

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research**April 1, 2021**

April 1, 2021

STATE CLEARINGHOUSE

Mr. Kevin Johnson
Planning Division
Design & Historic Preservation Section
City of Pasadena
175 North Garfield Avenue
Pasadena, CA 91101

RE: Central Park Apartments
Vic. LA-210 PM R25.54
LA-710 PM R32.45
SCH # 2021030197
GTS # LA-2021-03510AL-SCEA

Dear Mr. Johnson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Proposed Project involves the redevelopment of an existing surface parking lot, with the construction of a new 6-story (plus mezzanine), approximately 93,355 gross square-foot mixed-use development, with approximately 11,400 square feet of commercial/retail uses, and 84 apartments, over four levels of subterranean parking.

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), and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance.

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

The Travel Demand Forecasting Model calculation results for the proposed project determined that the project would not cause a significant impact to any of the metrics as outlined in the City's Traffic Transportation Impact Analysis Current Practice and Guidelines. The transportation analysis also concluded that the project would not cause a decrease in the percentage of existing citywide service population within a quarter mile of Level 1 and 2 transit or bike facilities. Furthermore, the analysis also concluded that the project would not decrease the Citywide Pedestrian Accessibility Score.

Additionally, the proposed project lies within 0.25 miles of the Gold Line/Del Mar Metro Station and encourages bike use by providing end-of-trip bicycle storage. Therefore, the project will not conflict with a program plan, ordinance, or policy addressing the circulation system and will encourage the use of alternative modes of transportation.

The CEQA transportation analysis (included as Appendix G) utilized a CEQA threshold of an increase of the existing Citywide VMT per capita of 22.6. The analysis concluded an incremental change (existing plus project) of 16.2, which is below the significant impact cap. There would be a less than significant impact.

The project has been evaluated by the Pasadena Department of Transportation (PasDOT) and its impact on circulation due to the proposed use and its design has been found not to be hazardous to traffic circulation either within the project or in the vicinity of the project. In addition, the project's circulation design meets the City's engineering standards. Therefore, the proposed project would not increase hazards due to a design feature or incompatible use and would have no associated impacts.

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

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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) 269-1124 and refer to GTS # LA-2021-03510AL-MND.

Sincerely,

Anthony Higgins for

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse