

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

October 12, 2022

Okina Dor, Community Development Director  
City of Artesia  
18747 Clarksdale Avenue  
Artesia, CA 90701



RE: Arkansas St. Specific Plan Project &  
11700 Arkansas St. Project  
SCH # 2022090272  
Vic. LA-91/PM R18.1  
GTS # LA-2022-04069-MND

Dear Okina Dor:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Arkansas Street Specific Plan Project proposed by the City of Artesia encompasses the 4.22-acre area. The Specific Plan Project aims to create a document that provides abilities for the future redevelopment of underutilized parcels. The 11700 Arkansas Street development project, described below, is encompassed within the proposed Arkansas Street Specific Plan. It will consist of 4,544 square feet of commercial space facing Arkansas Street. It will also include fifty-nine (59) townhomes with private garages, drive aisles, sidewalks, guest parking, and common landscaped areas on 2.65-acres. Twenty-two (22) townhomes will include live/work flex space within the dwelling units.

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.

The VMT analysis shows that the project VMT is forecasted to be 11.1 VMT/capita and the Specific Plan VMT is forecasted to be 11.0 VMT/capita. Both are lower than the thresholds discussed in the memo (11.6 VMT/capita or 11.8 VMT/capita). The retail portion of the project screens out of a VMT analysis based on the size of the retail center. Therefore, the project will have a less than significant VMT impact.

We highly recommend the Lead Agency perform a post-development VMT analysis for the VMT validation and monitoring purposes and for future project thresholds in the area. A post-development VMT analysis should include an actual VMT survey and interviews with real drivers. This VMT analysis would produce a more accurate outcome in the area for the Lead Agency. Additional mitigation measures should be implemented when the post-development VMT analysis discloses any traffic significant impact.

The project is near a school zone (John H Niemen Elementary School), it is expected that there will be peak pedestrian activities in the AM and PM peak hours. Potential pedestrian impact at/near the project site should be identified and mitigated.

As a reminder, any transportation of heavy construction equipment and/or materials that requires the 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-2022-04069-MND.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse