

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Apr 05 2022

STATE CLEARINGHOUSE

Lisa Flores
Planning & Community Development Administrator
Cit of Arcadia
Planning Division
240 West Huntington Drive
Arcadia, CA 91066-6021

RE: Alexan Mixed-Use Development
SCH # 2021070271
Vic. LA-210/PM R31.90
GTS # LA-2021-03869-DEIR

Dear Lisa Flores:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed Project involves the demolition of some of the existing structures on site, including a 2-story office building, two single-story commercial buildings, and surface parking. An existing 8-story office building and single-story bank drive through would remain in place. The proposed Project proposes to construct a 7-story multi-family residential building containing a total of 319 dwelling units within 2.96 gross acres. On-site amenities would be included within the 7-story residential building. An outdoor plaza would be constructed between the existing 8-story office tower and the proposed building. In addition, an approximate 750 square-foot café would be constructed and renovated within the existing 8-story office building. The Project would include above-ground parking within Levels 1 and 2 of the building and up to 2 subterranean parking levels, with a total of 551 parking spaces. A portion of an off-site alleyway adjacent to the eastern boundary of the Project site would be converted into a pedestrian paseo to facilitate connectivity between the Metro L Line (previously Gold Line) station and downtown amenities.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

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

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments 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. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

For this project, we encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

The VMT per Capita for the project TAZ is 11.78, and the subarea jurisdiction's average is 15.61. Further, the VMT per Worker for the project TAZ is 15.45, and the subarea jurisdiction's average is 19.17. Therefore, the TAZ would be 27.97% and 21.49% below the subarea threshold for VMT per Capita and per Worker, respectively, which would

meet the required baseline screening criteria established in the City's guidelines. As such, the proposed Project can be screened out using this criterium. The screening criterion also identifies projects that would generate less than 110 daily vehicle trips and having a presumption of less than significant. The proposed residential component of the Project would not fall under a local serving land use and would also generate greater than 110 daily vehicle trips; therefore, this component of the Project cannot be screened out from further VMT analysis using this criterium. However, the 750 square-foot proposed café would serve as a local serving land use and can be screened out using this criterium.

Based on SB 743 and the revised CEQA guidelines, the City's Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment, and the San Gabriel Valley Council of Governments (SGVCOG) VMT Assessment tool, the Project would be screened from a project-level VMT analysis. The Project is in a Low VMT generating area within a TPA. Therefore, a project-level VMT analysis is not required and impacts to VMT can be presumed to be less than significant.

To validate this statement, we recommend the City to prepare post-development VMT analysis with all necessary mitigation measures. Mitigation measure should be implemented when the post-development VMT analysis discloses any traffic significant impact.

As a reminder, any 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.

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-2021-03869-MND.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse