

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

May 7, 2019

Ms. Mindy Nguyen
City of Los Angeles
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

Governor's Office of Planning & Research

MAY 13 2019

STATE CLEARINGHOUSE

RE: The Morrison Hotel Project – Notice of
Preparation (NOP)
SCH# 2019049078
GTS # 07-LA-2019-02414
Vic. LA-10/PM: 15.285

Dear Ms. Mindy Nguyen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP. The project consists of the demolition of approximately 32,550 square feet of existing commercial industrial buildings, the adaptive reuse of an existing 46,626 square-foot, single-resident occupancy hotel, the expansion of the existing hotel with the new construction of an approximately 102,706 square-foot hotel (Phase I), and the new construction of an approximately 273,106 square-foot, mixed-use hotel and residential building (Phase II). The total floor area of the Project would be approximately 422,438 square feet, with 135 dwelling units and 450 guest rooms. The Project includes 215 parking spaces to be located within three levels of subterranean parking.

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

1. The state facilities, Interstate 10 (I-10) and State Route (SR-110), are heavily congested to the Level of Service (LOS) E or F. As a result there may be limited room to add more vehicles to the existing freeways. Any additional traffic from the project and cumulative project's traffic impact should be mitigated. Please provide a detailed traffic Impact Study (TIS) of the associated state facilities on I-10 and SR-110.
2. Due to the large size of the project and its proximity to state facilities, there may be a significant impact to the nearby segments of State Route 110 (SR-110) and Interstate 10 (I-10) and their associated on/off-ramps. Please provide Traffic Analysis and Queuing Analysis for the associated SR-110/I-10 freeway interchange intersections under Caltrans jurisdiction.
3. Please include the trip distribution with the number of trips assigned to state facilities in terms of percentages (% distribution) of net trips generated by the project from the source to the intersections, ramps, and mainline of state facilities. We encourage the use of Trip Generation, 10th Edition, Institute of Transportation Engineers. Please identify cumulative trips to state facilities and any nearby projects that will affect the state facilities.

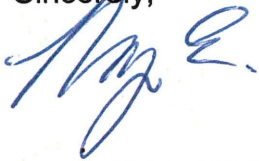
4. For a traffic impact study of freeway mainline, weave, merge and diverge segments, the methodologies in Chapter 12, 13, and 14 of the Highway Capacity Manual (HCM) 6th edition are limited to under saturated flow conditions. When a freeway facility has oversaturated conditions, Chapter 10 is recommended 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.
5. For the intersection analysis, please use the actual traffic signal timing. Signal timing optimization does not provide accurate results.
6. 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%.
7. 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.
8. The Initial Study indicated that significant earth-moving activities will take place during construction. Caltrans recommends vehicles are covered when hauling dirt/sediment. Please be cautious of lost sediment spilling onto roads and state facilities during this process as this can adversely impact state facilities.
9. Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.
10. Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.
11. With the limited room to expand vehicular capacity, Caltrans recommends this development incorporate multimodal and complete streets transportation elements into TDM (Traffic Demand Management) in order to promote alternatives to single person car use. For example, use of bicycles and public transportation can allow streets to transport more people in a fixed right-of way space.
12. 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.

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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 and refer to GTS# 07-LA-2019-02414.

Sincerely,

A handwritten signature in blue ink, appearing to read "Miya E.", is written over the word "Sincerely,".

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