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Governor's Office of Planning & Research
MAY 17 2019
STATE CLEARINGHOUSE

May 9, 2019

Fiona Graham
City of Artesia
18747 Clarkdale Avenue
Artesia, CA 90701

RE: Housing Opportunity Overlay (HO-O)
Zone (Implementation of General Plan
Housing Element Policy HE 3.1b) - City
of Artesia
SCH# 2010041003
GTS# 07-LA-2019-02390
Vic. LA-91, 605

Dear Ms. Graham:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Housing Opportunity Overlay Zone (HO-O Zone) will implement the City of Artesia Housing Element Action 3.1 b, as set forth in the in the 2014 Housing Element of the City of Artesia General Plan. The HO-O Zone will permit a minimum residential density of 20 units per acre by right, and will allow residential densities up to 30 units per acre. The present zoning permits residential densities of up to one unit per 1800 square feet, approximately 24 units per acre, but requires a conditional use permit for structures taller than two stories. This overlay ordinance would remove the CUP requirement and permit slightly increased residential density to be constructed without project-level CEQA review. The Supplement establishes particular mitigation measures to be applied to future construction projects as development standards within the HO-O zone.

Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to "provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability."

After reviewing the Supplement Draft Environment Impact Report (SEIR), Caltrans has the following comments:

The nearest State facilities to the proposed project are Interstate 91 and Interstate 605. The proposed projects may be potentially increase cumulative traffic impact on Route 91 ramp junctions and ramp intersections within the study area if the City allows more growth than the proposed City of Artesia Housing Overlay Zone.

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to enhance California's economy and livability"*

Furthermore, to better assess any potential impacts to Caltrans facilities, the following clarifications are needed:

- When performing the Trip Generation Calculations, the ITE Trip Generation Manual was used. Which version of this Manual was used?
- When reviewing the Traffic Analysis, the following discrepancy was found. Please clarify the use of methodology; the change in the use of ITE Code).
 - o The Traffic Impact Analysis (TIA) Trip Generation uses ITE Code 220 (apartments low rise) for weekday peak hour and ITE Code 222 (apartments high rise) for Saturday peak hours. Conversely, Appendix A CalEE Mod Report describes land use as ITE Code 221 (apartments mid rise).

More specifically, in order to further evaluate potential impacts to Interstate 605, please provide an analysis of the potential traffic impacts on the northbound 605 off-ramp and the intersection of the southbound 605 on-ramp and South Street. The proposed project would potentially increase traffic safety concerns at the aforementioned locations. Please include: capacity queuing, weaving/merging, and turning analyses in the Traffic Impact Report for future development projects in this area.

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds in order to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and other signage and striping should be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Formal information from traffic control devices should be reinforced by informal sources of information such as lane widths, landscaping, street furniture, and other road design features.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

Also, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. The project needs to be designed to discharge clean run-off water. The completed project could incorporate green design elements that can capture storm water. Incorporating measures such as permeable pavement, landscaping, and trees to reduce urban water run-off should be considered.

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We look forward to your cooperation and reviewing any proceeding documents related to this project. If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02390.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
Cc: Scott Morgan, State Clearinghouse