

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

May 16, 2024

Governor's Office of Planning & Research

May 16 2024

STATE CLEARINGHOUSE

Jose Mendivil, Associate Planner
Planning Division, 2nd Floor
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232

RE: 5700 Hannum Avenue Residential and
Commercial Mixed-Use Project
SCH # 2023080709
Vic. LA-90/PM 2.94, LA-405/PM 24.28
GTS # GTS-2023-04495-DEIR

Dear Jose Mendivil:

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 occupied by an approximately 30,672 square foot two-story office building. The Project would demolish the existing on-site building and construct a new 6-story (up to a height 78-feet) mixed-use building with two (2) semi-subterranean levels, consisting of 309 residential units (including 27 Very Low Income units) and 5,600 square feet of retail space. The Project would provide a total of 19,526 square feet of private open space and 34,630 square feet of common open space for a total of 54,156 square feet of open space. The Project would include a total building area of 362,596 square feet. The Project would provide a total of 428 vehicular parking spaces (399 residential, 5 guest, and 24 commercial) within three parking levels. The Project would also provide 11 short-term and 81 long term bicycle parking spaces, including spaces for employees and visitors, short-term spaces, and long-term spaces.

The Project is estimated to generate 1,266 net new daily trips, including 67 net new morning peak hour trips (-15 inbound trips, 82 outbound trips) and 77 net new afternoon peak hour trips (67 inbound trips, 10 outbound trips).

The Project was required to perform a VMT analysis because it is not located within 0.5 miles of a transit hub. Not accounting for any project design features or mitigations, the Project would result in a household VMT of 6.8 per capita, which is below the citywide household VMT threshold of 8.3 per capita. Based on this analysis, the Project was

determined to be below the citywide VMT threshold for household VMT. Therefore, the Project would not result in a significant VMT impact, and no mitigation measures would be required.

The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding traffic movements on City streets. The design of Project driveways does not introduce safety hazards for pedestrians, bicyclists, or motorists. The Project will incorporate pedestrian and bicycle-friendly designs, such as bicycle parking and improved sidewalks.

We encourage the Lead Agency to evaluate the potential 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:

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

All construction activities would occur outside of the commuter morning and afternoon peak hours to the extent feasible and will not result in significant traffic impacts. A Construction Management Plan will ensure that construction impacts are less than significant.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any 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 # GTS-2023-04495-DEIR.

Sincerely,

Anthony Higgins for

MIYA EDMOSON
LDR/CEQA Branch Chief

email: State Clearinghouse