

DEPARTMENT OF TRANSPORTATION

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June 5, 2023

Oliver Netburn
City of Los Angeles
200 N. Spring Street, Room 763
Los Angeles, CA 90012

RE: Echelon Studios Project
SCH # 2023050182
Vic. LA-101/PM 5.56, LA-2/PM 12.37
GTS # LA-2023-04224-MND

Dear Oliver Netburn:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The proposed project is the construction of a new approximately 510,621-square-foot production studio and creative office campus with a maximum building height of six (6) stories and 93 feet. The project would include approximately 109,957 square feet of production studios and related support space, 388,286 square feet of creative office space, and 12,378 square feet of restaurant space. The project would also include approximately 981 vehicular parking spaces on-site in a two-level subterranean parking garage and approximately 162 bicycle spaces in the first subterranean parking garage level and on the ground floor.

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.

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:

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

As a reminder, 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>

The Project would not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontages would be repaired. Street frontage along Santa Monica Boulevard, Wilton Place, Virginia Avenue and St. Andrews Place would be improved with new landscaping and repaired or improved sidewalks along the Project frontages. Full traffic signals with continental (crosshatch) crosswalks are provided on Santa Monica Boulevard at Wilton Place and St. Andrews Place.

After the construction of the Project, there would be additional pedestrians in the area, composed of the employees and guests of the Project. Besides the crosswalks upgrade, it is also expected to include the following 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.

The Project Site is located in an area well-served by Transit Priority Area with major bus routes, many bus transit lines, and local shuttle services.

The Project would encourage ridesharing and the use of alternative mobility modes. The Project would provide on-site bicycle parking facilities and amenities, and provide connection to off-site pedestrian facilities, and concentrate development in proximity to transit opportunities.

The commercial development would include reduced parking, bike parking, secure bike lockers, and shower amenities as a part of the Project's design features. The results of the Project's VMT calculation show that the Project's work VMT per employee is estimated as 6.6, which is substantially below the applicable threshold of 7.6. Based on the above VMT analysis, the Project would not conflict or be inconsistent with state CEQA Guidelines Section 15064.3, subdivision (b). Therefore, impacts would be less than significant, and no mitigation measures are required.

Any transportation of heavy construction equipment and/or materials that requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend that large-size truck trips be limited to off-peak commute periods.

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 standards and specifications.

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-2023-04224-MND.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse