

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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March 11, 2022

Obiamaka Ude
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: EVN-2021-4260-MND
8th & Alameda Studios Project
SCH # 2022020212
Vic. LA-10/PM 17.406
GTS # LA-2022-03853-MND

Dear Obiamaka Ude:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project proposes the renovation of the existing 558,918-square-foot Los Angeles Times Olympic Printing Plant (referred to as Plant or Building 1 under the Project) and a 23,005-square-foot vehicular maintenance building (referred to as maintenance building or Building 2 under the Project) and the construction of approximately 249,790 square feet of floor area comprised of new studio uses, support/office uses, a shops/office building, and three guard booths. Three ancillary structures would be removed as part of the Project. Upon completion, the Project would provide 832,190 square feet of floor area with a floor area ratio (FAR) of up to 0.74:1. The uses within the Project Site would be supported by 1,522 vehicle parking spaces within a nine-level, above-ground parking structure (Building 8) and 143 surface vehicle parking spaces.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

For this project, we encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

VMT

The City's VMT Calculator estimates that the Project would generate 15,499 daily work VMT. Thus, the Project would generate an average work VMT per employee of 7.4, which falls below the significance thresholds for the Central APC (7.6 work VMT per employee). Therefore, no VMT-related mitigation measures would be required.

Given the above finding of less than significant Project VMT impact, the identification of mitigation measures is not required at this time. However, a post-development VMT analysis with all mitigation measures should be prepared for monitoring purpose and for future project thresholds in the area. Additional mitigation measure should be implemented when the post-development VMT analysis discloses any traffic significant impact.

Pedestrians and Bicycles

Adjacent to the Project Site, 10-foot wide sidewalks are provided along 8th Street and Alameda Street and 11-foot wide sidewalks are provided along Hunter Street. Curb ramps for ADA accessibility are provided at the northwest and southwest corners of Alameda Street & Hunter Street as well as the northeast and northwest corners of Lawrence Street & Olympic Boulevard. The nearby signalized intersection of Alameda Street & Olympic Boulevard provides curb ramps for ADA accessibility, pedestrian push buttons, and continental crosswalks across all legs. Pedestrian push buttons and curb ramps for ADA are provided (except at the northeast and southwest corners) at Alameda Street & 8th Street. Figure 6 identifies commercial and institutional facilities within walking distance (0.25 miles) of the Project Site that could attract pedestrian activity.

The Project would enhance the pedestrian environment by providing a more comfortable pedestrian experience by maintaining accessible sidewalks along the Project frontage and would encourage alternative transportation modes by providing bicycle parking and amenities for employees and visitors. In addition, the Project is located within a 0.25-mile walking distance of numerous Metro bus stops. No bicycle lanes or routes are provided within the vicinity of the Project Site. The project would provide parking for 58 bicycles on site.

There are some homeless shelters located north of the Project Site and also homeless people live on the nearby streets. Given that some homeless people may have disabilities or other adverse health impacts, and there will be increased pedestrian traffic at the nearby crosswalks, the Project should provide crosswalk upgrade around the Project Site in compliance with ADA standards. Besides crosswalks upgrade, we would like the City to consider the following improving elements:

- Contribute to the fair share to replace/install all damaged/missing road signages, especially at the closest freeway on/off-ramps.
- Providing high quality bus shelters and bus bulb-outs on major streets.
- Using high-visibility continental crosswalks, curb extensions, count-down signal heads, pedestrian refuge islands, and/or pedestrian scrambles at all crossings.
- Implementing leading pedestrian intervals that give pedestrians a 5- to 7-second head start in crosswalks, which provides additional crossing time and makes pedestrians more visible to drivers.

- Promoting the use of permeable paving and other passive drainage features such as bio-swales to prevent flooding.
- Including canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.

These improvements will provide a safe and comfortable walking environment and provide accessibility for all patrons of the Project as well as enhance pedestrian and roadway safety.

Transit

The Metro Route 66 bus stops are located immediately adjacent to the Project Site on Olympic Boulevard at Lawrence Street and Alameda Street. The following bus stops in the vicinity of the Project Site are equipped with transit amenities:

- Along eastbound Olympic Boulevard, the Metro Route 66 bus stop west of Alameda Street (approximately 340 feet southwest of the Project Site) provides a bus shelter and bench.
- Along westbound Olympic Boulevard, the Metro Route 66 bus stop immediately east of Alameda Street (approximately 280 feet southwest of the Project Site) provides benches.

Others

Since the project is near by the other project named 670 Mesquit, we would like to remind the City to consider to condition this project to pay fair share contribution (installation of signals at Caltrans intersections) recommended by the 670 Mesquit's Transportation Assessment prepare in April 2021.

Additionally, since the project site is next to I-10, please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

As a reminder, 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.

Obiamaka Ude
March 11, 2022
Page 5 of 5

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2022-03853-MND.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse