

DEPARTMENT OF TRANSPORTATION

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January 16, 2025

Peer Chacko, Senior Planner
City of Culver City Current Planning Division, 2nd Floor
9770 Culver Boulevard
Culver City, CA 90232

RE: 5757 Uplander Project
SCH # 2024120376
Vic. LA-90/PM T3.21, LA-405/PM 25.88
GTS # LA-2024-04704-NOP

Dear Peer Chacko:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Project would develop three new seven-story mid-rise buildings with a maximum height of 88.5 feet. Building 1 would contain a small ground level approximately 5,772 square foot retail space fronting Hannum Avenue and 382 residential units. Buildings 2 and 3 would include 349 and 346 units, respectively, with no retail use. Overall, the Project's proposed uses include 5,772 square feet of retail space and 1,077 residential units. The Project is proposing to include 78 Very-Low Income affordable housing units to allow an additional 243 density bonus units to be developed as part of the Project, which are included within the Project's 1,077 total units. Overall, the Project would include a total of 1,382 vehicular parking spaces.

The project site is currently developed with four business park/office buildings and associated surface parking. The proposed development would replace the existing uses with a new mixed-use building consisting of multi-family residential and retail components. This change is anticipated to increase on-site population, resulting in higher vehicular, bicycle, and pedestrian trips, as well as greater demand for transit services. During the construction phase, temporary increases in traffic are expected due to construction-related truck trips and worker vehicle trips. Additionally, temporary lane closures may be required, potentially impacting vehicular, bicycle, and pedestrian access in the project vicinity. Proper mitigation and traffic management strategies will be necessary to minimize disruptions and maintain safety for all road users.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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.

Caltrans is aware of the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

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 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>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance, prepared in February 2024. You can review those document at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf>

The Transportation section of the Draft Environmental Impact Report (DEIR) should include a VMT analysis. If the project is expected to generate pedestrian and bicyclist activity, it should include complete street elements such as ADA curb ramps, Accessible Pedestrian Signals (APS), sidewalks, bike lanes, and high-visibility crosswalks for enhanced safety and accessibility.

Should significant transportation impacts be anticipated, mitigation measures should focus on TDM and Transportation System Management (TSM) strategies to reduce personal vehicle trips and encourage alternate modes of transportation.

Additionally, a Transportation Impact Study should assess construction-related impacts on freeways and local intersections. Appropriate signage should indicate construction traffic access or single-lane conditions during truck movements, as needed. Temporary traffic control measures, such as flaggers, should be implemented to maintain safe conditions in construction zones.

Caltrans strongly encourages lead agencies to incorporate a traffic safety impact analysis, where appropriate, as part of the California Environmental Quality Act (CEQA) review process. This analysis should evaluate potential safety impacts on State facilities in accordance with Caltrans guidelines above. By integrating safety considerations early in the planning process and fostering partnerships and collaboration, we can work together to achieve California's goal of zero fatalities and serious injuries on roadways by 2050.

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-2024-04704AL-NOP.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse