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Governor's Office of Planning & Research

October 7, 2019

OCT 07 2019

Jason Golding
 City of Duarte
 1600 Huntington Drive
 Duarte, CA 91010

STATE CLEARINGHOUSE

RE: Duarte Station Specific Plan Amendment –
 Subsequent Environmental Impact Report
 (SEIR)
 SCH# 2013041032
 GTS# 07-LA-2019-02787
 Vic. LA-210 PM R35.827

Dear Jason Golding,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project will revise the existing Duarte Station Specific Plan, Master Land Use Plan and allowable development, and includes revisions to the General Plan to provide consistency. Within this total development scenario, the proposed development on parcels 8528-011-025 and 8528-011-906 will include development up to 1,400 dwelling units, reduction of 313, 955 square feet of industrial uses, addition of 100,000 square feet of nonresidential office uses, and addition of 12,500 square feet of retail/restaurant uses. The project will also require a General Plan amendment to revise the anticipated build-out consistent with the Specific Plan amendment.

The nearest State facility to the proposed project is I-210. After reviewing the Notice of Preparation, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that prioritizes nearby transit service, like the proposed specific plan aims to facilitate. However, due to the amount of parking, the Duarte Station Specific Plan is still designed in a way that induces demand for additional vehicle trips. This demand should be addressed with appropriate design and management principles. 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 an excessive amount of parking.

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

To ensure the success of this project's transit-oriented transportation goals, Caltrans recommends the following multimodal improvements:

1. Remove or significantly narrow the empty median along Highland Avenue to add Class 4 protected bike lanes in both directions.
2. The sidewalk along E. Duarte Road currently ends just east of Mountain Avenue. Please plan to continue the sidewalk to maintain pedestrian connectivity.
3. Improve the existing bike lanes along E. Duarte Road to Class 4 to improve safety and prevent illegal vehicle parking.
4. Paint new continental crosswalks at all intersections.
5. Provide adequate bike parking structures and/or "bike hub" with air pump and tools.
6. Shade structures, including trees and transit stop shelters.
7. Adequate lighting and trip predictors at all bus stops.

Any development should keep livability in mind by providing shade trees, native landscaping, bioswales, street furniture, bicycle parking, bus shelters and trash cans. Bus bulb-outs can reduce conflict between bicycles and buses on busy roads. Bus only lanes are encouraged to reduce travel times and make public transit more appealing to discretionary users. Any gated communities should provide pedestrian paths and doors to ensure access to transit, shopping centers, schools and main roads. Whenever possible, a grid pattern with short blocks is recommended to promote walking. Permeable paving materials should be incorporated whenever possible. Signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

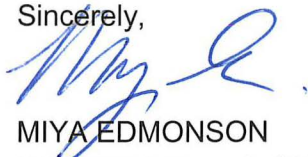
Additionally, Caltrans is replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impacts. By July 1, 2020, VMT will be the standard transportation metric for land use projects and new Traffic Impact Study guidelines will be used to analyze and address

transportation impacts on the State Transportation System. For any future project we encourage the Lead Agency 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. As required by SB 743, Caltrans recommends the Lead Agency develop a verifiable performance-based VMT criteria.

Since there is no physical development being proposed, nor are any new construction, grading, or other physical alterations to the environment being considered at this time, we cannot determine the level of impact that this project will cause to our highways and freeways. However, Lead Agency representatives should consult with Caltrans when future projects have the potential to cause a significant impact to state facilities.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-02787.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse