

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

January 3, 2020

JAN 03 2020

Mr. Mark Hansberger
Hacienda La Puente Unified School District
15959 East Gale Avenue
Industry, CA 91745

STATE CLEARINGHOUSE

RE: Wedgeworth K-8 School and Residential
Development – Draft Environmental Impact
Report (DEIR)
GTS # 07-LA-2019-02949
SCH # 2019071040
Vic. LA-60/PM: 17.673

Dear Mr. Mark Hansberger:

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 Wedgeworth Elementary School serving 600 students in grades K-5 to a new K-8 school serving 1,200 students. The existing elementary school site encompasses 20 acres. The Hacienda La Puente Unified School District would develop a 10-acre portion of the site as a K-8 school and allow development of up to 160 residential units on the remaining 10-acre portion by selling it to a residential developer. The Hacienda La Puente Unified School District (District) is the lead agency under the California Environmental Quality Act (CEQA).

The nearest State facility to the proposed project is State Route 60 (SR-60), which is located adjacent to the project. From reviewing the DEIR, Caltrans does not expect project approval to result in a direct adverse and significant impact to the existing State transportation facilities.

The following information is included for your consideration.

As mentioned in our previous letter responding to the Notice of Preparation for this DEIR, the mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Therefore, 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. We encourage the Lead Agency to evaluate the potential of the Transportation Demand Management (TDM) strategies listed in our previous letter to meet these goals. For additional TDM options that can reduce VMT, please refer to:

- *Quantifying Greenhouse Gas Mitigation Measures* 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>.

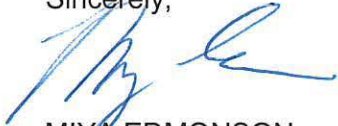
Mr. Mark Hansberger
January 3, 2020
Page 2 of 2

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.

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 regarding these comments, please contact project coordinator Emily Gibson, at Emily.Gibson@dot.ca.gov and refer to GTS# 07-LA-2019-02949.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse