

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*



March 7, 2023

Kathleen King
City of Los Angeles Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: East End Studios ADLA
SCH # 2023020196
Vic. LA-101/PM S0.204, LA-5/PM 17.03
LA-10/PM 17.13
GTS # LA-2023-04166-NOP

Dear Kathleen King:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Project includes the development of a new production studio campus on an approximately 14.6-acre site located at the southeast corner of 6th Street and Alameda Street within the Central City North Community Plan area of the City of Los Angeles. The Project would include eight new soundstages with each soundstage containing two studios for a total of 16 studios, eight structures that would be programmed with studio production support uses, four new office buildings, and a publicly accessible parklet. The Project would comprise a total floor area of 674,175 square feet, including a potential café, with a floor area ratio (FAR) of 1.06:1. A total of 1,317 vehicular parking spaces would be provided for the proposed uses within one level of below grade parking, surface parking, and within a five-story parking structure. The existing two warehouse structures consisting of approximately 311,000 square feet would be demolished as part of the Project.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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 the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development 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.

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>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in

On December 18, 2020. You can review the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources>

Potential environmental effects of the Project should include the Transportation section with VMT analysis in the Draft Environmental Impact Report. Due to the project size and distance to the State facilities, Caltrans requests queuing analysis with actual signal timing at the following locations:

1. Interstate 10 at Santa Fe Avenue interchange.
2. Interstate 10 at Mateo Street interchange.
3. Interstate 5 at Soto Street interchange.
4. Interstate 5 and Interstate 10 at Boyle Street interchange.
5. Route 101 at Seventh Street interchange.
6. Route 101 at Whittier Blvd. interchange.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

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-2023-04166AL-NOP.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse