

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

Dec 01 2020

STATE CLEARINGHOUSE

December 1, 2020

Rachel Kwok, Environmental Planner
City of Santa Monica, Planning Division
1685 Main Street, Mail Stop 28
Santa Monica, California 90401

RE: City of Santa Monica Housing Element
Update 2021-2029 – Notice of Preparation
(NOP)
SCH# 2020100575
GTS# 07-LA-2020-03404
Vic. LA Multiple

Dear Rachel Kwok,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. For the proposed 6th Cycle 2021-2029 Housing Element, the Southern California Association of Governments (SCAG) has determined that the City's draft regional housing needs allocation (RHNA) is 8,874 units, more than 5 times than the last cycle. The significant increase in the City's RHNA housing number is indicative of the severity of the current housing crisis. As part of the proposed 2021-2029 Housing Element, Santa Monica must demonstrate to the State that there is available capacity within its jurisdictional boundaries to meet its targeted RHNA number. Per State requirements, the City's proposed Housing Element would include the following components:

- A detailed analysis of the City's demographic, economic and housing characteristics. • An analysis of the barriers to producing and preserving housing.
- A review of the City's progress in implementing current housing policies and programs.
- An identification of goals, objectives, and policies, in addition to a full list of programs that will implement the vision of the plan.
- A list of sites (aka the Suitable Sites Inventory) that could accommodate new housing, demonstrating the City's ability to meet the quantified housing number established in the RHNA.

After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, to accommodate the additional housing units and not induce demand for excessive Vehicle Miles Travelled (VMT), Caltrans recommends significantly reducing or eliminating car parking requirements. Research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose

public transit and active modes of transportation. For any community or city to better support all modes of transportation and reduce vehicle miles traveled, we recommend the implementation of a TDM ordinance, as an alternative to requiring car parking.

Caltrans looks forward to reviewing the forthcoming Draft Environmental Impact Report (DEIR) to confirm that the Project will result in a net reduction in VMT.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03404.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse