

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

June 01 2021

STATE CLEARINGHOUSE

June 1, 2021

Cuong Nguyen, Senior Planner
City of Santa Fe Springs Planning Department
11710 East Telegraph Road
Santa Fe Springs, California 90670

RE: Santa Fe Springs General Plan Update –
Notice of Preparation (NOP)
SCH# 2021050193
GTS# 07-LA-2021-03584
Vic. LA-Multiple

Dear Cuong Nguyen,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The City of Santa Fe Springs General Plan Update (GPU) is a comprehensive revision to the General Plan adopted in 1993 and 1994 (the Housing Element was last updated in 2013) and includes several new elements. The GPU incorporates statutory requirements for general plans and guidance provided in the 2017 General Plan Guidelines; coordinates future development and policies with regional planning efforts and serves as the City's fundamental guide in developing strategies to address greenhouse gas reduction, climate adaptation, and resiliency planning. The comprehensive update of the Santa Fe Springs General Plan serves as the blueprint for the City's future growth and development. As such, the General Plan must contain goals, policies, and programs that will provide City staff and discretionary bodies with a foundation for decisions for long-range planning related to physical development and public services.

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.

Cuong Nguyen
June 1, 2021
Page 2

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-2021-03584.

Sincerely,

Frances Duong

FRANCES DUONG
Acting IGR/CEQA Branch Chief

cc: State Clearinghouse