

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3562
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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Governor's Office of Planning & Research

June 21 2021

STATE CLEARINGHOUSE

June 21, 2021

Michael Allen
City of Culver City
Planning Division
9770 Culver Boulevard
Culver City, CA 90232

RE: 11111 Jefferson Boulevard Mixed-Use
Project – Draft Environmental Impact Report
(DEIR)
SCH # 2020090329
GTS # 07-LA-2020-03580
Vic. LA-405/PM: 26.31

Dear Michael Allen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The Project would construct 230 residential dwelling units, 19 of which would be affordable to very low-income households, for a total of 244,609 square feet (sf) of residential area. It would also feature 55,050 sf of ground floor retail area, including a 38,600 sf market, 10,600 sf of restaurants, and a 1,950 sf gym/studio fitness center. In addition, the project would contain 11,450 sf of second floor office uses. The five-story building would be constructed on top of one level of subterranean vehicular parking, with parking also provided on the first and second floor of the building. In total, there would be 653 parking stalls. The City of Culver City is the Lead Agency under the California Environmental Quality Act (CEQA).

The DEIR states that primary regional access to the project site is provided by the San Diego Freeway (I-405) as well as the Marina Freeway/Expressway (SR-90), which are both located approximately 0.7 miles southwest of the site. From reviewing the DEIR, Caltrans has the following comments.

We support the implementation of Mitigation Measure (MM) TRAF-1, which is a Transportation Demand Management (TDM) Program, to reduce this project's Vehicle Miles Traveled (VMT) impacts from office uses. We also support the implementation of the voluntary TDM measures proposed by the applicant, but not part of the TDM program and thus not conditioned as requirements for approval of project entitlements.

To further reduce the VMT impacts of this project, Caltrans suggests including the voluntary TDM measures into the TDM Program (i.e., MM TRAF-1), so that the voluntary TDM measures become requirements for approval of project entitlements. We also suggest including a measure in the TDM program to reduce the number of parking spaces from 653 to 625, which is the minimum required according to Appendix J. This would ensure that VMT would not be induced from providing additional parking.

In addition, 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

Michael Allen
June 21, 2021
Page 2 of 2

supports the following statement: “construction equipment delivery would be scheduled to avoid peak traffic hours.” We recommend that the project limit all 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 the Construction Management 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, and refer to GTS # 07-LA-2020-03580.

Sincerely,

Frances Duong

FRANCES DUONG
Acting IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse