

**DEPARTMENT OF TRANSPORTATION**

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**Governor's Office of Planning & Research**

April 5, 2021

**Apr 06 2021**

Antonio Gardea  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, CA 90277

**STATE CLEARINGHOUSE**

RE: 100-132 North Catalina Avenue Project –  
Notice of Preparation of an Environmental  
Impact Report (NOP)  
SCH # 2021030597  
GTS # 07-LA-2021-03533  
Vic. LA-1/PM: 19.864

Dear Antonio Gardea:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The purpose of the proposed Project is the demolition of approximately 8,929 square feet of existing buildings located between 112 and 132 N. Catalina Ave; the rehabilitation and re-use of the buildings between 124 and 132 N. Catalina Ave for commercial use; adaptive re-use of the building at 112 N. Catalina Ave for residential use; and demolition of the shed located at the rear end of 116 N. Catalina Ave. The project also involves the construction of 22 three-story townhomes and four units in the former Masonic Lodge building and four units in a new three-story apartment building, consisting of eight units, for a combined total of 30 units on the project site. The City of Redondo Beach is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project is located approximately 500 feet from State Route 1 (SR-1) in Los Angeles County. From reviewing the NOP, Caltrans has the following comments:

- Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (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 (OPR), dated December 2018: [http://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).
- The City can also refer to Caltrans' updated *VMT-Focused Transportation Impact Study Guide* (TISG), dated May 2020 and released on Caltrans' website in July 2020: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>. Caltrans' new TISG is largely based on the OPR 2018 Technical Advisory.
- Caltrans looks forward to reviewing the VMT analysis for this project. As discussed in Caltrans' new TISG, Caltrans strongly recommends undertaking project VMT analysis, significance determination, and potential mitigation in a manner consistent with OPR's Technical Advisory.
- The updated TISG states, "Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified

safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues.” Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated December 2020 and found here, for the City’s reference: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>.

- 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.

The following information is included for your consideration. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. For more TDM options, 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>.

Also, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic control plan detailing these delays for Caltrans’ review.

If you have any questions about these comments, please contact Mayra Jimon, the project coordinator, at [Mayra.Jimon@dot.ca.gov](mailto:Mayra.Jimon@dot.ca.gov), and refer to GTS # 07-LA-2021-03533.

Sincerely,

*Anthony Higgins for*

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