

**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

Governor's Office of Planning &amp; Research



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**AUG 29 2019****STATE CLEARINGHOUSE**

August 29, 2019

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

RE: CitizenM Hollywood and Vine – Draft  
Environmental Impact Report (DEIR)  
SCH# 2016101009  
GTS # 07-LA-2016-02552  
Vic. LA-101/PM: 7.071

Dear Erin Strelch:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's DEIR. CitizenM proposes to develop a 14-story hotel on an approximately 0.28 acre site. The project would include 216 guest rooms, approximately 6,489 sf of guest-only amenities, and 4,354 sf of shared guest and public spaces. The building would have a maximum height of 183 feet and would also include three underground parking levels. Upon completion, the project would result in approximately 73,440 sf of new floor area and a maximum floor area ratio of 6:1

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

- The Construction Traffic Management Plan (CTM) does not appear to specify the duration of the construction period. Please clarify the duration of construction.
- The mitigation measures mentioned in this DEIR are Transportation Demand Management (TDM) Program (TR-MM-1) and Transportation Systems Management (TSM) Improvements (TR-MM-2) to upgrade five existing closed-circuit television (CCTV) camera systems. TDM strategies are considered as public transportation, carpool, rideshare, telecommuting, walking, biking, bike-share, and educational programs, etc... In addition to the proposed mitigation, other recommended potential mitigation measures for this project are signal timing adjustment such as vehicle discharge rate controlled by signal phasing/timing at the ramp terminus, synchronized traffic signals, Intelligent Transportation System (ITS) treatment, ADA curb ramps and adding storage length at freeway ramps.

Further information for your consideration:

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 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.

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](mailto:reece.allen@dot.ca.gov) and refer to GTS# 07-LA-2016-02552.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse