

DEPARTMENT OF TRANSPORTATION

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April 1, 2020

Governor's Office of Planning & Research

APR 01 2020

Rachel Kwok, Environmental Planner
City of Santa Monica Planning Division
1685 Main Street, Room 212
Santa Monica, CA 90401

STATE CLEARINGHOUSE

RE: Miramar Hotel Project – Draft Environmental
Impact Report (DEIR)
SCH # 2013041091
GTS # 07-LA-2018-03166
Vic. LA-1/PM: 35.778

Dear Rachel Kwok:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The project involves the redevelopment of two parcels, referred to as the Hotel Parcel and the Second Street Parcel, that are both located in the Downtown district in the City of Santa Monica. The Hotel Parcel would include a new mixed-use hotel and residential project with ground level open space, food and beverage facilities, meeting space, and ground floor retail uses. The Second Street Parcel would include a new 100% affordable housing development. The City of Santa Monica is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are Interstate 10 (I-10) and State Route 1 (SR-1). Specifically, the I-10 at 4th Street is located approximately 4,000 feet away from the project, while the SR-1 at the California Incline is located approximately 1,500 feet away.

After reviewing the DEIR, Caltrans has the following comments:

- The City of Santa Monica has chosen to analyze the project's transportation impacts primarily in terms of Level of Service (LOS), although a Vehicle Miles Traveled (VMT) analysis was also provided for informational purposes. As stated in the DEIR, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development 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, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
- Caltrans agrees that the impacts of this project on Intersection #1, Palisades Beach Road (also known as SR-1 or Pacific Coast Highway) & California Incline, will be significant and unavoidable under both Approval Year (Year 2020) and Future Year (Year 2025) conditions, even after the implementation of Project Design Feature (PDF) TR-1. PDF TR-1 is a Transportation Demand Management (TDM) program.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports the robust Transportation Demand Management (TDM) program this project has prepared. Additional TDM strategies that the City of Santa Monica may want to consider integrating into this program include implementing curb extensions, chicanes, street chokers, and planted medians on those street segments that will experience significant and unavoidable impacts. While these traffic calming measures may not eliminate traffic, they can improve crossing and safety conditions for bicyclists and pedestrians.

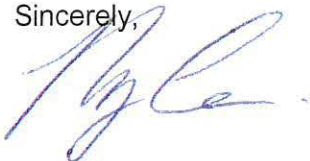
Please make every attempt to reduce VMT. For additional TDM options that can reduce VMT, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/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>.

As a reminder, any transportation of heavy construction equipment or materials that requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. If construction traffic is expected to cause delays on any State facilities, please submit the Construction Impact Mitigation Plan detailing these delays for Caltrans' review. Caltrans also recommends that the project limit construction truck traffic to off-peak periods to minimize the potential impact on State facilities.

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-2018-03166.

Sincerely,



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