

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life***Governor's Office of Planning & Research****January 26 2024**

January 26, 2024

STATE CLEARINGHOUSE

Brianna Rindge
City of Lomita
24300 Narbonne
Whittier, CA 90601

RE: City of Lomita General Plan Update –
Notice of Preparation of an EIR (NOP)
SCH # 2023110644
Vic. LA-1/13.533, LA-107/0.058, LA-
213/5.377
GTS # 07-LA-2023-04405

Dear Brianna Rindge:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The City of Lomita is preparing a comprehensive update to its existing General Plan. The updated Lomita General Plan is expected to be adopted in 2024 and will guide the City's development and conservation through land use objectives and policy guidance. The General Plan is intended to be an expression of the community's vision for the City's Planning Area and constitutes the policy and regulatory framework by which future development projects will be reviewed and public improvements will be implemented. The General Plan is being prepared to address the requirements of State law and the relevant items addressed in Government Code Section 65300 et seq. The City will implement the General Plan by requiring development, infrastructure improvements, and other projects to be consistent with its policies and by implementing the actions included in the General Plan. The City is also preparing a Zoning Code Update to implement the General Plan and create consistency between the Land Use Map and the Zoning Code. The Zoning Code Update will focus on amendments resulting from the City's recently certified 2021-2029 Housing Element and primarily involve the rezoning of sites to accommodate the City's Regional Housing Needs Allocation (RHNA) and the preparation of Objective Design and Development Standards for residential development. The City of Lomita is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facilities are SR-1, SR-107, and SR-213. After reviewing the project's NOP, Caltrans has the following comments:

- 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 the 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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

- Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are through physical design and geometrics. Caltrans recommends that the general plan includes elements from the City of Lomita Bicycle & Pedestrian Master Plan to enhance the multimodal connectivity between surrounding neighborhoods and destination zones.
- According to the Lomita General Plan Update Environmental Impact Report, objective 5 plans to “promote walkability to everyday uses.” To encourage pedestrian mobility, Caltrans recommends that the project considers the following improvements:
 - Develop and expand bicycle infrastructure along major arterial streets such as protected Class IV bikeways, to improve safety and comfort for all road users.
 - Be sure to include canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.
 - In addition to bioswales, incorporate permeable paving surfaces wherever possible to manage stormwater, replenish groundwater, and prevent pollution runoff.
 - Provide high-quality bus infrastructure for Lomita residents
 - Use high-visibility continental crosswalks, curb extensions, count-down signal heads, pedestrian refuge islands, and pedestrian scrambles at the intersections along walking and biking destinations.
 - Leading pedestrian intervals can give pedestrians a 7-second head start in crosswalks; this provides additional crossing time and reduces the amount of time that pedestrians are exposed to high-speed vehicle traffic.

As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will need a Caltrans transportation permit. Caltrans recommends that the Project limit construction traffic to

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off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Caltrans looks forward to reviewing the forthcoming EIR. If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2023-04405.

Sincerely,

Frances Duong

FRANCES DUONG
LDR/CEQA Branch Chief (Acting)

cc: State Clearinghouse