

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0067
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

JAN 15 2020

STATE CLEARINGHOUSE

January 14, 2020

Tim Fargo, Ph.D., Department of City Planning
City of Los Angeles
201 N Figueroa St,
Los Angeles, CA 90012

RE: De Soto/Burbank Master Plan Project –
Mitigated Negative Declaration (MND)
SCH# 2019129069
GTS# 07-LA-2019-03019
Vic. LA-101 / PM 25.549
Vic. LA-27 / PM 12.531

Dear Tim Fargo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The De Soto/Burbank Master Plan Project (Project) would be developed on an approximately 24.4-acre site located in the northwest quadrant of the intersection of De Soto Avenue and Burbank Boulevard (Project Site), in the Woodland Hills community of the City of Los Angeles (City). The Project Site is currently a contemporary corporate office park (known as Warner Center Corporate Park), consisting of 12 low-rise commercial structures (Existing Buildings). The Project consists of 2,018 residential units, 1,230,359 square feet of office/restaurant/retail/community space, and 228 hotel rooms. The overall floor area ratio (FAR) for the Project is 2.52:1. Project will include 1,627 residential and 3,921 nonresidential vehicle parking spaces within subterranean and podium levels beneath and within nine of the ten New Buildings. The Project also includes 870 long-term bicycle parking spaces and 264 short-term bicycle spaces, and a minimum of 280 parking spaces for motorcycles/scooters.

The nearest State facilities to the proposed project are I-101 and I-27. After reviewing the MND, Caltrans has the following comments:

Caltrans is replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impacts. As required by SB 743, VMT will be the standard transportation metric for land use projects and new Transportation Impact Studies, and these guidelines will be used to analyze and address transportation impacts on the State Transportation System. Caltrans encourages the Lead Agency conduct a VMT analysis to confirm that projects, like the one proposed, will result in a net reduction in per capita VMT.

Caltrans acknowledges and supports infill development, like the proposed project, that ultimately helps California to meet its climate, transportation, and livability goals. The WC2035 Plan is designed to encourage increased density throughout most of the Plan area, which would concentrate a more diverse mix of uses close to each other (i.e., walking distance) within Warner Center and potentially reduce vehicle use and vehicle miles traveled. Thus, it could increase utilization of transit and other alternative modes after the completion of the project. However, due to the amount of parking, the De Soto/Burbank Master Plan Project is still designed in a way that could induce demand for additional vehicle trips. This demand should be addressed with appropriate design and management principles. Caltrans recommends the following:

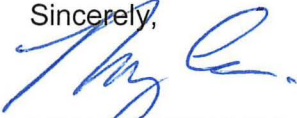
- Reducing the amount of parking whenever possible, as research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an unnecessary amount of parking.
- If the parking structures must be built, they should be designed in a way that is conducive to adaptive reuse. Parking structures with flat floors and ramps on the exterior edge can be more easily converted to more beneficial uses in the future.
- 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. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Additionally, 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.

Tim Fargo
January 14, 2020
Page 3 of 3

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-03019.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Miya Edmonson', written over the word 'Sincerely,'.

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