

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

November 6, 2019

NOV 06 2019

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

STATE CLEARINGHOUSE

RE: The Arroyo at Monrovia Station Specific
Plan – Draft Environmental Impact Report
(DEIR)
SCH # 2019050016
GTS # 07-LA-2019-02846
Vic. LA-210/PM: R33.736

Dear Ms. Sheri Bermejo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The proposed project 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 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. Fifteen of the residential units would be dedicated as Very Low-Income affordable units. The City of Monrovia is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The project site is located just off the Interstate 210 (I-210) & South Myrtle Avenue interchange. As stated in the DEIR, the project is also located approximately one block north from the Monrovia Gold Line Metrolink station. As such, the project qualifies as being in a "Transit Priority Area (TPA)" as defined in Section 21099(a)(7) of CEQA, as well as a "High Quality Transit Area" (HQTA), as defined in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) created by the Southern California Association of Governments (SCAG).

In terms of active transportation facilities serving the project, the following are located within one mile from the project according to the DEIR:

- Class II Bike Lane on Evergreen Avenue
- Class III Bike Route on Pomona Avenue
- Class III Bike Route on Duarte Road
- Class III Bike Route on Magnolia Avenue
- Class III Bike Route on California Avenue

There are also sidewalks surrounding the project site on Magnolia Avenue, Pomona Avenue, Primrose Avenue, and Evergreen Avenue.

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. Furthermore, 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, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports infill development that prioritizes nearby transit service, like the proposed specific plan aims to facilitate.

To further reduce the VMT impact of this project, Caltrans supports reducing the amount of vehicle parking provided as much as possible. Research examining the relationship between land-use, parking, and transportation suggests that abundant car parking enables and encourages driving, as well as undermines a project's ability to encourage public transit and active transportation modes. Therefore, Caltrans recommends strategies such as submitting parking variances to reduce parking requirements, unbundling the price of parking and rental units, and offering transit passes to residents to further decrease the proposed parking supply and potential VMT generated.

Please make every attempt to reduce VMT. For additional TDM options that can reduce VMT, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>

Caltrans also supports ensuring that all types of users have access to the transportation system. Therefore, when this project implements its proposed sidewalks improvements around the development's perimeter, please ensure that the improvements are Americans with Disabilities Act (ADA) compliant.

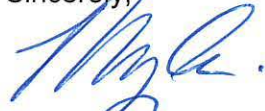
As a reminder, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

Also, 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. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic management plan detailing these delays for Caltrans' review.

Finally, storm water run-off is a sensitive issue for Los Angeles county. Please be mindful that the project needs to be designed to discharge clean run-off water.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS# 07-LA-2019-02846.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse