

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
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*

June 26, 2024

Thomas Dearborn, AICP, Senior Planner
Los Angeles County Department of Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, CA 90012

RE: LA County South Bay Area Plan
Project – Draft Environmental Impact
Report (DEIR)
SCH #2023100445
GTS #07-LA-2024-04525
Vic. LA Multiple

Dear Thomas Dearborn,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The Project will establish the South Bay Area Plan as part of the County General Plan. In addition to providing a framework for growth through horizon year 2045 within the Project area, the South Bay Area Plan also addresses land-use policy issues that are specific to the unique characteristics and needs of each Project-area community.

After reviewing the DEIR, Caltrans has the following comments:

Caltrans acknowledges and supports mixed-use, infill development that prioritizes walking, biking, and transit. The Project's Areawide Goals and Policies listed in section 4.17.2.3 are in alignment with State-level sustainable transportation policy goals which seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG) emissions, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT).

Caltrans would like to specifically applaud the creation of high-quality bike, pedestrian, and transit infrastructure, a complete active transportation network, compact development patterns, Accessory Commercial Units, and increased density throughout the plan area.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

In addition to the Goals and Policies already proposed, Caltrans recommends:

1. **Eliminating Car Parking Requirements:** Caltrans encourages the lead agency to seriously consider completely eliminating car parking requirements, or even implementing car parking maximums. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. There is sufficient justification to consider eliminating parking requirements to promote affordability and achieve the project's goals. Caltrans also recommends that at least one long-term bicycle parking space be provided per residential unit, allowing residents to take advantage of the Plan's proposed multi-modal improvements and more easily choose the bicycle as their mode of travel. Long-term bicycle parking should be located onsite, indoors, on the ground floor, and within 200 feet of primary pedestrian entrances.
2. **Preparing for adaptive reuse:** Consider adopting Form-Based Codes (FBCs) as an alternative to use-based zoning. FBCs allow for a community's vision to be created and maintained through form, mass, and streetscape requirements, while allowing tremendous flexibility for adaptive reuse into the future. This reduces wasteful demolition of single-use developments and improves the public realm for residents and visitors alike.
3. **Protecting vulnerable road users:** The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.

Additionally, Lennox, Alondra Park, El Camino Village, West Carson, Del Aire, and Wiseburn community locations are along State routes 105, 405 and 710. An encroachment permit will be required for any project work proposed adjacent to Caltrans Right of Way and all environmental concerns must be adequately addressed. Any modifications to the State facilities will be subject to additional review by the Office of Permits prior to issuance of the permit. Any projects impacting State ROW will need to contact the Caltrans Office of Permits when project documents are finalized, and the applicant is ready to submit a permit application package.

Finally, Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through efficient and equitable land use planning and policies. If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2024-04525.

Sincerely,

A handwritten signature in cursive script that reads "Anthony Higgins".

Anthony Higgins
Actin LDR Branch Chief

Cc: State Clearinghouse