  
873K

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June 15, 2017

Mr. Alejandro Huerta  
Department of City Planning  
City of Los Angeles  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

RE: Crossroad Hollywood  
SCH # 2015101073  
Ref. IGR/CEQA No. 151044AL-NOP  
GTS # LA-2017-00912-DEIR-AL  
Vic. LA-101/PM 6.24 to 7.683

Dear Mr. Huerta:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project is to redevelop a mixed-use development that integrates Crossroads of the World, a designated City Cultural-Historic Monument.

The Project would retain, preserve, and rehabilitate Crossroads of the World and remove all other existing uses on the Project Site, including surface parking lots and approximately 172,573 square feet of existing floor area consisting of 84 residential units and commercial/retail and office uses. The Project would include eight new mixed-use buildings with residential, hotel, commercial/retail, office, entertainment, and restaurant uses, and one new stand-alone retail building. Upon buildout, the Project would include approximately 1,432,500 square feet of floor area consisting of 950 residential units, 308 hotel rooms, approximately 95,000 square feet of office uses, and approximately 185,000 square feet of commercial/retail uses.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. However, the City may use the Level of Service (LOS) methodology until The Governor's Office of Planning and Research (OPR) complete its CEQA Guideline to implement SB743 ([https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php)).

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Mr. Alejandro Huerta  
June 15, 2017  
Page 2 of 2

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

We have the following comments after review the environmental document:

1. CMP methodology is not adequate when analyzing freeway impacts. Consultation with Caltrans is necessary for the Lead Agency and traffic consultant to determine significance criteria of the State facilities for all future projects.
2. The project will generate 15,005 daily trips and 1,283/3879 AM/PM peak hour trips. There are 145 related projects in the project vicinity. Therefore, cumulative impacts on the mainline would occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate cumulative traffic impacts in the future.
3. On June 6, 2017, traffic consultant presented a proposal regarding traffic impact locations and potential mitigation measures for Caltrans' consideration. The developer is willing to make a fair share contribution toward future improvements on the State facility, within the Hollywood community area. The developer agrees to sign a Traffic Mitigation Agreement with Caltrans prior to circulation of the FEIR.
4. Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.
5. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

Caltrans will continue to work with the Lead Agency and/or traffic consultant closely in an effort to evaluate traffic impacts, identify potential improvements, and complete a Traffic Mitigation Agreement before the FEIR release. If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # 07-LA-2017-00912AL-DEIR.

Sincerely,



DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse