

DEPARTMENT OF TRANSPORTATION

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February 13, 2024

Governor's Office of Planning & Research

Feb 15 2024

STATE CLEARINGHOUSE

Nicole Enciso
Environmental Management Division
Los Angeles Harbor Department
425 Palos Verdes Street
San Pedro, CA 90731

RE: Berth 44 Boatyard Project
SCH # 2024010275
Vic. LA-47/ PM 0.736
GTS # LA-2024-04423-NOP

Dear Nicole Enciso:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Proposed Project is organized into two components: (1) site preparation consisting of soil remediation, demolition, repairs, grading, and dredging to be completed by Los Angeles Harbor Department (LAHD) and (2) construction and operation of a commercial boatyard proposed by Bellwether Financial Group, acting as LA Shipyard LLC (Applicant).

LAHD would demolish existing structures and buildings on site; backfill, compact, and regrade the ground surface to level the site; repair the existing seawall, riprap, and storm drain; construct a new seawall segment along the existing marine way inlet; and conduct dredging in the vicinity prior to Applicant activities. Following LAHD activities, the Applicant would pave the site and construct concrete pads, docks, gangways, slips (i.e., small pier structures separating boats), underground utilities, water treatment systems, fencing, lighting, and buildings to support boatyard operations. The Applicant would also install equipment including a 400-ton travel lift, sanding systems, and scissor lifts. The Applicant would operate the boatyard for up to 40 years, and the boatyard would be used to service vessels.

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:

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

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 the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development 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 concur that the project should further explore transportation demand management (TDM) measures to further offset the induced demands of driving and vehicle miles traveled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real-time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

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://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.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 those document at the following link:

<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>

Nevertheless, the Project is expected to produce 225 total daily vehicle trips, which is below the 250 daily vehicle trip threshold. The Proposed Project is not required to perform a VMT analysis and a “no impact” determination can be made according to the report.

As a reminder, any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. We recommend that large-size truck trips be limited to off-peak commute periods. Trucks hauling materials should have a tarp covering to avoid debris falling onto the freeways.

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-2024-04423-NOP.

Sincerely,

Frances Duong

FRANCES DUONG
Acting LDR/CEQA Branch Chief

email: State Clearinghouse