

From: Debbie Lawrence <debbie.lawrence@lacity.org>
Sent time: 03/05/2020 02:46:53 PM
To: Mindy Nguyen <Mindy.Nguyen@lacity.org>
Subject: Fwd: SCH # 2018051002 Hollywood Center Project-Caltrans Additional Comment
Attachments: LA-2018-03177-City Letter.pdf

----- Forwarded message -----

From: **Lin, Alan S@DOT** <alan.lin@dot.ca.gov>
Date: Thu, Mar 5, 2020 at 10:27 AM
Subject: SCH # 2018051002 Hollywood Center Project-Caltrans Additional Comment
To: Debbie Lawrence <debbie.lawrence@lacity.org>
Cc: Edmonson, Miya R@DOT <miya.edmonson@dot.ca.gov>

Dear Ms. Lawrence,

Attached please find Caltrans comment to your request.

Thank you!

Alan Lin, P.E.

Project Coordinator

State of California

Department of Transportation

District 7, Office of Transportation Planning

Mail Station 16

100 South Main Street

Los Angeles, CA 90012

(213) 897-8391 Office

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Debbie Lawrence, AICP
Senior City Planner, Major Projects
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DEPARTMENT OF TRANSPORTATION

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March 5, 2020

Ms. Debbie Lawrence, AICP
Major Projects Section
Department of City Planning
City of Los Angeles
221 N Figueroa St. Suite 1350
Los Angeles, CA 90012

RE: Hollywood Center Project
SCH# 2018051002
GTS # LA-2018-03177-AL
Vic., LA-101, PM 7.16

Dear Ms. Lawrence:

Thank you for your letter dated February 25, 2020. Your letter provides an opportunity to Caltrans to provide updated comments based on the adopted VMT criterion.

Caltrans' comment letter dated April 22, 2019 was based on the scoping meeting with Los Angeles Department of Transportation, LADOT and traffic consultants. As you indicated that "the letter provides recommendations for the Project's Draft EIR traffic analysis focusing on potential traffic conflicts pertaining to direct and cumulative trips to state facilities in the project vicinity; off-ramp queuing, local truck factor; affected intersections, acceleration and deceleration lanes, and weaving areas in the project vicinity; and potential traffic improvement measures". The contents of the letter are all safety traffic concerns from Caltrans that should be included in the traffic analysis, regardless of whether a VMT- or LOS-Based traffic analysis is used in the environmental document.

Please feel free to contact Mr. Alan Lin at (213) 897-8391 if you have any questions regarding the above. We look forward to working with you and to reviewing and providing comments on the traffic study.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Attachments

Attachment #1

DEPARTMENT OF
CITY PLANNING
COMMISSION OFFICE
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February 25, 2020

Miya Edmonson
Department of Transportation
District 7 – Office of Transportation Planning
100 S. Main Street, MS 16
Los Angeles, CA 90012

Re: Hollywood Center Project

Dear Ms. Edmonson:

The Department of City Planning received your comment letter dated April 22, 2019 in response to the Hollywood Center Project (Project) Notice of Preparation of an Environmental Impact Report (EIR) and Public Scoping Meeting. To summarize, the letter provides recommendations for the Project's Draft EIR traffic analysis focusing on potential traffic conflicts pertaining to direct and cumulative trips to state facilities in the project vicinity; off-ramp queuing, local truck factor; affected intersections, acceleration and deceleration lanes, and weaving areas in the project vicinity; and potential traffic improvement measures.

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under the California Environmental Quality Act (CEQA). This adoption was required by Senate Bill (SB) 743 and recent changes to Section 15064.3 of the CEQA Guidelines. Over the last five years, the City of Los Angeles Departments of City Planning and Transportation led efforts to facilitate the City's transition to VMT, to prepare new Transportation Assessment Guidelines (TAG) that address these changes, and to revise the Transportation Section to the City's CEQA Threshold Guide. The intent of SB 743 and subsequent changes to CEQA is to appropriately balance the needs of congestion management with statewide goals related to: the reduction of greenhouse gas emissions, infill development, and the promotion of public health through active transportation.

In light of the fact that your letter, dated April 22, 2019, predated the recent changes in criteria used to determine transportation impacts, the Department of City Planning would like to provide you with an opportunity to provide updated comments based on the adopted VMT criterion. Please respond to this letter within 10 days of the date of this letter, or by March 6, 2020.

Sincerely,

Debbie Lawrence, AICP
Senior City Planner
Major Projects
Department of City Planning

DEPARTMENT OF TRANSPORTATION

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April 22, 2019

Ms. Mindy Nguyen
Major Projects Section
Department of City Planning
City of Los Angeles
221 N Figueroa St. Suite 1350
Los Angeles, CA 90012

RE: Hollywood Center Project
SCH# 2018051002
GTS # LA-2018-01879-NOP2-AL
Vic., LA-101, PM 7.16

Dear Ms. Nguyen:

Per our discussion during the scoping meeting held on December 19, 2018 and February 26, 2019, the California Department of Transportation ("Caltrans") submits the following recommendations for the traffic analysis focusing on potential traffic conflicts:

1. Caltrans requests information regarding the assignment of direct and cumulative trips to state facilities in the project vicinity.
2. The project proponent may use a 95 percentile to obtain queue length.
3. To calculate the baseline condition for total queue length on off-ramps, measure the distance from the intersection to the gore point. Caltrans recommends that any queuing on an off-ramp attributable to the project beyond 85% of this total length be considered a significant impact for direct or cumulative impacts.
4. When an auxiliary lane is present, impacts will be considered significant, either directly or cumulatively, when the traffic generated by the project exceeds the lesser or one-half length of the auxiliary lane or 1,000 feet. We have attached a queuing analysis template for your reference.
5. If Synchro software is used to calculate queue length, then actual signal timing must be used.
6. In addition, the analysis should use a local truck factor and 25 feet per passenger car.
7. Potential traffic conflict analysis should include off-ramps, affected intersections (left- and right-turn queue), acceleration and deceleration lanes, and weaving areas in the project vicinity. Caltrans recommends including, at a minimum, the following locations in the off-ramp queuing analysis:
 - a. Cahuenga BI & US 101 NB Off-ramp
 - b. Cahuenga BI & US 101 SB Off-ramp
 - c. Vine St./Franklin Ave. & US 101 SB Off-ramp

Ms. Mindy Nguyen
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- d. Gower St. & US 101 NB Off-Ramp
- e. Gower St. & US 101 SB Off-Ramp
- f. US 101 NB Off-ramp & Hollywood Blvd.
- g. US 101 SB Off-ramp & Hollywood Blvd.

Additionally, Caltrans recommends including the following locations be included in the mainline merge and weaving analysis:

- a. US 101 Odin St. to Cahuenga Blvd.
 - b. US 101 Cahuenga Blvd. to Vine St.
 - c. US 101 Vine St. to Gower St.
 - d. US 101 Gower St. to Hollywood Blvd.
 - e. US 101 Hollywood Blvd. to Sunset Blvd.
8. Select Zone analysis should be performed to identify locations anticipated to be assigned 50 or more project trips on the mainlines such as US-101, SR-134, I-5, SR-170, etc.
 9. In the event that the project proponent finds a significant impact to an intersection, an Intersection Control Evaluation (ICE) should be prepared as an initial step of an intersection-improvement project.
 10. If an impact is identified, Caltrans recommends consideration of the following potential traffic conflict improvement measures:
 - a. Safety sign/Yield Sign, delineation
 - b. Pavement markings
 - c. ADA ramps, pedestrian sidewalk
 - d. Ramp metering
 - e. Intersection control
 - f. Ramp/lane widening. While ramp or lane widening is a potential improvement measure, this measure should be considered as a last resort after first considering measures (a) through (e) above.
 - g. Please note that the above is a non-exclusive list of potential improvement measures. The project proponent should consider additional feasible measures.
 11. The project proponent may pay 100% of the direct impact and/or fair-share contribution (i.e., a fee program) with cumulative impacts.

Please feel free to contact Mr. Alan Lin at (213) 897-8391 if you have any questions regarding the above. Please note that Caltrans reserves the right to provide comments in the future. We look forward to reviewing and providing comments on the traffic study.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse
Attachment

Attachment

TABLE 3
PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES

Ramp	Cross Street	Ramp Length (ft) [a]	85% Ramp Length (ft)	Ramp Turn Lanes at Intersection			Existing (2016)				Cumulative (2035) plus Project				Queue 85% Exceeds Storage?
				Lanes	Move	Length [a]	AM Queue		PM Queue		AM Queue		PM Queue		
							Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	
I-210 Westbound Off-Ramp	Roxford Street	1110	940	2	Left	520	X	X	X	X	X	X	X	X	Yes/No
I-210 Eastbound Off-Ramp	Roxford Street	1050	890	2	Right Through/Left	1110	X	X	X	X	X	X	X	X	Yes/No
I-210 Westbound Off-Ramp	Polk Street	930	790	2	Right Through/Left	1050	X	X	X	X	X	X	X	X	Yes/No
I-210 Eastbound Off-Ramp	Polk Street	1180	1000	2	Right Through/Left	460	X	X	X	X	X	X	X	X	Yes/No
I-5 Northbound Off-Ramp	Roxford Street	1080	920	2	Right Right/Left	930	X	X	X	X	X	X	X	X	Yes/No
				2	Right Right/Left	690	X	X	X	X	X	X	X	X	Yes/No
				2	Right Right/Left	1180	X	X	X	X	X	X	X	X	Yes/No
				2	Right Right/Left	780	X	X	X	X	X	X	X	X	Yes/No
				2	Right Right/Left	1080	X	X	X	X	X	X	X	X	Yes/No

[a]: Storage lengths determined based on scaled distances from on-line aerial photographs

Need to add Existing + Project Condition.