

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

September 3, 2019

**STATE CLEARINGHOUSE**

September 3, 2019

Adrian Gallo  
West Hollywood, City of  
8300 Santa Monica Boulevard  
West Hollywood, CA 90069

RE: West Hollywood Cancer Center  
Project – Notice of Preparation  
(NOP)  
SCH # 2019080008  
GTS # 07-LA-2019-02727  
LA-10/PM: R 8.751

Dear Mr. Adrian Gallo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-mentioned Notice of Preparation (NOP). The project involves the demolition of the buildings currently on the project site to construct a 270,940-gross sf mixed-use building consisting of medical research, office uses, retail, restaurant, cafe, and design/showroom commercial uses. The proposed building would have three levels of subterranean parking containing 346 vehicle spaces. The proposed building would be ten stories up and up to 163 feet in height above grade, plus four subterranean levels (three subterranean parking levels, plus one subterranean level of retail, design showroom, and support spaces). The project would also include the vacation of approximately 2,520 square feet of the northern portion of the alley between 8800 and 8806 Beverly Boulevard and creation of a new alley by easement of approximately 2,968 square feet across the southern 20 feet of the property at 146 North Clark Drive.

After reviewing the Notice of Preparation Caltrans has the following comments:

- Please include a Traffic Impact Analysis (TIA) with the proposed Environmental Impact Report (EIR). Due to this project's size, location, and potential impact to State facilities, Caltrans suggests the proposed TIA consider including the following areas of interest:
  - Please consider providing analysis of the project's impact to the State Highway System and address the added traffic volumes to the on/off-ramps of nearby State Routes. For affected off-ramps, queuing analysis based on Highway Capacity Manual (HCM) queuing methodology is strongly recommended.

- Please include a Construction Traffic Management Plan and Truck Haul Route Program for approval by Caltrans. It is recommended this management plan address how the project will minimize congestion on the streets and freeways during the construction period.
- Caltrans recommends that Highway Capacity Manual (HCM) methodology be used when assessing the impact a project may have on the State Highway System. 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.

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.

When analyzing intersections please consider utilizing Synchro 10. Also, for intersection analysis, instead of using signal timing optimization for matching existing field conditions, please use actual traffic signal timing.

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

As required by SB 743, Caltrans recommends the City of West Hollywood develop a verifiable performance-based Vehicle Miles Travelled (VMT) criteria. This step is critical as the TIA may need to be based on VMT criteria depending on when the study is completed.

Further information included for your consideration;

Greenhouse gas reduction by way of reduced vehicle miles traveled (VMT) is critical. The essential component of walkable communities is mixed-use zoning. Residential and appropriate commercial uses should be intertwined to increase accessibility and allow residents to utilize active transportation modes.

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. These methods include the construction of physically separated facilities such as wide sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing. These suggestions can reduce pedestrian and bicyclist exposure to vehicles ensuring safety by lessening the time that the user is in the likely path of a motor vehicle.

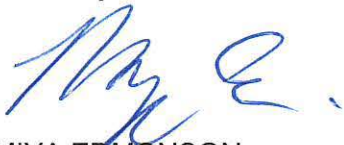
Signal timing can be adjusted to include Leading Pedestrian Intervals, giving pedestrians a seven second head start. Pedestrian and bicyclist warning signage, flashing beacons, high-visibility continental crosswalks, scramble crossings, flashing yellow turn signals, high-visibility green bike lanes, other signage and buffer striping should be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists.

Any development should keep livability in mind by providing shade trees, native landscaping, bioswales, street furniture, bicycle parking, bus shelters and trash cans. Bus bulb-outs can reduce conflict between bicycles and buses on busy roads. Bus only lanes are encouraged to reduce travel times and make public transit more appealing to discretionary users. Any gated communities should provide pedestrian paths and doors to ensure access to transit, shopping centers, schools and main roads. Whenever possible, a grid pattern with short blocks is recommended to promote walking. Permeable paving materials should be incorporated whenever possible.

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.

We look forward to reviewing this project's future Draft EIR and will provide additional comments at that time, if warranted. If you have any questions, please contact Reece Allen, the project coordinator, at [reece.allen@dot.ca.gov](mailto:reece.allen@dot.ca.gov), and refer to GTS # 07-LA-2019-02727.

Sincerely,



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