DEPARTMENT OF TRANSPORTATION
DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

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Governor's Office of Planning & Research
MAY 03 2019
STATE CLEARINGHOUSE

Making Conservation a California Way of Life.

April 29, 2019

Milena Zasadzien
City of Los Angeles, Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: Angels Landing Project – Notice of Preparation (NOP)
SCH# 2019039164
GTS # 07-LA-2019-02397
Vic. LA-110/PM: 23.117

Dear Ms. Milena Zasadzien:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP. The Project Site is a 97,631 square foot (2.24-acre) parcel located within the Bunker Hill neighborhood and downtown regional center of the City of Los Angeles. The Project is a new mixed-use development that includes an integrated mix of residential, hospitality, civic, educational, and commercial uses. Specially the Project proposes 180 residential for-sale condominium units, 261 residential apartments, two hotels with a combined total of 509 guest rooms and ancillary food and beverage spaces, 38,977 square feet of educational/cultural/civic uses, and 36,515 square feet of commercial space. The project would also provide private and public open spaces totaling 56,881 square feet.

After reviewing this project's NOP Caltrans has the following comments:

Due to the large size of this project and its close proximity to Interstate 110 (I-110) and United States Route 101 (US-101), it may impact the near-by segments of I-110 and US-101 and their On/Off-ramps. A Traffic Impact Study Report should be conducted that includes: Trips Distribution, Queue Analysis, Weaving Analysis, and Cumulative effect by other projects. We suggest the following ramps be included in a traffic Impact Study Report:

1. I-110 and 4th Street Southbound Off-ramp.
2. I-110 and 4th Street Northbound Off-ramp.
3. I-110 and 5th Street Southbound On-ramp.
4. I-110 and 3rd Street Northbound On-ramp.
3. US-101 and Los Angeles Street On/Off-ramps.
4. US-101 and Spring Street Off-ramp.
5. US-101 and Broadway On/Off-ramps.
6. US-101 and Grand Avenue On/Off-ramps.
7. US-101 and Temple Street On/Off-ramps.

For a traffic impact study of freeway mainline, weave, merge and diverge segments, the methodologies in Chapter 12, 13, and 14 of the Highway Capacity Manual (HCM) 6th edition are limited to under saturated flow conditions. When a freeway facility has oversaturated conditions, Chapter 10 is recommended to be

used to determine a more precise density. It is acknowledged that there are limitations of the HCM methodology and it is recommended to use a traffic simulation model for the analysis.

For the intersection analysis, please use the actual traffic signal timing. Please do not use signal timing optimization as optimization does not provide accurate results.

The impact is considered to be significant, if the traffic generated by the project (a) causes one or more freeway segment's demand to exceed capacity (congested flow); or (b) when the segment is already congested, causes an increase in the demand/capacity ratio of greater than 1%.

Impacts to off-ramps are considered significant if the traffic generated by the project causes queueing that: (a) exceeds 85% of the off-ramp's storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of auxiliary lane or 1,000 feet.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2019-02397.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse