

**DEPARTMENT OF TRANSPORTATION**

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**Governor's Office of Planning & Research**  
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**July 15 2021**

**STATE CLEARINGHOUSE**

July 14, 2021

Paul Caporaso  
City of Los Angeles Department of City Planning  
221 North Figueroa Street, Suite 1350  
Los Angeles, CA 90012

RE: TVC 2050 Project – Notice of Preparation of  
an Environmental Impact Report (NOP)  
SCH # 2021070014  
GTS # 07-LA-2021-03645  
Vic. LA-2/PM: 10.621

Dear Paul Caporaso:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The TVC 2050 Project would establish the TVC 2050 Specific Plan to allow for the modernization and expansion of media production facilities within the approximately 25-acre Television City Studio campus. The proposed Specific Plan would permit a total of up to approximately 1,874,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout. The Plan would also facilitate associated circulation, parking, landscaping, open space, and streetscape improvements. More specifically, the Specific Plan would permit approximately 1,626,180 square feet of new development, the retention of approximately 247,820 square feet of existing uses, and the demolition of up to approximately 495,860 square feet of media production facilities. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 1.5 miles from the intersection of La Brea Avenue and State Route 2, which is also known as Santa Monica Boulevard. Please note that Caltrans owns the section of Santa Monica Boulevard from La Brea Avenue to the US-101. From reviewing the NOP, Caltrans has the following comments.

Caltrans looks forward to reviewing the Vehicle Miles Traveled (VMT) analysis for this project. For information on determining transportation impacts in terms of VMT on the State Highway System, see the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR), dated December 2018: [http://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf). The City can also refer to Caltrans' updated *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), dated May 2020 and released on Caltrans' website in July 2020: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>. Caltrans' new TISG is largely based on the OPR 2018 Technical Advisory.

Note that the updated TISG states, "Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as

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well as access management issues.” Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated December 2020 and found here, for the City’s reference: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>. Caltrans encourages lead agencies to complete traffic safety impact analysis in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

The following information is included for your consideration. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports this project’s TDM program. We also support the following TDM measure in mentioned in the NOP: “the Specific Plan would set forth a process for approval and implementation of a reduced/shared parking plan, so long as an adequate parking supply is maintained.” Reducing parking is a useful strategy to prevent induced VMT. However, including parking requirements in the Specific Plan that would enable a sitewide total of approximately 5,300 parking spaces might result in excessive parking, and act as a barrier to implementing the reduced/shared parking plan. Thus, please ensure that the parking requirements in the Specific Plan and the reduced/shared parking plan align to ensure that parking spaces and VMT are kept to a minimum.

Also, 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. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans’ review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to GTS # 07-LA-2021-03645.

Sincerely,

*Emily Gibson*

EMILY GIBSON  
Acting IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse