

DEPARTMENT OF TRANSPORTATION

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December 19, 2024

Edwin Arreola, Senior Planner
Development Services Department
City of Arcadia
240 West Huntington Drive
Arcadia, CA 91007

RE: Arcadia Town Center
SCH # 2024110749
Vic. LA-210/PM R31.92
GTS # LA-2024-04691-MND

Dear Edwin Arreola:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed project entails a mixed-use development comprising 181 residential units, 13,130 square feet (sf) ground-floor commercial uses, 43 bicycle parking stalls, and associated amenities located at the northwest corner of Santa Anita Avenue and Huntington Drive in the City of Arcadia. Additionally, the IS/MND addresses the City's proposed upsizing of approximately 1.3 miles of sewer line to 12-inch diameter along Santa Anita Avenue between Huntington Drive and Camino Real Avenue as part of future capital improvement projects and must be completed prior to issuance of an occupancy permit for the Project. Caltrans has reviewed the Draft IS/MND, with particular focus on Section 3.17 (Transportation), and provides the following comments and recommendations to enhance the project's compliance with CEQA and alignment with state and regional transportation goals.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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, this project 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 encourages city planning that promotes complete streets and pedestrian safety through measures like road diets, recognized for enhancing safety and being cost-effective when combined with street resurfacing. City planning should focus on reducing single-occupancy vehicle trips, improving safety, lowering vehicle miles traveled (VMT), and cutting greenhouse gas emissions.

The project's proximity to the Metro A Line Arcadia Station, located approximately 950 feet northeast, offers a significant opportunity to support transit-oriented development. However, we recommend collaborating with LA Metro to enhance transit accessibility by considering extended bus routes or additional transit amenities near the site. Additionally, integrating accessible, shaded, and well-lit bus stops at key access points along Santa Anita Avenue and Huntington Drive will encourage transit use and reduce vehicle dependency.

The existing pedestrian infrastructure along Huntington Drive and Santa Anita Avenue provides a foundation for walkability, but further enhancements are needed. We recommend the construction of continuous, ADA-compliant sidewalks along all project-adjacent roadways. High-visibility crosswalks and pedestrian signals at key intersections should be included to improve safety and accessibility for all users. Furthermore, connections between the internal pedestrian network and the Metro A Line station should be strengthened, potentially through enhanced wayfinding signage and improved crossings at key locations.

Currently, the IS/MND does not provide information on nearby bike lane connectivity. To support active transportation, we recommend incorporating Class II or Class IV bike lanes along Santa Anita Avenue and Huntington Drive. The project should also include secure bicycle parking, repair stations, and bike-sharing facilities at both residential and commercial access points to encourage cycling as a viable transportation option. These measures will complement the proposed 43 bicycle parking stalls and align with regional goals to reduce VMT.

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The project's location within a Transit Priority Area (TPA) is advantageous, but additional measures are necessary to mitigate VMT impacts. While the IS/MND identifies the project as consistent with regional VMT goals, we recommend that strategies such as subsidized transit passes, enhanced broadband infrastructure to support remote work, and incentivized carpooling/vanpooling programs should also be explored.

As a reminder, any transportation of heavy construction equipment and/or materials which require 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. Truck drivers should cover construction trucks with tarpaulin to avoid debris spillage onto the State Highway. Maintaining clear and continuous emergency access routes during construction is also essential.

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-2024-04691-MND.

Sincerely,



Anthony Higgins
Acting LDR Branch Chief

Cc: State Clearinghouse