

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research**Apr 15 2022****STATE CLEARINGHOUSE**

David Woon
City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012-4801

RE: Melrose and Seward Project –
Mitigated Negative Declaration
(MND)
SCH # 2022030483
GTS # 07-LA-2022-03894
Vic. LA-2/PM: 11.002

Dear David Woon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced Mitigated Negative Declaration (MND). The proposed Project is located on the northwest corner of Melrose Avenue and Seward Ave. Currently there is 25,607 square feet of creative office existing on the site. A total of 8,473 square feet of the creative office will be removed and an additional 65,003 square feet of new creative office will be constructed. The Project proposes 168 vehicle parking spaces. Parking will be provided on the ground floor and two subterranean levels. Vehicular access will be provided from a new driveway on Seward Street. The Project will provide 16 vehicle parking spaces at grade level with the balance (152 spaces) provided on two subterranean levels accessed by internal vehicle ramps. An at grade level, on-site area for rideshare drop-off, pick up and on-site valet operation will be provided. No vehicular access will be provided from Melrose Avenue. The Project will provide a total of 26 bicycle parking spaces (9 short term and 17 long term). In addition, showers and lockers will be provided. The City of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project is located on the northwest corner of Melrose Avenue and Seward Ave (6101 – 6117 West Melrose Avenue, 713 – 735 North Stewart Street). After reviewing the MND, Caltrans supports the Project's inclusion of the following Transportation Demand Management (TDM) strategies as part of the ongoing Project operations: Education & Encouragement (promotions and marketing) and Commute Trip Reductions (alternative work schedules, telecommute program, and ride share program). Following implementation of these mitigation measures MM TR-1, the VMT Calculator estimated that the Project's daily work VMT per employee would be reduced to 7.6, which would not exceed the threshold for the Central APC sub-area. Accordingly, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and impacts would be less than significant with mitigation.

As a reminder, Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR), dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. The City can also refer to 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>. Caltrans' new TISG is largely based on the OPR 2018 Technical Advisory.

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 strategies that reduce VMT and Greenhouse Gas (GHG) emissions. For additional TDM strategies that the City of Los Angeles may want to consider integrating into this project to further reduce VMT, 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/wpcontent/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, and/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>

Finally, 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, including U.S. 101, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at Ronnie.Escobar@dot.ca.gov, and refer to GTS # 07-LA-2022-03894.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse