

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Jan 28 2021

STATE CLEARINGHOUSE

January 28, 2021

Ms. Candice Bowcock
Department of Community Development
City of La Verne
3660 D Street
La Verne, CA 91750

RE: Amherst Residential Development
Vic. LA-210 PM 49.1, LA-66 PM 2.39
SCH # 2020100017
Ref. GTS # LA-2020-03381AL-NOP
GTS # LA-2020-03456AL-DEIR

Dear Ms. Bowcock:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project would involve the development of up to 42 single-family dwelling units, and on-site recreational amenities on a 5.3-acre site.

We would like to remind the City that 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) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

This development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020.

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

Pedestrian and Bicycle Facilities

Sidewalks are provided along each side of Amherst Street, along Williams Street, most of Bradford Street, Pepperdine Court and Stone Circle. Existing bicycle facilities near the project site include a segment of White Avenue south of Fruit Street (Class II), and on Fruit Street from Foothill Boulevard to Baseline Road (Class II), the Marshall Canyon Trail along Wheeler Avenue, and Class I and II bike paths/lanes in neighboring Claremont and Pomona.

Existing Transit Service

Foothill Transit serves La Verne, and the greater San Gabriel and Pomona Valley. Routes 188, 291 and 690 currently operate on Foothill Boulevard with the nearest bus stop located approximately 0.4 mile to the south of the project site. Transit service is reviewed and updated periodically to address ridership, budget and community demand needs. Access to the Metrolink San Bernardino Line is approximately 1.8 miles south of the project site at the Pomona North Metrolink Station.

Project Impact to Public Transit, Bikeways, or Pedestrian Facilities

The project site is served by an existing sidewalk network along the project frontage and nearby roads. The project would retain a sidewalk along its frontage, and develop a park along the Amherst Street frontage for use by project residents. This park would also be open to the public and promote walkability and pedestrian activities in the neighborhood.

The project would not involve off-site changes to the roadway system with the potential to affect existing or planned bicycle facilities.

The project would be developed approximately 0.4 mile (walking distance) from the nearest bus stop on Foothill Boulevard, which would allow for easy access to public transportation for project residents.

The project may result in temporary traffic impacts to Amherst Street during construction, and particularly during the development of access improvements on Amherst Street. A traffic control plan will be prepared and submitted for City review and address temporary closures, detours, and notification of key agencies (emergency providers, etc.). In addition, the proposed haul route for construction equipment and materials delivery is subject to review and approval by the City. With these requirements and City oversight, impacts related to construction would be less than significant. Given these considerations, Caltrans concurs that the proposed project would have less than significant impacts related to public transit, bikeways, or pedestrian facilities.

Other Comments

Caltrans also concurs that the impacts to VMT would remain significant and unavoidable, even with the implementation of feasible mitigation in which many of the mitigation measures may be beyond the scope of the project.

For this project as a reminder, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size construction/operation truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes. In addition, we would like to be informed of any additional impacts to our facilities should they occur during construction phase.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2020-03456AL-DEIR.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse