

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

October 17, 2019

OCT 17 2019

Ms. Grace S. Lee
City of Diamond Bar
21810 Copley Drive, Second Floor
Diamond Bar, CA 91765

STATE CLEARINGHOUSE

RE: Brea Canyon Business Park (Planning Case
No. PL2017-169) – Mitigated Negative
Declaration (MND)
SCH # 2019099064
GTS # 07-LA-2018-02835
Vic. LA-60/PM: R23.042
LA-57/PM: R3.91

Dear Ms. Grace S. Lee:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed project would subdivide an existing 5.73-acre property to construct and operate a 3-story, 47,828 square-foot general and medical office building, a separate, single-story 8,900 square-foot medical office building, and a 4-story, 61,743 square-foot, 109-room hotel. The City of Diamond Bar is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are the State Route 60 (SR-60) and State Route 57 (SR-57). Specifically, the project is located adjacent to SR-60, where this facility intersects with S Brea Canyon Road in Diamond Bar. The project is also located approximately 3,000 feet from the SR-60 & SR-57 interchange.

In terms of alternative transportation facilities located near the project, pedestrians will be able to use sidewalks on S Brea Canyon Road and Lycoming Street to access the development. According to Metro's Bike Map, there is a Class II bike lane on S Brea Canyon Road south of SR-60 and the project site, as well as a Class II bike lane on Lycoming Street west of the project site. However, neither of these facilities extend past the project's western boundary. Finally, Foothill Transit routes 495, 493, and 482 operate along the project site, and there are several transit stops located within a quarter mile of the project.

After reviewing the MND, Caltrans concurs with its findings. Please ensure that the project's proposed driveway on S Brea Canyon Road will not interfere with the operation of the SR-60 off and on ramps that intersect with S Brea Canyon Road.

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. 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 Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to reduce VMT impacts. Potential strategies for this project include:

- Extending the existing Class II bike lanes on S. Brea Canyon Rd. and Lycoming Street so that they exist along the project site
- Creating new continental crosswalks on all intersections north and south of SR-60 to enhance connectivity to restaurants and businesses
- Providing a pedestrian and cyclist connection between the Farmer Boys restaurant and the project
- Decreasing parking requirements by providing additional bicycle storage and carpool/vanpool preferential parking

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>

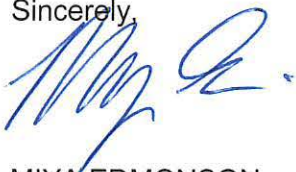
As the City of Diamond Bar is aware, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway 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.

Finally, encroachment permits are required for any project on or near Caltrans right of way. This project is located along Caltrans right of way, and thus, might require such a permit. However, this decision will be subject to additional review by Caltrans' Office of Permits.

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-2018-02835.

Sincerely,



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