

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

August 31 2021

STATE CLEARINGHOUSE

August 30, 2021

Mr. Sean Scully
Planning Manager
City of Redondo Beach
Community Development Department
415 Diamond Street
Redondo Beach, CA 90277

RE: City of Redondo Beach's 2021-2029
Housing Element
SCH # 2021080057
Vic. LA-01 & LA-405 Citywide
GTS # LA-2021-03676-ND

Dear Mr. Scully:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced recirculated NOP. The 2021-2029 Housing Element provides a framework for meeting the housing needs of existing and future resident populations within the City based on the Regional Housing Needs Allocation (RHNA) of 2,490 units within the City limits.

Housing Element identifies strategies and programs to conserve and improve existing affordable housing; provide adequate housing sites; assist in the development of affordable housing; remove governmental and other constraints to housing development; and promote equal housing opportunities in a strategic manner. The 2021-2029 Housing Element proposes additional residential densities within mixed-use designations, residential recycling, residential overlays in commercial and industrial zones, and residential development on religious properties through coordination with nonprofit organizations. Since this is a policy document, the land use designations and zoning amendments associated with the 2021-2029 Housing Element are not under consideration at this time.

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 codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying

transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

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

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments 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. Overall, the environmental report should ensure all modes are served well 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>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review these resources at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<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 prepare traffic safety impact analysis for all developments 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 development anticipated by the Housing Element would constitute infill development as it would occur primarily on underutilized properties within an urbanized area and would consist of various housing types. Additionally, many of the housing sites included within the Housing Element are strategically located in proximity to existing and planned Metro Transit Stations. Future development would be consistent with the City's Circulation Element, which addresses how local and regional traffic will circulate through the City under both existing and future conditions, as well as, addressing the needs of bicyclists, pedestrians, and transit and rail users.

The goals, policies and improvements in the City's Housing Element are also intended to take advantage of existing and future regional rail facilities and create an active street life that would enhance the vitality of businesses while reducing vehicle miles travelled (VMT); reduce traffic congestion while increasing pedestrian safety and welfare; and promote the use of public transit. Therefore, future development consistent with the Housing Element would be expected to generate fewer VMT and more multi-modal trips than conventional development.

For the planning benefits of the City, we recommend the City to disclose existing VMT for the housing element and City's threshold to identify potential CEQA impact. The OPR generalized recommendation is a 15% reduction below the existing VMT as a threshold for CEQA significance. This VMT analysis would provide substantial evidence whether future development would contribute any significant traffic impact. The result would assist the City in mitigating future traffic impact in the planning stage such as identifying effective TDM for the new development or implementing any traffic impact fee program.

Mr. Sean Scully
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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-2021-03676-ND.

Sincerely,

Frances Duong for

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse