

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning  
100 S. MAIN STREET, SUITE 100  
LOS ANGELES, CA 90012  
PHONE (213) 897-6536  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



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Governor's Office of Planning & Research  
JUL 08 2019  
STATE CLEARINGHOUSE

July 2, 2019

Eimon Smith  
Los Angeles Unified School District  
333 South Beaudry Avenue, 21<sup>st</sup> Floor  
Los Angeles, CA 90017

RE: Rise Kohyang High School - Mitigated  
Negative Declaration (MND)  
SCH # 2019069028  
GTS # 07-LA-2019-02558  
Vic. LA-101/ PM: 4.213

Dear Mr. Smith:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this Mitigated Negative Declaration (MND). The project applicant, Bright Star Schools, is seeking development approval from the Los Angeles Unified School District for the construction and operation of a charter school (Rise Kohyang High School). The new charter high school would have a capacity of 600 students in grades 9-12 and 75 full and part-time teachers and staff. The Project consists of a 76,390-square-foot two-story building with staff space (reception/clerical/administration/teacher offices, meeting rooms), restrooms, support space (custodial, storage, electrical/telecommunications rooms), 24 classrooms, multipurpose room and servery, gymnasium, and semi-subterranean parking garage. The 62-space parking garage would have a designated drop-off/pick-up area and queuing lane. The drop-off/pick-up zone would permit student unloading and loading directly from the passenger side without obstructing the circulation lane.

The nearest State facility to the proposed project is Route 101. After reviewing the MND, Caltrans has the following comments:

- In reference to the **Caltrans Freeway Screening Filter in Appendix F**, please detail on how project trips were calculated for state facilities. In Addition, with numerous proposed projects in the surrounding area, there are possibilities of cumulative impacts on state facilities. Please address both direct and cumulative impacts in your assessment.
- It was stated that the project would not have an additional impact on state facilities near the project area, therefore please provide more detailed analysis on how the proposed project will not add new vehicle trips per hour to the nearest CMP mainline freeway locations, especially at:
  - Interchange between LA-101 and Melrose Ave
  - Interchange between LA-101 and Vermont Ave
  - Interchange between LA-101 and Silver Lake Blvd

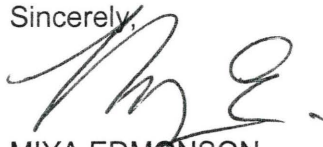
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- When analyzing the affected off-ramps, queuing analysis based on the Highway Capacity Manual (HCM) queuing methodology is required.

As a reminder, 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 to minimize congestion and provide safety to pedestrians and vehicular traffic.

We look forward to reviewing the EIR that includes more detailed traffic impact analysis of LA-101 based on the comments provided. If you have any questions, please contact project coordinator David Calkins, at [david.calkins@dot.ca.gov](mailto:david.calkins@dot.ca.gov), and refer to GTS # 07-LA-2019-02558.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse