

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

April 3, 2023

Joseph Onyebuchi, Associate Planner
City of Burbank
P.O. Box 6459
Burbank, CA, 91502

RE: Soil Vapor Extraction System Upgrade
Project
SCH # 1995061010
Vic. LA-05/PM 29.78
GTS # LA-2025-04757-SNOP

Dear Joseph Onyebuchi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The adopted 1995 EIR did not account for changes in the surrounding environment, including the development of the Burbank Empire Center and new sensitive receptors. It also did not evaluate the specific construction impacts of the proposed dismantling and replacement of the legacy SVE treatment plant. Additionally, the 1995 EIR predated modern CEQA requirements for topics like greenhouse gas emissions and tribal cultural resources and did not consider updated state and regional regulations. Therefore, a Supplemental EIR will be prepared under CEQA Guidelines Section 15163 to address these gaps.

The Proposed Project would consist of four primary elements: 1) dismantling and removal of the existing legacy SVE treatment plant and associated structures; 2) installation of a new SVE treatment system at the north corner of the SVE treatment plant property; 3) installation of 27 additional SVE wells beneath the Burbank Empire Center parking lots within the SVE well field; and 4) installation of an underground piping network to connect the new wells to the proposed SVE treatment system.

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. The SEIR should also include Vehicle Miles Traveled. 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.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance, prepared in February 2024. You can review both documents at the following links:

<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-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development 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.

The project is anticipated to have construction vehicle trips. This may include the use of oversized vehicles. These vehicles may travel at lower speeds than other traffic, and because of their size, intrude into adjacent travel lanes. Caltrans is concerned that this situation may potentially create a safety issue.

To assist in evaluating the safety impacts of this project on State Transportation facilities, a construction traffic study should be prepared to analyze the following information:

1. Construction/truck traffic impacts on I-05 and all significantly impacted streets, crossroads, and controlling intersections, as well as an analysis of existing conditions and construction periods.
2. If truck traffic is expected to cause a queue on the State facility, please forward a truck/traffic construction management plan to Caltrans for review.

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3. Traffic volume counts that include anticipated AM and PM peak-hour volumes.
4. Queuing analysis or construction traffic discussion at Caltrans off-ramps at State impacted facilities before and during construction.
5. A brief construction/operation traffic discussion showing ingress/egress, turning movements, and a directional flow for construction vehicle trips.
6. Discussion of mitigation measures appropriate to alleviate anticipated construction/truck/operation traffic impacts.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the SEIR is completed. If you would like to expedite the review process or receive early feedback from Caltrans, please feel free to send a copy of the SEIR directly to our office.

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-2025-04757-SNOP.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse