

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Sep 01 2022

STATE CLEARINGHOUSE

September 1, 2022

Jeff Anderson, Contract Planner
City of Culver City
Current Planning Division
9770 Culver Boulevard
Culver City, CA 90232

RE: Crossings Campus
SCH # 2021110079
Vic. LA-10 R7.65
GTS # LA-2021-04008-DEIR

Dear Jeff Anderson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project Site is currently improved with low-rise warehouses that have been converted into retail and office uses as well as surface and enclosed parking lots serving the existing uses on the Project Site. The Project would demolish the existing buildings on the Project Site and construct two four- to five-story buildings that would provide a total of 536,000 square feet (sf) of new office floor area, which is intended to be occupied by Apple Inc. The Project would provide a total of 1,216 vehicular parking spaces within two separate three-level subterranean garages under each proposed building. The Project would also provide 175 bicycle parking spaces. The Project would also include pedestrian-facing landscaping at the ground floor on National Boulevard and Venice Boulevard, a publicly accessible, privately maintained amenity area along Washington Boulevard in a small park-like setting, as well as an internal courtyard for the use of employees and occasional private tenant events.

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:

<http://opr.ca.gov/ceqa/updates/guidelines/>

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.

The project features, location, and design would be consistent with both City's plans, programs, ordinances, and policies that support alternative transportation and have been adopted to protect the environment. Therefore, the project would have a less than significant impact on both City's transportation-related plans, programs, ordinances, and policies.

The project is not projected to substantially increase hazards, conflicts, or preclude City action to fulfill or implement projects associated with surrounding transportation networks and will contribute to overall walkability through enhancements to the project site and streetscape. Therefore, the project is expected to have a less than significant impact.

The project is screened from having to conduct VMT impact analysis and is presumed to have a less than significant impact on VMT as it is located less than 600 feet from the Metro E Line Culver City Station, well within the ½ mile from a key Transit Priority Area as identified in Threshold 2, Transportation Study Criteria and Guidelines (TSCG). Therefore, a less than significant impact is presumed. However, the Project proposes voluntary TDM measures which would reduce project traffic.

The following voluntary TDM measures will be implemented to reduce vehicle trips generated by the project. The project will offer a wide variety of options to support employees choose to use a commute alternative to reach their destination. These programs are designed to make non-auto commutes attractive and viable options by providing employees with mobility once they arrive at work, access to needed services during the day, or financial incentives to participate.

1. TDM Support Services,
2. Marketing and Communications,
3. Public Transit,
4. Rideshare,
5. Bicycling,
6. Walking,
7. Pre-tax Commuter Benefit,
8. Commuter Club,
9. Commute Expert Program,
10. Guaranteed Ride Home Program,
11. Intercampus Shuttles,
12. Campus Bike Share Program, and
13. On-site Services.

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 voluntary 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>

On page 81 of the Transportation Impact Study, "The addition of Project traffic under all three analysis scenarios is not projected to cause or add to a queue extending onto the freeway mainline by less than two car lengths. Therefore, the Project is expected to cause a less than significant safety impact." As a reminder, existing signal timing should use the actual signal timing for the queuing analysis to produce accurate analysis.

Any transportation of heavy construction equipment and/or materials that requires the 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.

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-2021-04008-DEIR.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse