

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Apr 29 2021

STATE CLEARINGHOUSE

April 29, 2021

Daniel Villa
City of Burbank
Planning Division
150 North Third Street
Burbank, CA 91502

RE: 3700 Riverside Drive Mixed-Use Project –
Notice of Preparation of an Environmental
Impact Report (NOP)
SCH # 2021040010
GTS # 07-LA-2021-03534
Vic. LA-134/PM: 2.11

Dear Daniel Villa:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The project proposes to demolish the existing on-site structures and construct a seven-story, 82,723-gross square foot mixed-use development. The proposed development would consist of 49 condominium units, 2,000 square feet of ground level restaurant/retail use, a pocket park, and 90 surface and subterranean parking spaces. The condominiums would consist of one- to three-bedroom units ranging in size from 937 to 2,187 gross square feet. Additionally, four of the 49 condominiums would be developed as affordable housing units for very low-income households. The City of Burbank is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located across the street from the State Route 134 (SR-134) on-ramp at W Riverside Drive. From reviewing the NOP, Caltrans has the following comments:

- We concur that this project can be presumed to have a less than significant Vehicle Miles Traveled (VMT) impact because it is located in a Transit Priority Area and based on communication with the City of Burbank, has a Floor Area Ratio of greater than .75.
- For information on determining transportation impacts in terms of VMT on the State Highway System, see Caltrans' updated *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), dated May 2020 and released on Caltrans' website in July 2020:
<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>.
- Note that Caltrans' new TISG is largely based on the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR).
- The updated TISG states, "Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues." Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated December 2020 and found here, for the City's

reference: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>.

- Caltrans encourages lead agencies to complete traffic safety impact analysis in CEQA so that through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports the TDM strategies this project has incorporated, such as providing bicycle racks. For more TDM options to further reduce this project's VMT impact, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

Also, 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 recommends that the project limit 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 a construction traffic control plan detailing these issues for Caltrans' review.

Finally, any work completed on or near Caltrans' right of way might require an encroachment permit, however, the final determination on this will be made by Caltrans' Office of Permits. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

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-2021-03534.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse