

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life*

January 27, 2022

John F. Signo, Director
Planning and Community Services
City of Rolling Hills
No. 2 Portuguese Bend Road
Rolling Hills, CA 90274



RE: City of Rolling Hills 2021-2029 Housing
Element Update and Safety Element
Update
SCH # 2022010176
Vic. LA-01, LA-213, Citywide
GTS # LA-2022-03823-ND

Dear John F. Signo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project is the Sixth Cycle, 2021-2029 Housing Element Update of the City of Rolling Hills General Plan and an update to the City's Safety Element to address various natural and human-caused hazards, including earthquakes, wildfires, droughts, and land movement. The City's Housing Element serves as an integrated part of the General Plan and is subject to detailed statutory requirements, including a requirement to be updated every eight years and mandatory review by the California Department of Housing and Community Development. The City's Safety Element addresses hazards of concern relevant to the City and provides goals, policies, and implementation measures to minimize these hazards. The Housing Element Update and Safety Element Update are policy updates only, and no specific development is proposed at this time.

The 2020 Census indicates a citywide population of 1,739 residents, making the City the fifth smallest of the 88 cities in Los Angeles County. For the City, the Regional Housing Needs Allocation (RHNA) for 2021-2029 is 45 units (SCAG 2020). This includes 20 very low income units, 9 low income units, 11 moderate income units, and 5 above moderate income units. The 2021-2029 Housing Element demonstrates that the City has the capacity to accommodate this assignment.

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.

For future specific projects, 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>

Rolling Hills has no public roads or streets; thus, the City's circulation infrastructure is not conducive to uses generating high trip volumes (City 2014). Any potentially significant environmental impacts identified from future development would be addressed through project-specific mitigation measures identified at the time a specific development project is considered by the City. Thus, no circulation-related impacts would result from the Project.

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-2022-03823-ND.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse