

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
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December 21, 2015

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CITY OF LOS ANGELES

JAN 06 2016

ENVIRONMENTAL
UNIT

Mr. William Lamborn
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: 6220 West Yucca Project
SCH # 2015111073
IGR/CEQA No. 151145AL-NOP
Vic. LA-101/PM 7.058

Dear Mr. Lamborn:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is to demolish existing units (44 residential units) and to develop 101 multi-family residential units

260 hotel rooms, and 6,980 square feet of commercial/restaurants uses with a total of 372,450 square feet of floor area. The 1.16-acre project site is located on the south side of west Yucca Street between Argyle Avenue and North Vista Del Mar Avenue in the Hollywood community of the City of Los Angeles. The project is one block away from US-101.

distribution, choice of travel mode, and assignments of trips to freeway US-101 from Hollywood Blvd. to the Cahuenga Blvd. (The calculated LOS should be verified using PEMS data) undercrossing, immediate and alternative on/off ramp accesses with peak hour LOS for the following ramps:

- a. NB/SB on/off ramps to Hollywood Blvd.
 - b. NB/SB off-ramps to Gower St.
 - c. NB/SB on-ramps from Argyle Ave.
 - d. SB off-ramp to Vine/Franklin Ave
 - e. NB/SB on/off-ramps to Cahuenga Blvd.
2. Currently, the US-101 is operating at LOS E or F. Caltrans is concerned that additional traffic exiting the freeway may potentially back into the mainline through lanes if the queue exceeds the storage capacity on the off ramps. A queuing analysis should be performed using HCM methodology. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor. The queue length should be calculated from the traffic counts, actual signal timing and the percent of truck assignments to the rap with a passenger car equivalent factor of 3.0 (worst case scenario). The analyzed result may need to be calibrated with actual signal timing when necessary.
- 3.
4. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. Future conditions should include build-out of all projects and any plan-horizon years.
5. Analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.
6. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.
7. Fair share contributions toward pre-established or future improvements on the State Highway System is considered to be an acceptable form of mitigation. Please use the following ratio when estimating project equitable share responsibility: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guide).

Please note that for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved projects, project that have not yet been approved, and other sources of growth.

Caltrans staff is available to consult with the City and traffic consultant. We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from the Caltrans please send a copy of the DEIR directly to our office.

If you have any questions or would like to schedule a meeting, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 151145AL.

Sincerely,

A handwritten signature in black ink, appearing to read "Dianna Watson". The signature is fluid and cursive, with the first name "Dianna" being more prominent than the last name "Watson".

DIANNA WATSON
IGR/CEQA Branch Chief
Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse