

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6220 YUCCA STREET
DOT Case No. CEN 15-43471

Date: January 20, 2016

To: Jae Kim, Senior City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED MIXED-USED DEVELOPMENT PROJECT AT 6220 YUCCA STREET (ENV-2014-4706-EAF)**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated January 2015, prepared by Gibson Transportation Consultant Inc., for the proposed mixed-use project located at 6220 Yucca Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria¹, the proposed development will result in a significant traffic impact at one of the intersections that were identified for detailed analysis. The traffic study also included a residential street impact analysis that determined that the estimated project traffic using Carlos Avenue between Gower Street and Bronson Avenue would be lower than the threshold for significant impact on a Local street, therefore no mitigation would be required. The results of the traffic impact analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachments 1a & 1b**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to develop a mixed-use development consisting of 191 multi-family residential units, 260 hotel rooms, and approximately 6,980 square-feet of commercial/restaurant uses in two buildings contained a total of approximately 372,450 square-feet. The first building would be for all three uses and would be built over six parking levels, including one subterranean level. The second building would be for residential use only. The project site currently consists of one single-family house, one

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

duplex (two multi-family units), and three two-story apartment building with a total of 40 multi-family units. The project would provide 456 parking spaces, of which 315 spaces for residential use and 141 spaces for hotel and commercial/restaurant uses. In addition, the project would also provide 244 bicycle parking spaces, of which 210 spaces for residential use and 34 spaces for hotel and commercial/restaurant uses. Vehicular access would be provided via Yucca Street and Argyle Avenue and a separate porte-cochere with valet access would be provided for hotel guests and visitors on Yucca Street. The project is expected to be completed by 2021.

B. Trip Generation

The proposed project is expected to generate approximately 3,182 net new daily trips, 233 net new trips in the a.m. peak hour and 249 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." A copy of the trip generation estimates table from the transportation study is attached and identified as **Attachment 2**.

C. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study estimates that the project would result in a significant traffic impact at the intersection of Argyle Avenue/US 101 Northbound On-Ramp & Franklin Avenue intersection during the "future with project" scenario. To off-set this significant traffic impact, the traffic study proposed a transportation mitigation programs designed to fully mitigate this impact (discussed in the "Project Requirements" section).

D. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. The project did meet or exceed one or more of the four thresholds defined in the agreement; therefore, additional analysis was required by Caltrans.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT

for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

B. Traffic Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation program first focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

1. Transportation Demand Management (TDM) Program

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Participate as a member of future Hollywood Transportation Management Organization, when operational (described in detail below);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;

- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of \$75,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

In addition to these TDM measures, DOT also recommends that the applicant explore the implementation of an on-demand van, shuttle or tram service that connects the project employees to off-site transit stops (such as the Metro Red Line stations) based on the transportation needs of the project's employees. Such a service can be included as an additional measure in the TDM program if it is deemed feasible and effective by the applicant.

2. **Hollywood Transportation Management Organization**

The project should join a Transportation Management Organization (TMO) serving the Hollywood area once it is created. DOT is currently working with other major employers in the Hollywood area to develop a TMO that would be available to the general public and employees of participating companies within the Hollywood area. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. TMO's in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Hollywood can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Hollywood community. The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan. TMO's typically implement and promote TDM strategies such as the following:

- employee flex time and modified work schedules;
- vanpool and carpool programs;
- provide information on rail, bus and shuttle services;
- satellite parking;
- non-vehicular commuting;
- parking management strategies;
- telecommuting programs;
- matching services for multi-employer carpools,
- multi-employer vanpools (to serve areas that are identified as underserved by transit);
- promotion and implementation of pedestrian, bicycle and transit stop enhancements (such as transit/bicycle lanes).

2. **Transportation Systems Management (TSM) Improvements**

LADOT's ATSAC Section has identified the need to replace the existing video fiber/fiber optic cables with the high-capacity data cables in the Hollywood area. The new cables would be installed from an ATSAC hub located at Wilcox

Avenue & De Longpre Avenue to Franklin Avenue/Highland Avenue, to Hollywood Boulevard/Highland Avenue, and to Hollywood Boulevard/Vine Street. These cables would provide the network capacity for additional closed circuit television (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Hollywood.

Should the project be approved, then a final determination on how to implement these video fiber/fiber optic upgrades will be made by DOT prior to the issuance of the first building permit. These video fiber/fiber optic upgrades will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **\$175,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$175,000** to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these video fiber/fiber optic improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

C. New Traffic Signal

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. When choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. The traffic study included traffic signal warrant analyses for the following three intersections:

- Gower Street and US-101 Freeway Northbound on-ramp
- Gower Street and US-101 Freeway Southbound off-ramp/Yucca Street
- Gower Street/Yucca Street

Based on the warrant analyses results, warrants for a new traffic signal will be satisfied for each of these intersections for future 2021 with project traffic conditions. However, the satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. The two intersections at Gower Street and US-101 Freeway ramps are within the jurisdiction of Caltrans and are subject to review and co-approval by that agency and by DOT's Hollywood-Wilshire District Office. The traffic signal warrant analysis shall be prepared pursuant to Section 353 of DOT's Manual of Policies and Procedures and submitted by the applicant to DOT for review. Furthermore, it is the responsibility of the applicant to secure approval and any necessary permits by

Caltrans for the traffic signal proposed at freeway ramps. An officially approved TCR does not remove the responsibility of the applicant from securing the acceptance and/or approval by Caltrans where State right-of-way is involved.

D. **Highway Dedication and Street Widening Requirements**

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Yucca Street, Vista Del Mar, and Argyle Avenue** have been designated a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

E. **Parking Analysis**

As referenced in the Project Description section above, the traffic study indicated that 456 parking spaces would be provided. In addition, the project would also provide 244 bicycle parking spaces, of which 210 spaces for residential use and 34 spaces for hotel and commercial/restaurant uses. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

F. **Site Access and Circulation Plan**

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 3**.

G. **Development Review Fees**

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (213) 972-8482.

Attachments

N:\letters\CEN15-43471_6220 Yucca St Mixed-Use Project ts ltr

c: Chris Robertson, Council District 13
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Edward Yu, ATSAC, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Gregg Vandergriff, Central District, BOE
Jonathan Chambers, Gibson Transportation Consulting, Inc.

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2021)
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Cahuenga Blvd & Franklin Ave	A.M.	1.081	F	1.083	F	0.002	NO
		P.M.	0.998	E	0.999	E	0.001	NO
2.	Vine St & Franklin Ave / US 101 SB Off-ramp	A.M.	0.361	A	0.361	A	0.000	NO
		P.M.	0.435	A	0.435	A	0.000	NO
3.	Argyle Ave / US 101 NB On-ramp & Franklin Ave	A.M.	0.880	D	0.891	D	0.011	NO
		P.M.	0.957	E	0.969	E	0.012	YES
4.	Gower St & Franklin Ave	A.M.	0.669	B	0.671	B	0.002	NO
		P.M.	0.758	C	0.763	C	0.005	NO
5.	Beachwood Dr & Franklin Ave	A.M.	0.687	B	0.689	B	0.002	NO
		P.M.	0.674	B	0.676	B	0.002	NO
6.	Bronson Ave & Franklin Ave	A.M.	0.651	B	0.653	B	0.002	NO
		P.M.	0.776	C	0.781	C	0.005	NO
7.	Cahuenga Blvd & Yucca St	A.M.	0.599	A	0.603	B	0.004	NO
		P.M.	0.704	C	0.707	C	0.003	NO
8.	Ivar Ave & Yucca St	A.M.	0.254	A	0.261	A	0.007	NO
		P.M.	0.317	A	0.323	A	0.006	NO
9.	Vine St & Yucca St	A.M.	0.599	A	0.611	B	0.012	NO
		P.M.	0.600	A	0.614	B	0.014	NO
10.	Argyle Ave & Yucca St	A.M.	0.255	A	0.298	A	0.043	NO
		P.M.	0.427	A	0.475	A	0.048	NO
11.	Gower St & Carlos Ave	A.M.	0.373	A	0.388	A	0.015	NO
		P.M.	0.305	A	0.322	A	0.017	NO
12.	Cahuenga Blvd & Hollywood Blvd	A.M.	1.008	F	1.014	F	0.006	NO
		P.M.	0.701	C	0.706	C	0.005	NO
13.	Ivar Ave & Hollywood Blvd	A.M.	0.635	B	0.638	B	0.003	NO
		P.M.	0.599	A	0.601	B	0.002	NO
14.	Vine St & Hollywood Blvd	A.M.	0.909	E	0.915	E	0.006	NO
		P.M.	0.901	E	0.908	E	0.007	NO
15.	Argyle Ave & Hollywood Blvd	A.M.	0.625	B	0.635	B	0.010	NO
		P.M.	0.684	B	0.696	B	0.012	NO
16.	Gower St & Hollywood Blvd	A.M.	0.806	D	0.819	D	0.013	NO
		P.M.	0.816	D	0.820	D	0.004	NO
17.	Bronson Ave & Hollywood Blvd	A.M.	0.780	C	0.789	C	0.009	NO
		P.M.	0.897	D	0.904	E	0.007	NO
18.	US 101 SB Ramps & Hollywood Blvd	A.M.	0.762	C	0.770	C	0.008	NO
		P.M.	0.629	B	0.638	B	0.009	NO
19.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	A.M.	0.950	E	0.955	E	0.005	NO
		P.M.	0.693	B	0.702	C	0.009	NO
20.	Vine St & Selma Ave	A.M.	0.482	A	0.485	A	0.003	NO
		P.M.	0.611	B	0.615	B	0.004	NO
21.	Argyle Ave & Selma Ave	A.M.	0.229	A	0.234	A	0.005	NO
		P.M.	0.273	A	0.277	A	0.004	NO
22.	Vine St & Sunset Blvd	A.M.	0.944	E	0.948	E	0.004	NO
		P.M.	1.086	F	1.089	F	0.003	NO
23.	Argyle Ave & Sunset Blvd	A.M.	0.944	E	0.948	E	0.004	NO
		P.M.	1.086	F	1.089	F	0.003	NO
24.	Gower St & Sunset Blvd	A.M.	0.944	E	0.948	E	0.004	NO
		P.M.	1.086	F	1.089	F	0.003	NO

ATTACHMENT 1b

TABLE 12
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2021)
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
3.	Argyle Ave / US 101 NB On-ramp & Franklin Ave	A.M.	0.880	D	0.891	D	0.011	NO	0.880	D	0.000	NO
		P.M.	0.957	E	0.969	E	0.012	YES	0.958	E	0.001	NO

**TABLE 8
PROJECT TRIP GENERATION ESTIMATES**

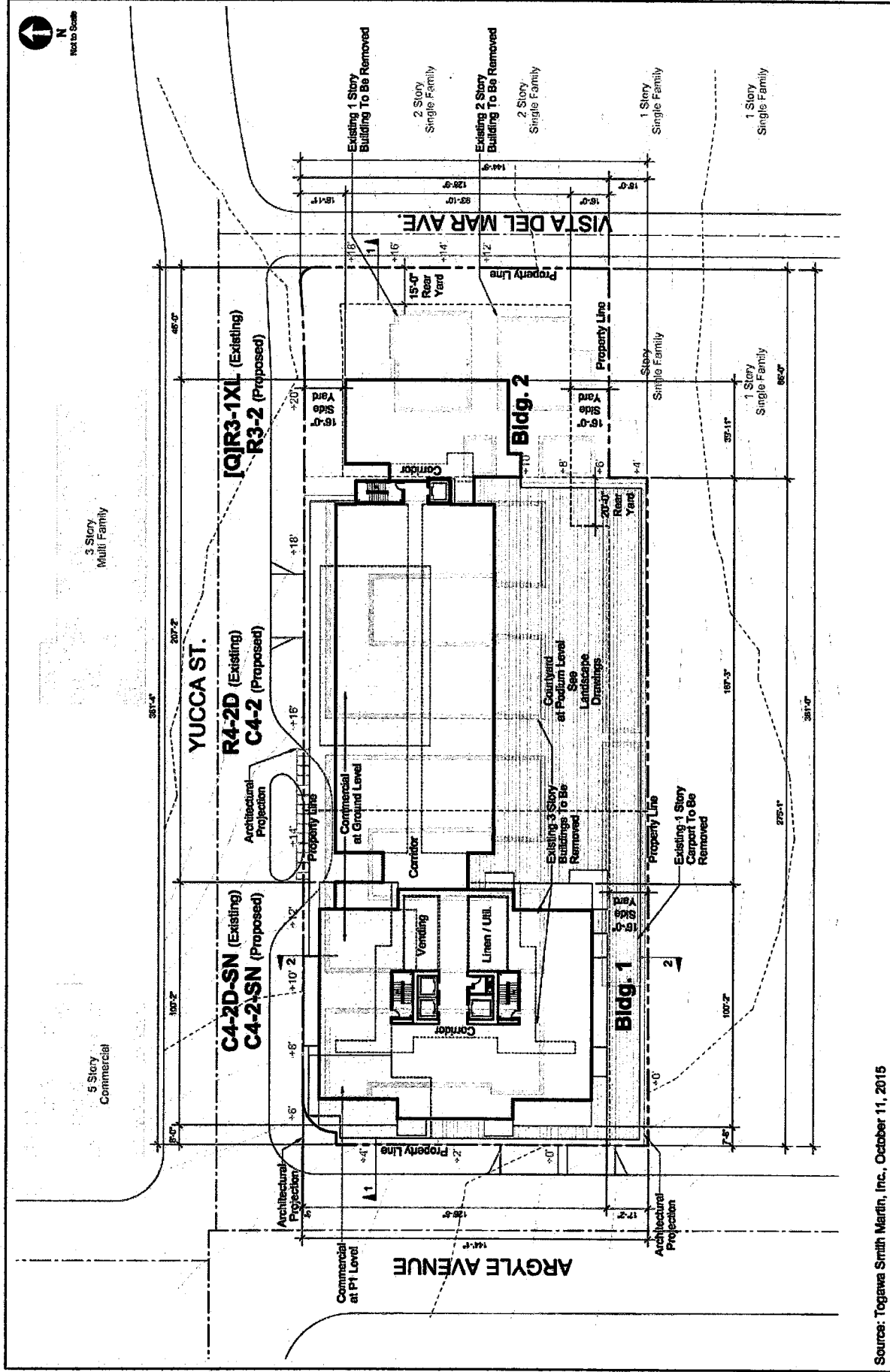
Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Single-Family House	210	per du	9.52	25%	75%	0.75	63%	37%	1.00
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
Hotel	310	per room	8.17	61%	39%	0.56	53%	47%	0.59
Restaurant	932	per 1,000 sf	127.15	55%	45%	10.81	60%	40%	9.85
Trip Generation Estimates									
<u>Residential Uses</u>									
Apartments	220	191 du	1,270	19	78	97	77	41	118
Transit/Walk Adjustment - 15%			-191	-3	-12	-15	-12	-6	-18
Residential Subtotal			1,079	16	66	82	65	35	100
<u>Commercial Uses</u>									
Hotel	310	260 rooms	2,124	89	57	146	81	72	153
Transit/Walk Adjustment - 15%			-319	-13	-9	-22	-12	-11	-23
Restaurant	932	6,980 sf	888	41	34	75	41	28	69
Internal Capture Adjustment - 10%			-89	-4	-4	-8	-4	-3	-7
Transit/Walk Adjustment - 15%			-120	-6	-4	-10	-5	-4	-9
Pass-by Adjustment - 20%			-136	-6	-5	-11	-7	-4	-11
Commercial Subtotal			2,348	101	69	170	94	78	172
GROSS TOTAL - PROPOSED PROJECT			3,427	117	135	252	159	113	272
<u>Existing Uses to be Removed</u>									
Single Family House	210	1 du	10	0	1	1	1	0	1
Transit/Walk Adjustment - 15%			-2	0	0	0	0	0	0
Apartment	220	42 du	279	4	17	21	17	9	26
Transit/Walk Adjustment - 15%			-42	-1	-2	-3	-3	-1	-4
Existing Subtotal			245	3	16	19	15	8	23
NET TOTAL - PROPOSED PROJECT			3,182	114	119	233	144	105	249

Notes:

sf = square feet; du = dwelling units;

All trip generation rates are from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012).

Transit/walk adjustment of up to 15% is allowed for developments within 1/4 mile of a Metro Rail station (site is approximately 700 feet from Hollywood & Vine station).



Source: Togawa Smith Martin, Inc., October 11, 2015

CONCEPTUAL SITE PLAN

FIGURE 1