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*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

March 25, 2020

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Trayci Nelson
City of Bradbury
600 Winston Avenue
Bradbury, CA 91008

STATE CLEARINGHOUSE

RE: Chadwick Ranch Estates – Notice of
Preparation (NOP)
SCH# 2020020548
GTS# 07-LA-2020-03175
Vic. LA-210 PM R36.151
Vic. LA-605 PM 26

Dear Trayci Nelson,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project involves a specific plan and vesting tentative tract map to address the development of 14 numbered estate residential lots and 14 lettered non-residential lots. The proposed project also includes a site access roadway extending from the intersection of Bliss Canyon Road/Long Canyon Road, an on-site backbone circulation system, requisite infrastructure, as well as a water tank, a booster station, and debris and water quality basins, among others. Easements for a portion of the site access roadway will be required from the Los Angeles County Flood Control District (LACFCD). The 111.8-acre project has been designed in such a manner that more than half of the land area of the site will remain undisturbed. It is the Applicant's intent to ultimately dedicate this area to a conservancy to be named.

The nearest State facilities to the proposed project are SR-210 and I-605. After reviewing the NOP, Caltrans has the following comments:

As required by SB 743, VMT will be the standard transportation metric for land use projects and new Transportation Impact Studies, and these guidelines will be used to analyze and address transportation impacts on the State Transportation System. Caltrans concurs with the decision to use of the California Governor's Office of Planning and Research's (OPR) suggested VMT reduction thresholds and looks forward to the full VMT analysis to confirm that the project will result in a net reduction in per capita VMT.

Currently the project is designed in a way that induces a high number of trips per household due to being exclusively large-lot, single-family residential. The Lead Agency is encouraged 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. To address the significant transportation impacts of a project of this nature, Caltrans supports the prioritization of nearby transit service, like the Metro Gold Line Duarte/City of Hope Station, to offset the daily trip generation that the project will create.

Additionally, 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 you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03175.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse