

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
 100 S. MAIN STREET, MS 16
 LOS ANGELES, CA 90012
 PHONE (213) 897-9140
 FAX (213) 897-1337
 TTY 711
 www.dot.ca.gov



Making Conservation
 a California Way of Life.

Governor's Office of Planning & Research

JUN 28 2019

STATE CLEARINGHOUSE

June 24, 2019

Sheri Bermejo
 City of Monrovia
 415 S. Ivy Avenue
 Monrovia, CA 91016-2888

RE: The Arroyo at Monrovia Station
 Specific Plan – Notice of
 Preparation (NOP)
 SCH # 2019050016
 GTS # 07-LA-2019-02535
 LA-210/PM: R 33.706

Dear Ms. Sheri Bermejo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-mentioned Notice of Preparation (NOP). The Arroyo at Monrovia Station Specific Plan would facilitate the construction of a mixed-use structure to include a 302-unit, six-story apartment complex with 7,080 square feet of retail flex space associated with three live/work units; 5,541 square feet of public space; and a seven-level (six-story) partially underground parking structure with 500 parking spaces. The retail flex space may be re-purposed for eight live/work units if retail does not occur. A range of studios, and one-bedroom and two-bedroom apartments are proposed. Fifteen of the residential units would be dedicated as Very Low-Income affordable units.

After reviewing the Notice of Preparation Caltrans has the following comments:

- Please include traffic analysis with the proposed Environmental Impact Report (EIR). Because of this project's size, location, and potential impact to State facilities, Caltrans suggests the proposed Traffic Impact Analysis (TIA) include the following areas of interest:

- Interstate-210 and Huntington Rd. Westbound Onramp and Offramp
- Interstate-210 and Huntington Rd. Eastbound Onramps and Offramp
- Interstate-210 and South Myrtle Ave. Westbound Onramp and Offramp
- Interstate-210 and South Myrtle Ave. Eastbound Onramp and Offramp

- Caltrans recommends that Highway Capacity Manual (HCM) methodology be used when assessing the impact a project may have on the State Highway System. For a traffic impact study of freeway mainline, weave, merge and diverge segments, the methodologies in Chapter

Ms. Sheri Bermejo

June 24, 2019

Page 2 of 3

12, 13, and 14 of the Highway Capacity Manual (HCM) 6th edition are limited to under saturated flow conditions. When a freeway facility has oversaturated conditions, Chapter 10 is recommended to be used to determine a more precise density. It is acknowledged that there are limitations of the HCM methodology and it is recommended to use a traffic simulation model for the analysis.

The impact is considered to be significant, if the traffic generated by the project (a) causes one or more freeway segment's demand to exceed capacity (congested flow); or (b) when the segment is already congested, causes an increase in the demand/capacity ratio of greater than 1%.

Impacts to off-ramps are considered significant if the traffic generated by the project causes queueing that: (a) exceeds 85% of the off-ramp's storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of auxiliary lane or 1,000 feet.

When analyzing intersections please consider utilizing Synchro 10. Also, for intersection analysis, instead of using signal timing optimization for matching existing field conditions, please use actual traffic signal timing.

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

As required by SB 743, Caltrans recommends the Lead Agency develop a verifiable performance-based Vehicle Miles Travelled (VMT) criteria.

Further information included for your consideration;

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

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.

We look forward to reviewing this project's future EIR and will provide additional comments at

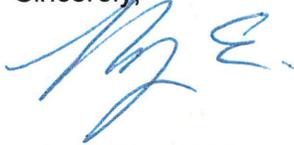
Ms. Sheri Bermejo

June 24, 2019

Page 3 of 3

that time, if warranted. If you have any questions, please contact Reece Allen, the project coordinator, at reece.allen@dot.ca.gov, and refer to GTS # 07-LA-2019-02535

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse