

DEPARTMENT OF TRANSPORTATION

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7/14/2020

Governor's Office of Planning & Research

Jul 14 2020**STATE CLEARINGHOUSE**

July 14, 2020

Ms. Sonia Griego, Associate Planner
City of Commerce
2535 Commerce Way
Commerce, CA 90040

RE: 5200 Sheila Street Project
Vic. LA-710/PM 22 to 22.44,
LA-05/PM 11.61 to 12.72
SCH # 2020069023
GTS # LA-2020-03287AL-NOP

Dear Ms. Griego:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project would redevelop the Project Site with a 114,898 square foot logistics building on a 5.6-acre site. The Project would require the demolition of the existing 104,888 square feet office building, 8,065 square feet cafeteria building and surface parking in which the buildings were recently vacant in the end of February 2020.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

This development 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.

As a reminder, Vehicle Miles Traveled (VMT) will be the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. Agencies may opt-in prior to that date.



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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.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in July 2020.

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

Overall, the environmental report should include a Transportation Impact Study (TIS) to ensure all modes are well served 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://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

As the project generating truck traffic, a truck turning movement study needs to be prepared to evaluate any potential safety issues (i.e. encroachment of adjacent lane(s), hitting curbs/ramps, exceeding vertical clearance, etc.).

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2020-03287AL-NOP.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: Scott Morgan, State Clearinghouse