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**Governor's Office of Planning & Research**

**July 09 2021**

## **STATE CLEARINGHOUSE**

July 9, 2021

Brad Johnson  
City of Claremont Community Development Department  
207 Harvard Avenue  
Claremont, California 91711  
Attn: Clara Oaks Specific Plan

RE: Clara Oaks Specific Plan – Notice of  
Preparation (NOP)  
SCH# 2021060463  
GTS# 07-LA-2021-03628  
Vic. LA-210 PM 49.49

Dear Brad Johnson,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Under the Specific Plan, the Project applicant proposes to develop 40 individual lots for custom residential homes with lot sizes ranging from 0.22 acres to 2.41 acres. Other proposed Project components include a public trail, parking area/drainage lot and booster pump station, potable water tank site, dedicated open space areas, onsite access roads (and off-site roadway connection to Webb Canyon Road), and associated utility connections and infrastructure. The Specific Plan would allow for development of infrastructure and clustered residential properties within the lower southern portion of the property, while the upper northern portion of the property would include 78.09 acres of dedicated open space. The dedicated open space would contain a new public loop hiking trail system and vehicle parking spaces would be located near the entrance to the Project site.

The nearest State facility to the proposed project is SR 210. After reviewing the NOP, Caltrans has the following comments:

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 Vehicle Miles Travelled (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. Caltrans recommends the following to more effectively address the significant VMT that this project will create as currently proposed:

- 1) Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the project's residents live.
- 2) Reduce the amount of parking whenever possible, as 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 too much parking.
- 3) Improve connections to existing active transportation and transit infrastructure. This can be done with robust signage, wayfinding, safety improvements, and human scale amenities. Additionally, 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.

Please be aware that any work on or adjacent to Caltrans Right-of-Way will require an Encroachment Permit and that 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.

Caltrans looks forward to the forthcoming Draft Environmental Impact Report to confirm that the Project will result in a net reduction in Vehicle Miles Traveled.

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2021-03628.

Sincerely,

*Emily Gibson*

Emily Gibson  
Acting IGR/CEQA Branch Chief  
cc: State Clearinghouse