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Date:	August 16, 2016 3:30:44 PM
To:	"Johnathan Yu" <johnathan.yu@lacity.org>
Subject:	**Crossroads Hollywood**
Attachments:	CEN15-43805_Crossroads Hollywood_ts_ltr.doc;

Here's the rough draft.

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Metro Development Review

Los Angeles Department of Transportation
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FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DOT Case No. CEN 15-43805

Date: August , 2016

To: Nicholas Hendricks, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportationazz

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED CROSSROADS HOLLYWOOD MIXED-USE DEVELOPMENT LOCATED AT**

The Department of Transportation (DOT) has reviewed the traffic analysis dated June 2016 prepared by Gibson Transportation Consultant Inc., for the proposed mixed-use development (Crossroads Hollywood) located at 1540-1552 Highland Avenue, 6700-6760 Selma Avenue, 1543-1553 McCadden Place, 1542-1546 McCadden Place, 1501-1573 Las Palmas Avenue, 1500-1570 Las Palmas Avenue, 1600-1608 Las Palmas Avenue and 6665-6713 ½ Sunset Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study included the detailed analysis of 123 intersections, including 111 signalized and 12 unsignalized. Based on DOT's traffic impact criteria[1], twenty two (22) of the study signalized intersections in the traffic analysis are expected to be significantly impacted by the project-related traffic, are summarized in **Attachments 1**. The results of the traffic analysis which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to redevelop a project site that consists of 29 individual parcels across four city blocks. The project will retain, preserve and rehabilitate Crossroads of the World a designated city cultural-historic monument and demolish all existing uses on the project site that includes approximately 172,573 square feet of floor area, a total of 84 residential dwelling units, 79,107 square feet of office space, 26,690 square feet of retail space, 475 square feet of restaurant space and surface parking lots.

The project would consist of mixed use buildings that include 760 apartment units, 190 condominiums, 308 hotel rooms, approximately 95,000 square feet of office space, approximately 61,750 square feet of commercial/retail space, approximately 40,000 square feet of supermarket space, approximately 41,600 square feet of quality

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

restaurant space and approximately 41,600 square feet of high-turnover restaurant space.

The project site has been grouped into four project areas referred to as developmental parcels A, B, C and D.

- Development Parcel A consist of an approximately 348,500 square foot 32 stories high-rise structure that includes 308 hotel rooms, ancillary meeting rooms, a lobby lounge and bar, rooftop bar and lounge, and ground floor commercial/retail/restaurant space.

- Development Parcel B would construct four mixed-used residential buildings with ground-floor commercial/retail/restaurant space. Building B1 is a 30 stories high-rise structure that would consist of 190 condominiums units and ground-floor commercial/retail/restaurant space. Building B2 is 6 stories that would consist of 70 apartment units and ground-floor commercial/ retail/restaurant space. Building B3 is a 32-stories high-rise structure that would consist of 489 apartment units and ground floor commercial/ retail/restaurant space. Building B4 is 6 stories that would consist of a mezzanine floor, 123 apartment units and ground-floor commercial/ retail/restaurant space.

- Development Parcel C would construct two mixed-used buildings with office/retail space. Building C1 is 3 stories that would consist of approximately 50,000 square feet of office space, approximately 40,000 square feet of supermarket space and ground-floor commercial/retail/restaurant space. Building C2 is two stories that would consist of approximately 45,000 square feet of office space and commercial/retail/restaurant space. The Crossroads of the World complex consisting of approximately 68,000 feet of office and retail would be retained, preserved and rehabilitated as part of the project.

- Development Parcel D would construct one mixed-used residential building with ground-floor commercial/retail/restaurant space. The building is a 6 stories that would consist of 78 apartment units and ground-floor commercial/ retail/restaurant space.

The Project will provide vehicular and pedestrian circulation improvements. The project proposes to establish a new pedestrian passageway that would extend diagonally from Sunset Boulevard fronting Crossroads of the World to the intersection of Selma Avenue & McCadden Place. The Project will realign the segment of Las Palmas Avenue north of Sunset Boulevard to directly align with the segment of Las Palmas Avenue south of Sunset Boulevard to create a four-legged intersection. Vehicular access to the subterranean parking garages would be provided via one driveway on Selma Avenue, one driveway on Highland Avenue, two driveways on McCadden Place and four driveways on Las Palmas Avenue. Loading areas and a valet drop-off area will be along Las Palmas Avenue for commercial uses and along McCadden Place and Selma Avenue for hotel uses. The project is expected to be completed by 2022.

B. Trip Generation

The project is estimated to generate 15,005 daily trips, a net increase of 879 trips in

the a.m. peak hour, and a net increase of 1,283 trips in the p.m. peak. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. These trip generation rates are typically derived from surveys of similar land use developments but in areas with little to no transit service. Therefore, DOT's traffic study guidelines allow projects to reduce their total trip generation with trip credits to account for potential transit usage to and from the site. A copy of the trip generation table can be found in **Attachment 3**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the project included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

D. Traffic Impacts

The study estimates that the project would result in significant traffic impacts (pre-mitigation) at the following intersections:

1. Cahuenga Boulevard and Franklin Avenue (a.m. and p.m. peak hours)
2. Cahuenga Boulevard and Hollywood Boulevard (a.m. and p.m. peak hours)
3. Cahuenga Boulevard and Santa Monica Boulevard (a.m. and p.m. peak hours)
4. Cahuenga Boulevard and Sunset Boulevard (a.m. and p.m. peak hours)
5. Gower Street and Santa Monica Boulevard (a.m. and p.m. peak hours)
6. Gower Street and Sunset Boulevard (p.m. peak hour)
7. Highland Avenue and Franklin Avenue (North) (p.m. peak hour)
8. Highland Avenue and Hollywood Boulevard (a.m. and p.m. peak hours)
9. Highland Avenue and Santa Monica Boulevard (a.m. and p.m. peak hours)
10. Highland Avenue and Sunset Boulevard (a.m. and p.m. peak hours)
11. La Brea Avenue and Fountain Avenue (a.m. peak hour)
12. La Brea Avenue and Hollywood Boulevard (a.m. and p.m. peak hours)
13. La Brea Avenue and Santa Monica Boulevard (a.m. and p.m. peak hours)
14. La Brea Avenue and Sunset Boulevard (a.m. and p.m. peak hours)
15. Las Palmas Avenue and Sunset Boulevard (p.m. peak hour)
16. Van Ness Avenue and Santa Monica Boulevard (p.m. peak hour)
17. Van Ness Avenue and Sunset Boulevard (p.m. peak hour)
18. Vine Street and Fountain Avenue (p.m. peak hours)
19. Vine Street and Hollywood Boulevard (a.m. and p.m. peak hours)
20. Vine Street and Santa Monica Boulevard (a.m. and p.m. peak hours)
21. Vine Street and Sunset Boulevard (a.m. and p.m. peak hours)
22. Western Avenue and Santa Monica Boulevard (p.m. peak hours)

The transportation mitigation program (described below) partially or fully reduces these impacts (see **Attachment 4**). However, due to right-of-way and geometric design constraints, and the desire to prevent both the narrowing of sidewalks and the loss of on-street parking, and substantial acquisition of private property there were no feasible and effective physical improvements proposed that would fully mitigate the project-related traffic impact to a level of insignificance at the intersections of **Highland Avenue and Hollywood Boulevard, La Brea Avenue and Sunset Boulevard, Highland Avenue and Sunset Boulevard, Cahuenga Boulevard and Sunset Boulevard, Vine Street and Sunset Boulevard.**

PROJECT REQUIREMENTS

A. Traffic Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation first focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

1. **Transportation Demand Management (TDM)**

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The following measures were included in the traffic study as a sample startup TDM program:

- Transportation Information Center, educational programs, kiosks and/or other measures;
- Provide a Transportation Management Office (TMO) with a TDM coordinator;
- Promote and support of carpools and rideshare;
- Bicycle amenities such as racks and showers;
- Guaranteed ride home program for employees;
- Flexible or alternative work schedules;
- Incentives for using alternative travel modes;
- Parking incentives and administrative support for formation of carpools/vanpools;
- Mobility hub support;
- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the project area;
- Participation as a member in the future Hollywood Community TMO, when operational;

DOT recommends that the TDM program also include the following:

- Space on-site for a future bicycle hub (requires coordination with DOT to assess location for potential integration in a City bike-share program and to determine actual space requirements);
- Execute a Covenant and Agreement to ensure that the TDM program will be maintained;

2. **Transportation Systems Management (TSM) Improvements**
The project would contribute up to $500,000 toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area.

LADOT's ATSAC Section has identified the need to replace existing Multi-Mode video fiber/fiber optic cables with approximately 30,000 feet of high-capacity Single-mode data cables in existing conduits and upgrade eight closed-circuit television (CCTV) cameras/equipment in the Hollywood area. The new cables would be installed from an ATSAC hub located at Wilcox Avenue & De Longpre Avenue to Franklin Avenue/Highland Avenue, to Hollywood Boulevard/Highland Avenue, to the Hollywood Bowl/Highland Avenue and to Hollywood Boulevard/Vine Street. These cables would provide the network capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Hollywood.

Should the project be approved, then a final determination on how to implement these video fiber/fiber optic upgrades will be made by DOT prior to the issuance of the first building permit. These video fiber/fiber optic upgrades will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **$200,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **$200,000** to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these video fiber/fiber optic improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

3. **Transit System Improvements**
Transit system improvements are aimed at enhancing and improving service between the existing transit service and the developmental study area to reduce peak hour trips. An analysis was conducted to determine potential transit improvements to the existing transportation system servicing the project site (see Attachment X). To mitigate the significant traffic impacts at the study intersections associated with construction of the project, the project

applicant shall establish and contribute $650,000 to a trust fund to be administered by LADOT for the implementation of alternative transportation modes. The funding may include purchase and/or operation of additional transit services as a means to improve existing transit service in the project vicinity. For the purpose of this study, it was assumed that the transit system improvements would be focused along the Hollywood Boulevard and Santa Monica Boulevard corridors.

LADOT's Transit Section proposed a rough estimate expenses for the DASH Hollywood route; $865,386 to purchase one 35 foot zero emissions bus, $100,000 maintenance cost expenses for three years, $262,800 driver salary expenses for three years and $102,678 fuel expenses for three years. LADOT recommends the TSI program be supplemented with an additional approximate amount of $680,864 to cover the total expenses stated above.

4. **Intersection Improvements and Signal Modifications**
Physical traffic mitigation improvements at the impacted intersection of Las Palmas Avenue and Sunset Boulevard were evaluated and were found to be feasible and would fully mitigate the project traffic impact. As previously noted, the project proposes the realignment of Las Palmas Avenue and Sunset Boulevard. The improvement would shift Las Palmas Avenue north of Sunset Boulevard to the west to create a four-legged intersection. The project proposes to widen and restripe along Sunset Boulevard to provide an exclusive westbound right-turn lane. The resulting westbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane. This improvement cannot be accommodated within the existing right-of-way and would require widening along the project frontage and removal of up to six on-street metered parking spaces on the north side of Sunset Boulevard (see Attachment X). DOT's Hollywood-Wilshire District Office has conceptually reviewed and recommends Las Palmas Avenue be wider to add parking on both sides where the left turn pocket and reversal lane are located then reduce back to the proposed 36 feet to accommodate lost parking on Sunset Boulevard.

B. Implementation of Improvements and Mitigation Measures

For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic signal equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant. In the event the

originally proposed mitigation measures become infeasible, substitute mitigation measures of an equivalent cost may be provided subject to approval by DOT, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant impact.

C. Neighborhood Traffic Management (NTM) Plan

According to the residential street impact analysis included in the traffic study, three neighborhoods were identified according to DOT's criteria that may be subject to significant neighborhood intrusion impacts by project related traffic. The applicant or its successors would contribute $500,000 to fund and coordinate implementation of LADOT's Neighborhood Traffic Management Plan process for the project. These residential neighborhoods anticipate to experience adverse impacts by the project related traffic and are bounded by the following:

1. Franklin Avenue to the north, Highland Avenue to the east, Sunset Boulevard to the south, and La Brea Avenue to the west.
2. Franklin Avenue to the north, Cahuenga Boulevard to the east, Sunset Boulevard to the south, and Highland Avenue to the west.
3. Sunset Boulevard to the north, La Brea Avenue to the east, Santa Monica Boulevard to the south, and Gardner Street to the west.
4. Sunset Boulevard to the north, Highland Avenue to the east, Santa Monica to the south, and La Brea Avenue to the west.
5. Sunset Boulevard to the north, Vine Street to the east, Santa Monica Boulevard to the south, and Highland Avenue to the west.
6. Sunset Boulevard to the north, Van Ness Avenue to the east, Santa Monica Boulevard to the south, and Vine Street to the west.

Through the additional transportation enhancements described above, the mitigation program is expected to reduce the project's overall trip generation by encouraging and incentivizing other modes of commuter travel. Therefore, the full extent of the potential for cut-through traffic will not be known until the proposed project is operational. Therefore, DOT recommends that the applicant survey and monitor the residential street segment before and after project occupancy to assess the level of impact, if any, resulting from project-related traffic. If the impact is substantiated, then the applicant should be required to work with the affected stakeholders, and consult with DOT and Council District X to explore potential neighborhood traffic calming measures. The applicant shall be responsible for conducting the engineering evaluation of the potential measures to determine the feasibility in regards to drainage, constructability, street design, etc. The applicant shall also be responsible in implementing any measures approved by DOT and supported by stakeholders. It would be the applicant's responsibility to implement any approved NTM measures through the BOE's B-permit process.

D. Highway Dedication and Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per

the new Mobility Element **Sunset Boulevard and Highland Avenue** has been redesignated to an Avenue I (Major Highway Class II) that would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Las Palmas Avenue, McCadden Place and Selma Avenue** will continue to be designated Local Street that would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

F. Parking Requirements

Vehicle and bicycle parking for the project would be provided on site with subterranean parking garages. The developer should check with the Department of Building and Safety on the number of parking spaces needed.

G. Project Access

As previously stated above, the project proposes to provide vehicular access via eight driveways. Vehicular access to the subterranean parking garages will be provided via full access driveways along Selma Avenue, McCadden Place and Las Palmas Avenue. A secondary hotel driveway accommodating right-turn only egress movements would be provided on Highland Avenue. A truck loading area would be accessed via a driveway on Las Palmas Avenue for commercial uses and a driveway on McCadden Place for hotel uses. All driveways should be Case 2 driveways, and 16 feet wide and 30 feet wide for one-way and two-way operations, respectively. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways. If delivery trucks are expected during peak hours a dock manager shall be available on-site to facilitate efficient use of the loading dock. DOT may recommend additional requirements once a complete review of the loading operations is conducted.

Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024).

H. Driveway Access and Circulation

The proposed site plans illustrated in **Attachment X** are acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. In order to minimize potential building design changes, the applicant should contact DOT for driveway

width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

I. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

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c: , Council District No.
Jeannie Shen, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
, Gibson Transportation Consultant, Inc.