

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

Governor's Office of Planning & Research

May 12, 2021

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STATE CLEARINGHOUSE

Ms. Gena Guisar, Contract Planner
Community Development Department
City of Carson
701 East Carson Street

RE: The District at South Bay Specific Plan
Amendment
Vic. LA-405 PM 11.23, LA-110/PM 8.05
SCH # 2005051059
GTS # LA-2017-03557AL-NOP

Dear Ms. Guisar:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The City, as lead agency, is proposing to prepare a 2021 SEIR to evaluate the changes proposed by the 2021 Project to The District at South Bay Specific Plan.

The 2021 Specific Plan Amendment would consist of approximately 2,312,390 square feet of light industrial, regional commercial, neighborhood-serving commercial/retail, restaurant/cafe, restaurants with a drive-thru component, and food and beverage kiosks. Overall, with these proposed modifications, the square footage proposed for development under the 2021 Specific Plan Amendment would increase the square footage of development on the 157 Acre Site under the approved 2018 Specific Plan, from 1,834,833 square feet to 2,312,390 square feet. The residential units would remain at 1,250 units.

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 been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

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

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.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated, May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared on December 18, 2020.

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

Overall, the environmental report should include a Transportation Impact Study (TIS) to ensure all modes are well served 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://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

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Caltrans encourages lead agencies to complete traffic safety impact analysis in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

For your consideration, we recommend all mitigation measures on the State facilities from the 2018 SEIR remained in the new 2021 DEIR, especially the Mitigation Measure C-8 Figueroa Street and I-110 Northbound Ramps (Intersection No. 12).

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-2017-03557AL-NOP.

Sincerely,

Frances Duong for

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse