



Luciralia Ibarra &lt;luciralia.ibarra@lacity.org&gt;

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**SCH # 2015101073 Crossroads Hollywood**

4 messages

**Lin, Alan S@DOT** <alan.lin@dot.ca.gov>

Mon, Nov 23, 2015 at 2:57 PM

To: "state.clearinghouse@opr.ca.gov" &lt;state.clearinghouse@opr.ca.gov&gt;

Cc: "Watson, DiAnna@DOT" &lt;dianna.watson@dot.ca.gov&gt;, "Trujillo, Edna M@DOT" &lt;edna.trujillo@dot.ca.gov&gt;, "Kibe, Joseph@DOT" &lt;joseph.kibe@dot.ca.gov&gt;, "alejandro.huerta@lacity.org" &lt;alejandro.huerta@lacity.org&gt;, Luciralia Ibarra &lt;luciralia.ibarra@lacity.org&gt;

Here is Caltrans comment letter. Hard copy to the Lead Agency.

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

(213) 897-1337 Fax

**151044-NOP Crossroads Hollywood.pdf**

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**Luciralia Ibarra** <luciralia.ibarra@lacity.org>

Mon, Nov 23, 2015 at 3:35 PM

To: Tomas Carranza &lt;tomas.carranza@lacity.org&gt;

Cc: Alejandro Huerta &lt;alejandro.huerta@lacity.org&gt;

FYI...we're not sure where the MOU with DOT is at on this project, but just to give you a look at the letter we received on this project from Alan Lin...

-Luci

[Quoted text hidden]

—

Luciralia Ibarra

Sr. City Planner

Major Projects

Department of City Planning

3/9/2017

City of Los Angeles Mail - SCH # 2015101073 Crossroads Hollywood

200 N. Spring Street, Rm 750  
Los Angeles, CA 90012  
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**Tomas Carranza** <tomas.carranza@lacity.org>  
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>  
Cc: Alejandro Huerta <alejandro.huerta@lacity.org>

Mon, Nov 23, 2015 at 3:58 PM

We received the draft MOU and are reviewing it - it will probably be signed this week or early next week.  
[Quoted text hidden]



Tomas Carranza, PE  
Planning & Land Use Review | Senior Transportation Engineer  
Los Angeles Department of Transportation  
213-972-8476

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**Luciralia Ibarra** <luciralia.ibarra@lacity.org>  
To: Tomas Carranza <tomas.carranza@lacity.org>

Mon, Nov 23, 2015 at 4:04 PM

Great. Thanks!  
[Quoted text hidden]

**DEPARTMENT OF TRANSPORTATION**  
**DISTRICT 7—OFFICE OF TRANSPORTATION PLANNING**  
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*Serious drought.  
Help save water!*

November 23, 2015

Mr. Alejandro Huerta  
City of Los Angeles  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

RE: Crossroads Hollywood  
SCH # 2015101073  
IGR/CEQA No. 151044AL-NOP  
Vic. LA-101/PM 6.246 to 7.683

Dear Mr. Huerta:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project would remove all existing uses including surface parking lots and approximately 86,947 square feet of existing floor area consisting of 84 residential units and commercial/retail and office uses. The Project would integrate Crossroads of the World into a new mixed-use development that would include eight new mixed-use building with residential, hotel, commercial/retail, office, entertainment, and restaurant uses. The Project would include approximately 1,432,000 square feet of floor area consisting of 950 residential units, 308 hotel rooms, approximately 95,000 square feet of office uses, and approximately 185,000 square feet of commercial/retail uses.

The US-101 freeway is currently operating at LOS E or F during the peak hours in the project vicinity. Cumulative traffic analysis for the State facilities is also needed. The Project may have a regional traffic impact on the State facilities.

To evaluate the impacts of the project on State transportation facilities, it should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please confirm the identified study locations on the State facilities with Caltrans prior to preparing the Environmental Impact Report (EIR). The City should refer the project's traffic consultant to Caltrans' traffic study guide Website: [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to freeways, immediate and alternative on/off ramp accesses including but not limit to the following locations.
  - NB off-ramp to Sunset Blvd.
  - SB off-ramp to Van Ness/Sunset Blvd.



- SB on-ramp from Sunset Blvd.
  - NB/SB on/off ramps to Hollywood Blvd.
  - NB/SB off-ramps to Gower St.
  - NB/SB on-ramps from Argyle Ave.
  - SB off-ramp to Vine/Franklin Ave.
  - NB/SB on/off-ramps to Cahuenga Blvd.
  - NB/SB on/off-ramps to Highland Ave.
2. A queuing analysis should be conducted for the off-ramps utilizing the Highway Capacity Manual (HCM) queuing analysis methodology. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor or referenced to Highway Design Manual at 23' point (Figure 504.2A Single Lane Freeway Entrance) or any other justified methods. The queue length should be calculated from the traffic counts and the percent of truck assignments (data from Caltrans) to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario). The analyzed result may need to be calibrated with actual signal timing when necessary.
  3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. Future conditions should include build-out of all projects and any plan-horizon years.
  4. Analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.
  5. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.
  6. Fair share contributions toward pre-established or future improvements on the State Highway System is considered to be an acceptable form of mitigation. Please use the following ratio when estimating project equitable share responsibility: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guide).

Please note that for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved projects, project that have not yet been approved, and other sources of growth.

As mentioned during your telephone conversation on November 23, 2015, with Mr. Alan Lin of my staff, Caltrans would like to request a scoping meeting to discuss preparation of the traffic impact study, potential traffic direct/cumulative impacts, and possible traffic mitigation for the State facilities. In the spirit of mutual cooperation, Caltrans would like to work with the City to evaluate traffic impacts, identify potential improvements, and to discuss funding strategies for future improvements to mitigate future cumulative transportation impacts in the area.



We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from the Caltrans please send a copy of the DEIR directly to our office.

If you have any questions or would like to schedule a meeting, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 151044AL.

Sincerely,



DIANNA WATSON  
IGR/CEQA Branch Chief  
Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse

