

DEPARTMENT OF TRANSPORTATION

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September 9, 2024

Erin Strelch
Department of City Planning
City of Los Angeles
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: East End Studios ADLA
SCH # 2023020196
Vic. LA-101/PM S0.204, LA-10/PM 17.13,
LA-5/PM 17.03
GTS # LA-2023-04586-DEIR

Dear Erin Strelch,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced DEIR. The East End Studios ADLA Project involves the development of a new multi-story production studio campus totaling 675,611 square feet of floor area on an approximately 14.6-acre (635,551 net square-foot) site. The Project would include 299,012 square feet of studio uses within five studio buildings; 69,192 square feet of production support space within three covered areas, adjacent to the studio buildings; and 307,407 square feet of office use within two five-story buildings. Up to 8,000 square feet of ground floor areas within the office buildings could be utilized as retail space, including up to 4,000 square feet of restaurant space, or as additional common areas for the office tenants. Two existing warehouse structures totaling approximately 311,000 square feet would be demolished.

The Project Site is located within 0.25 miles of a Major Transit Stop and bus stop at Central Street & 6th Street which is served by the Los Angeles County Metropolitan Transit Authority (Metro) Lines 16, 18, 53, 60, 62, and 720. Additionally, the Project Site is located approximately 0.85 miles south of the Metro Little Tokyo/Arts District Station, which serves the A and E Lines. The A Line travels between Azusa and Long Beach and the E Line travels between Santa Monica and East Los Angeles.

The project is expected to generate approximately 3,815 daily vehicle trips, totaling 27,985 daily vehicle miles traveled (VMT). This results in a daily work VMT per employee of 5.5, which is below the Central APC's significance threshold of 7.6 VMT per employee. Therefore, the project would not cause a significant impact regarding work VMT per employee, as estimated by the VMT Calculator.

The project will include carpool/vanpool loading areas, walkways between buildings, and public sidewalks. It will provide pedestrian connectivity within the site and to surrounding areas through walkways between buildings across all locations. Additionally, the project will implement transportation demand management (TDM) measures for visitors and employees, such as a reduced parking supply and 68 short-term and 105 long-term bicycle parking spaces.

The Project Design Features (PDFs) that contribute to reducing the project's VMT are outlined below and have been incorporated into the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

Each of these TDM strategies has been empirically shown to reduce trip generation or influence mode choice, effectively lowering VMT. We recommend the following additional TDM measures for the City's consideration:

1. Limit Parking Supply
2. Provide Traffic Calming Features
3. Encourage Remote Work and Telecommuting

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://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

The project's Transportation Analysis includes an evaluation of the following Caltrans facilities in the study area where the project would add 25 or more peak hour trips to the off-ramps:

- I-10 Eastbound Off-Ramp to Porter Street
- I-10 Westbound Off-Ramp to Mateo Street/Enterprise Street
- I-10 Westbound Off-Ramp to 8th Street

As stated on page 96 of Appendix I Transportation, Table 14 Queuing Analysis for Future Conditions (Year 2026) has been completed. However, a queuing analysis for both Existing without Project Condition and Existing with Project Condition should also be

provided. Additionally, the report should clarify whether actual signal timing for the Existing condition was obtained from Caltrans/City of Los Angeles.

For this new development, a post-development VMT analysis to validate and justify Project VMT and future VMT threshold setting may be considered and prepared. Additional mitigation measures should be implemented if the post-development VMT analysis discloses any significant impacts. This analysis, which may include interviews with and surveys of project occupants, will provide new data to help validate the City's VMT model results.

The collected data can include, among other things, where the trips are coming from, when the trips are taking place, what transportation mode is used, and why those transportation modes were selected. This survey data would be useful 1) to validate existing VMT threshold, 2) to assist in setting future VMT threshold, and 3) to identify suitable TDM to apply as minimization or mitigation measures for the future. These measures could be implemented in the event the post-development VMT analysis discloses any significant impacts.

Construction activities could interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. When preparing a detailed Construction Traffic Management Plan (CTMP), the following elements should also be included:

- Advance notification to adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of construction.
- Pedestrian/bicycle connections to the bus stops shall remain unblocked. If a bus stop is temporarily relocated during construction, advance notification of relocated stop shall be provided to the public.
- Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

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-2023-04586-DEIR.

Sincerely,

Anthony Higgins

ANTHONY HIGGINS

Acting LDR/CEQA Branch Chief

email: State Clearinghouse