

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1300 Hope St  
DOT Case No. CEN 13-40430

Date: February 28, 2014

To: Shana Bonstin, Senior City Planner  
Department of City Planning

From:   
Tomas Carranza, Senior Transportation Engineer  
Department of Transportation

Subject: **PROPOSED ONYX PROJECT ON HOPE STREET SOUTH OF PICO  
BOULEVARD – FREEWAY ANALYSIS SCREENING**

On January 28, 2013, DOT issued a traffic assessment report summarizing the findings of a traffic analysis, dated December 2012, prepared for the proposed mixed-use Onyx project located along both sides of Hope Street south of Pico Boulevard. The traffic study was prepared consistent with the City's traffic study policies and procedures, and consistent with how all traffic studies for projects within transit-oriented areas are processed in the City.

On October 2, 2013, Caltrans and DOT executed an agreement designed to enhance and facilitate coordination between these two agencies. The agreement also includes a "freeway impact analysis screening criteria" that establishes thresholds used to determine when a proposed land use project should be directed to Caltrans to prepare a more detailed freeway analysis beyond the freeway impact analysis defined in the Metro Congestion Management Program. Under Recital "E" of the agreement, projects for which a traffic study "memorandum of understanding" between the applicant and DOT was executed prior to the effective date of the agreement are exempt from the agreement. The subject project is exempt from the agreement since the memorandum of understanding for the traffic study was executed in 2012. Nonetheless, DOT directed the applicant's transportation consultant (The Mobility Group) to apply the screening criteria to the proposed Onyx project.

The screening criteria includes four thresholds - if any of the thresholds are exceeded, then the project would be directed to Caltrans for a determination on the specific requirements for a freeway study. According to the results of the screening prepared by The Mobility Group and dated February 26, 2014, the proposed Onyx project would not exceed any of the four thresholds. DOT has reviewed this screening report (attached for reference) and concurs with the findings. Therefore, the Onyx project is not required to prepare a detailed freeway analysis beyond the freeway analysis already prepared under the requirements of the Metro Congestion Management Program. If you have any questions, please call me at 213-972-8476.

Attachment

/cen13-40430\_1300 Hope St Onyx Project\_Freeway Filter.docx

c: Monique Acosta, DCP  
Wes Pringle, DOT  
Michael Bates, The Mobility Group

## **Memorandum**

**To:** Tomas Carranza, LADOT  
Shane Parker, Parker Environmental Consultants

**From:** Michael Bates

**Subject:** Freeway Impact Analysis Screening - Onyx Project

**Date:** February 26, 2014

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The City of Los Angeles and Caltrans District 7 entered into an Agreement on Freeway Impact Analysis Procedures, on October 2, 2013, that specifies when traffic studies should include analysis on the state highway system and identified the methodology for conducting such studies when necessary. The Agreement specified a number of Freeway Impact Analysis Screening Criteria, as follows:

3.1 City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"), for land use proposals that meet any of the following criteria:

- The Project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The Project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The Project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vehicles per hour per lane); or
- The Project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 1,500 vehicles per hour per lane).

# The Mobility Group

*Transportation Strategies & Solutions*

These criteria were applied to the Onyx Project to determine if they would be met by the Project, and if the Project would need to prepare an impact analysis on the freeway system. The evaluation included the freeway segments and freeway off-ramps in closest proximity to the Project (and thus likely to carry the highest number of Project trips). The evaluation assumed conservatively (worst case) that all freeway segments and off-ramps would be operating at LOS E/F – even though this may not be the case. However, this approach ensured the most stringent evaluation by using the smallest (1%) thresholds.

The analysis is summarized in Table 1 for Freeway Segment AM Peak Hour, Table 2 for Freeway Segments in the PM Peak Hour and Table 3 for Off-Ramps in both the AM and PM peak hours. As can be seen from the tables, the number of Project trips is below the threshold requiring a traffic study for all of the criteria – for freeway segments and off-ramps.

It is therefore concluded that per the Agreement on Freeway Impact Analysis Procedures, the Onyx Project would not generate sufficient trips to require a freeway traffic impact analysis to be prepared.

**Table 1 Freeway Segment - Threshold Check for Traffic Study <sup>1</sup> - AM Peak Hour**

2/26/2014

No.	Location	Dir	Inbound/ Outbound	No of Lanes	Capacity	Project Trips	Project Trip %	Threshold Trips <sup>2</sup>	Threshold % <sup>2</sup>	Threshold Exceeded?
1	US-110 North of Olympic Boulevard	NB	Outbound	4G + 2A	10,000	12	0.1%	100	1%	No
		SB	Inbound	5G + 1A	11,000	7	0.1%	110	1%	No
2	I-10 East of Los Angeles Street	EB	Outbound	4G + 1A	9,000	10	0.1%	90	1%	No
		WB	Inbound	4G + 1A	9,000	7	0.1%	90	1%	No
3	I-110 at 23rd Street	NB	Inbound	3G + 2C-D	10,000	5	0.1%	100	1%	No
		SB	Outbound	5G	10,000	7	0.1%	100	1%	No
4	I-10 West of Vermont Avenue	EB	Inbound	4G + 2C-D	12,000	5	0.0%	120	1%	No
		WB	Outbound	4G + 2C-D	12,000	9	0.1%	120	1%	No
5	US-101 South of Spring Street	NB	Inbound	4G	8,000	2	0.0%	80	1%	No
		SB	Outbound	4G	8,000	3	0.0%	80	1%	No

1. Per Agreement between City of Los Angeles and Caltrans District 7 dated October 2, 2013.

2. For purposes of a conservative check, segments assumed to operate at LOS E/F.

**Table 2 Freeway Segment - Threshold Check for Traffic Study <sup>1</sup> - PM Peak Hour**

2/26/2014

No.	Location	Dir	Inbound/ Outbound	No of Lanes	Capacity	Project Trips	Project Trip %	Threshold Trips <sup>2</sup>	Threshold % <sup>2</sup>	Threshold Exceeded?
1	US-110 North of Olympic Boulevard	NB	Outbound	4G + 2A	10,000	10	0.1%	100	1%	No
		SB	Inbound	5G + 1A	11,000	14	0.1%	110	1%	No
2	I-10 East of Los Angeles Street	EB	Outbound	4G + 1A	9,000	9	0.1%	90	1%	No
		WB	Inbound	4G + 1A	9,000	12	0.1%	90	1%	No
3	I-110 at 23rd Street	NB	Inbound	3G + 2C-D	10,000	8	0.1%	100	1%	No
		SB	Outbound	5G	10,000	6	0.1%	100	1%	No
4	I-10 West of Vermont Avenue	EB	Inbound	4G + 2C-D	12,000	10	0.1%	120	1%	No
		WB	Outbound	4G + 2C-D	12,000	8	0.1%	120	1%	No
5	US-101 South of Spring Street	NB	Inbound	4G	8,000	3	0.0%	80	1%	No
		SB	Outbound	4G	8,000	2	0.0%	80	1%	No

1. Per Agreement between City of Los Angeles and Caltrans District 7 dated October 2, 2013.

2. For purposes of a conservative check, segments assumed to operate at LOS E/F.

**Table 3 Freeway Off Ramp - Threshold Check Analysis for Traffic Study <sup>1</sup> - AM & PM Peak Hour**

2/26/2014

No.	Location	Dir	No of Lanes	Capacity	Project Trips	Project %	Threshold Trips <sup>2</sup>	Threshold % <sup>2</sup>	Threshold Exceeded?
1	US-110 SB Off Ramp at Olympic Boulevard	AM	1 L	1,500	7	0.5%	15	1%	No
		PM	1 L	1,500	14	0.9%	15	1%	No
2	I-10 WB Off Ramp at Los Angeles Street	AM	1 L	1,500	7	0.5%	15	1%	No
		PM	1 L	1,500	12	0.8%	15	1%	No
3	US-110 NB Off Ramp at Pico Boulevard	AM	1 L	1,500	5	0.3%	15	1%	No
		PM	1 L	1,500	8	0.5%	15	1%	No
4	I-10 EB Off Ramp at Grand Avenue	AM	1 L	1,500	5	0.4%	15	1%	No
		PM	1 L	1,500	10	0.7%	15	1%	No
5	US-101 NB Off Ramp at Spring Street	AM	1 L	1,500	2	0.2%	15	1%	No
		PM	1 L	1,500	3	0.2%	15	1%	No

1. Per Agreement between City of Los Angeles and Caltrans District 7 dated October 2, 2013.

2. For purposes of a conservative check, off-ramps assumed to operate at LOS E/F.