

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3562
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life*

September 4, 2024

Brianna Rindge
City of Lomita
24300 Narbonne Ave
Lomita, CA 90717

RE: Lomita General Plan Update: DEIR
GTS # 07-LA-2023-04584
SCH # 2023120347
Vic. SR 1, SR 107, SR 213

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 documents, Caltrans has the following comments:

Pedestrian, Bicycle, and Transit Access

It is determined the Project would result in less-than-significant impact with applicable plans addressing the circulation system, including transit, roadway, bicycle, and pedestrian in the Project vicinity. As noted herein, it is determined that the Project may intensify the use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project.

Caltrans is in support of this project's mobility goals and policies that help achieve state planning priorities contained in state law and meet state policy goals on transportation, VMT reduction, GHG emissions reduction, and/or betterment of the environment and human health.

VMT

The Project is subject to the Los Angeles countywide guidelines which aim to reach 15 percent lower than existing 2023 VMT thresholds. The Project is estimated to exceed 15 percent below the VMT threshold and the Project would result in a significant VMT impact with regard to conflict with CEQA Guidelines Section 15064.3(b), and mitigation is required.

Mitigation Measures: TDM

The following TDM mitigation measures have been identified to reduce the significant and unavoidable impact of the Project:

- Increased variety of travel modes
- Transit Service funding
- Ride-matching services
- Telecommuting and alternative work schedules
- Mixed land uses
- Pedestrian and low-stress bicycle network improvements

With the implementation of the TDM measures, the results are likely to result in less-than-significant VMT impacts when considered at an individual project level. However, the VMT impacts would not result in a reduction of the total VMT on a citywide level, and the impact level would result in a significant and unavoidable impact.

Others

For additional multimodal options, please refer to CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. This reference is available online at:

https://www.calemod.com/documents/handbook/full_handbook.pdf

Additionally, please see the Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance (Table 3) for further safety considerations:

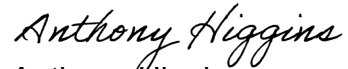
<https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf>

Caltrans recommends that the Project limit construction traffic to 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.

Brianna Rindge
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If you have any questions, please contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2024-04584.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

cc: State Clearinghouse