

DEPARTMENT OF TRANSPORTATION

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January 26, 2022

Alex Hamilton
Interim Community Development Director
City of San Marino
2200 Huntington Drive
San Marino, CA 91108



RE: San Marino Center Improvement Project
SCH # 2022010094
Vic. LA-110/PM 31.17, LA-210/PM R26.57
GTS # LA-2022-03815-NOP

Dear Alex Hamilton:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project proposes to make significant exterior and interior improvements to the San Marino Center (SMC). The exterior upgrades will change the existing architectural style of the building facade from "Modern Colonial Revival" to a "Spanish Mediterranean" architectural style which is similar to that of the adjacent Crowell Library. Building interior upgrades include but are not limited to: adding offices to accommodate six City Recreation Department staff; optimizing the interior public gathering space; replacing to current standards the heating/air conditioning, plumbing, electrical systems; and replacing the period light fixtures and flooring with modern fixtures and flooring. Other updates include various exterior and interior improvements for compliance with the Americans with Disabilities Act.

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, if needed, 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 project site is planned to accommodate pedestrian and bicycle access via exclusive walkways which connect the site to the public sidewalks. The walkways minimize the extent of pedestrian and bicycle interaction with vehicles at the site and provide a comfortable, convenient, and safe environment which in turn can encourage use of active

transportation modes. The project site is further planned to provide bicycle parking facilities for use by employees and the public.

The proposed project is located adjacent to Huntington Drive, which is currently served by public bus transit service provided by Metro. As noted in *Section 3.2*, the project site is within walking distance from an existing bus stop located along Huntington Drive at West Drive.

The proposed San Marino Center Improvement project meets the criteria to be screened out of VMT analysis as it will serve the local population and is considered a community institution, thereby shortening travel distances and reducing VMT. Thus, the proposed Project can be presumed to result in a less than significant VMT impact based on State guidance because it would reduce VMT by shortening trip lengths, similar to local-serving retail developments and local-serving projects.

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-2022-03815-NOP.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

Miya Edmonson

email: State Clearinghouse