

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

July 30, 2019

Governor's Office of Planning & Research

JULY 30 2019

STATE CLEARINGHOUSE

Mr. Ed Almanza
Beach Cities Health District
1200 Del Amo Street
Redondo Beach, CA 90277

RE: Beach Cities Health District (BCHD) Healthy
Living Campus Master Plan – Notice of
Preparation
GTS # 07-LA-2019-02660
SCH # 2019060258
Vic. LA-1/PM: 20.327
LA-107/PM: 3.352

Dear Mr. Ed Almanza:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would redevelop the existing campus along North Prospect Avenue as well as an adjacent vacant lot owned by the BCHD located at the intersection of Flagler Lane and Beryl Street in the City of Redondo Beach. The proposed redevelopment of the campus would occur in three 36-month-long phases over a duration of 15 years. The BCHD is the lead agency under CEQA.

The nearest State facilities to the proposed project are State Route (SR-1) and SR-107. In the Transportation section of the proposed project's Initial Study checklist, it states that the project would have a potentially significant impact in terms of:

- a. Conflicting with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- b. Conflicting or being inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- c. Substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and
- d. Resulting in inadequate emergency access.

The initial study also states that these potential impacts will be further discussed in the upcoming Draft Environmental Impact Report (DEIR). Caltrans looks forward to receiving the DEIR for review and to provide further comments, if warranted. From reviewing the initial study, the following intersections that are on the State highway may need to be included in the forthcoming transportation impact study (TIS), which will be included in the DEIR:

- a. State Route 1 (PCH) and Herondo St.

- b. PCH and Beryl St.
- c. PCH and Diamond St.

- d. PCH and Vincent St.

- e. State Route 107 (Hawthorne Blvd) and 190th St.

- f. Hawthorne Blvd. and Del Amo Blvd.

The location/intersections to be studied should not be limited to the above intersections. The above intersections may need to be studied in the TIS due to their proximity to the project site.

Senate Bill 743 (2013) mandated that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA. Therefore, the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018 should be used for determining transportation impacts on the State Highway System: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Please reference The Governor's Office of Planning and Research (OPR) for more information: <http://opr.ca.gov/ceqa/updates/sb-743/>.

In addition, the Tenth Edition of the Institute of Transportation Engineers' Trip Generation Manual should be used for determining trip generation forecasts and trip reductions (e.g. pass-by, diverted, and internal capture trips). Local trip generation rates are acceptable if appropriate validation is provided.

Caltrans also recommends that the Highway Capacity Manual (HCM) Sixth Edition method be used for conducting operational and conflict analyses on State highway facilities. When the State highway facility has saturated flows, it is encouraged that a micro-simulation model be used for the analyses.

In addition, if construction traffic is expected to cause delays on any State facilities, please submit the project's Construction Management Plan detailing these delays for Caltrans' review.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. Specifically, Caltrans suggests facilitating the provision of more proximate goods and services to shorten trip lengths, as well as achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

For additional TDM options, please refer to *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA). The reference is available online at: <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

Caltrans also supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the FHWA recognizes the road diet treatment

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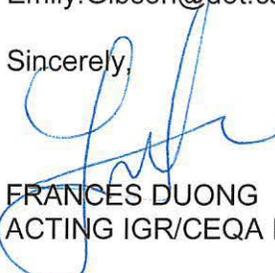
as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Additionally, the Department seeks to provide equitable mobility options for people who are economically, socially, or physically disadvantaged. Therefore, we ask the Lead Agency to evaluate the project site for access problems, as well as VMT and service needs that may need to be addressed.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods. Also, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that the project needs to be designed to discharge clean run-off water.

If you have any questions regarding these comments, please contact project coordinator Emily Gibson, at Emily.Gibson@dot.ca.gov and refer to GTS# 07-LA-2019-02660.

Sincerely,



FRANCES DUONG
ACTING IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse