

DEPARTMENT OF TRANSPORTATION

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February 16, 2024

Governor's Office of Planning & Research

Feb 16 2024

STATE CLEARINGHOUSE

Fiona Graham
Planning Services Manager
City of Arcadia Planning Division
240 West Huntington Drive
Arcadia, CA 91007

RE: The Huntington Village Specific Plan
Project
SCH # 2024010508
Vic. LA-210/PM R29.78
GTS # LA-2024-04429-NOP-AL

Dear Fiona Graham

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Project proposes a new mixed-use residential and commercial development. The Project would replace the existing General Commercial (C-G) zone with the proposed "Huntington Village Specific Plan", thereby enabling the proposed future development within the Specific Plan area. The vacant office building, strip retail plaza, parking structure, and surface parking would be demolished to accommodate the Project, while the H Mart building would remain. The Specific Plan would allow for the development of up to 263 multi-family units and associated residential amenity space, and up to 5,800 square feet of new commercial uses. The Specific Plan proposes development in two phases. Phase 1 ("Planning Area 1") would include 4.79 acres in the southern portion of the Project site adjacent to Huntington Drive and the H Mart, and Phase 2 ("Planning Area 2") would include 6.74 acres on the northern portion of the Project site encompassing the area currently occupied by the vacant office building and parking structure.

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 developments in the General Plan 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.

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://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared on December 18, 2020. You can review those document at the following link:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

For the City's record, Rosemead Boulevard (was SR-19) was relinquished as SR-164 to the County of Los Angeles on 10/18/2006. Please make this correction for all future environmental document.

This development is near I-210. It is anticipated that I-210 and Rosemead Boulevard Interchange, and I-210 and Michillinda Avenue Interchange will be impacted by the project trips of the development. We recommend to include the following in the traffic impact analysis.

- A) Potential environmental effects of the Project should include the Transportation section with VMT analysis in the Draft Environmental Impact Report.
- B) To address development traffic safety concerns on the State facilities, Caltrans recommends the Lead Agency include queuing analysis with actual signal timing for existing traffic conditions plus project trips at the impacted off-ramps on Freeway 210 on the State facilities. Perform Queuing Analysis at the following off-ramp intersections to make sure that the traffic on the off-ramp does not back up onto the mainline, and for turn lane storage to be adequate and for this traffic not to cause through traffic blockage:
 - a) WB Route 210 off-ramps:
 - 1) To Michillinda Avenue (P.M. R029.763).
 - 2) To Rosemead Boulevard (PM R029.764).
 - b) EB Route 210 off-ramps:
 - 1) To Colorado Boulevard (P.M. R029.554).
 - 2) To Halstead/Rosemead Boulevard (PM R029.312).
- C) Perform a Multi-Modal Conflict Analysis and include Complete Street Access elements such as ADA Curb ramps, Sidewalks, Bike Lanes, High Visibility Crosswalks, APS, if the project generates pedestrians/or bicyclists. Include in the Multi-modal Conflict Analysis the following intersections:
 - a) EB Route 210 on/off-ramps and Colorado Boulevard Intersection.
 - b) EB Route 210 on-ramp and Rosemead Boulevard Intersection.
 - c) WB Route 210 on-ramp from Michillinda Avenue Intersection.
 - d) Segment WB Route 210 on/off-ramps to Michillinda Avenue and Foothill Boulevard Intersection.
 - e) Segment WB Route 210 on/off-ramps to Rosemead Boulevard and Foothill Boulevard Intersection.
- D) For Mitigation Measures the following may be included:
 - a) Transportation Demand Management.
 - b) Transportation System Management.

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Caltrans encourages lead agencies to prepare traffic safety impact analysis for this Specific Plan in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

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-2024-04429-NOP-AL.

Sincerely,

Frances Duong

FRANCES DUONG
Acting LDR/CEQA Branch Chief

email: State Clearinghouse