

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

December 16, 2020

Dec 17 2020

Ms. Jo-Anne Burns
City of West Covina
Development Services Department
1444 West Garvey Avenue South
West Covina, CA 91790

STATE CLEARINGHOUSE

RE: Walnut Grove Residential Project
Vic. LA-10 PM 36.48
SCH # 2020110322
GTS # LA-2020-03429AL-MND

Dear Ms. Burns:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Walnut Grove Residential Project would involve construction of a 158-unit attached and detached residential development on an approximately 9.14-acre site with a density of 16.7 dwelling units per acre. The existing vacant school uses on the site would be demolished to accommodate the Project. The proposed Project would consist of two different types of residences, including: 66 units of detached single-family in a cluster configuration and 92 attached multi-family units.

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 July 2020.

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

This project is located in a Transit Priority Area (TPA) and is therefore exempt from a full VMT analysis stated by the traffic consultant. The project will generate 1,124 daily traffic trips, 82/106 AM/PM peak hour traffic trips. We concluded that a project contribution of 106 peak-hour trips to the adjacent intersections or the State facility is nominal, and the potential for an intersection or State facility impact is unlikely.

For this project, 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 truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

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-2020-03429AL-MND.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse