

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
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December 7, 2021

Governor's Office of Planning & Research

**Dec 08 2021**

**STATE CLEARINGHOUSE**

Ms. Gena Guisar  
City of Carson  
Community Development Department  
701 East Carson Street  
Carson, CA 90745

RE: The District at South Bay Specific Plan  
Amendment  
Vic. LA-405/PM 11.25, LA-110/PM 7.00  
SCH # 2005051059  
GTS # LA-2017-03748AL-DSEIR

Dear Ms. Gena Guisar:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The City of Carson will be considering an amendment to The District at South Bay Specific Plan adopted by the City and related improvements (2021 Project). Specifically, the 2021 Project would modify the scope of the 2018 Project to ultimately consist of approximately 2,312,390 square feet of light industrial, regional commercial, restaurant/cafe, neighborhood-serving commercial/retail, restaurants with a drive-thru component, and food & beverage kiosks, no more than 1,250 residential units, and 6.29 acres of passive/active open space/amenity areas. Overall, with these proposed modifications, the overall square footage is an increase to the square footage studied for the project in the 2006 EIR and 2018 SEIR. The 2006 EIR and 2018 SEIR both previously assessed the proposed remediation of the project site and the 2021 Project would continue to undertake remediation under the approved Remedial Action Plan.

As a reminder, 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.

The 2021 Project is expected to produce total VMT per service population greater than the VMT impact threshold, and thus results in a significant VMT impact. Mitigation measures were proposed to reduce total VMT per service population for the Project, but the measures are not expected to reduce total VMT per service population below the VMT impact threshold, and therefore a significant and unavoidable VMT impact would remain.

For the City's consideration, 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>

We concur that *"the site on which the 2021 Project would be developed is comprised of approximately 157 acres located southwest of the San Diego Freeway (I-405) and north of the Avalon Boulevard Interchange. The Project proposes to provide signalized vehicular ingress and egress at three primary locations: Street "B" & Del Amo Boulevard, Street "A" & I-405 Southbound Ramps/Avalon Boulevard, and Main Street & Street "A"."*

Please be reminded that any work performed within the State right-of-way will require an Encroachment Permit from Caltrans if the improvement project is at State facility such as the signal improvement on I-405 Southbound ramps/Avalon Blvd. as mentioned above. Any modifications to State facilities must meet all mandatory design standard and specifications.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

Additionally, the project will generate heavy construction vehicles and worker personal vehicles during the construction period. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that 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 # LA-2017-03748AL-NOP.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

email: State Clearinghouse