

DEPARTMENT OF TRANSPORTATION
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Governor's Office of Planning & Research

OCT 15 2019

STATE CLEARINGHOUSE

October 8, 2019

Matt Chang
Senior Planner
City of San Gabriel
425 South Mission Drive
San Gabriel, CA 91776

RE: Arroyo Village Residential Condominium
Project
Mitigated Negative Declaration (MND)
SCH# 2019099014
GTS# 07-LA-2019-02812
Vic. LA – 10/ PM 24.59

Dear Mr. Chang:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project proposes the construction of a 41-unit residential condominium development on an approximately 1.16-acre site generally located at 235 South Arroyo Drive. The development would be four stories with one level of underground parking. Project approval would require a Tentative Tract Map, Precise Plan of Design, Setback Variance, Grading and Building Permits, and CEQA Clearance. The project would also require a Design Review and Residential Planned Development Permit from the City of Alhambra.

The nearest State facility to the proposed project Interstate 10 (I-10). After reviewing the Mitigated Negative Declaration (MND), Caltrans has the following comments:

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (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](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

With regards to parking, Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building excessive parking.

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Caltrans encourages the Lead Agency to continue the reduction of vehicle speeds in order to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. Such methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02812.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

Cc: Scott Morgan, State Clearinghouse