

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Governor's Office of Planning & Research



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June 16 2021

STATE CLEARINGHOUSE

June 15, 2021

City of Azusa
213 E. Foothill Blvd.
Azusa, CA91702
Attn: Mr. Dean Flores

RE: Motor Avenue Industrial Warehouse Project
– Draft Environmental Impact Report (DEIR)
SCH# 2020110167
GTS# 07-LA-2021-03573
Vic. LA-210 PM 37.856

Dear Dean Flores:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would construct a new 97,148 SF, 39'-tall tilt-up concrete warehouse on two adjacent parcels (183,000 SF/4.2 acres). The structure would encompass 3,403 SF of office space and 2,900 SF of covered dock area, incorporating 15 elevated loading docks and one at-grade dock. The project applicant has not specified the warehouse's purpose; however, the most likely use for the warehouse is storage based on the project's layout and parking capacity. 110 parking spaces are distributed around the property, including 5 ADA stalls, 11 vanpool spaces and seven electric-vehicle spaces. Three motorcycle and six bicycle spaces are also proposed.

The nearest State facility to the proposed project is Interstate 210. After reviewing the DEIR, Caltrans has the following comments:

According to the Vehicle Miles Travelled (VMT) study, the Project yields a home-based work VMT of 20.5 per employee. A 15% reduction applied to Baseline VMT establishes the adopted VMT Impact Threshold of 17.4 per employee. Since the projected VMT of 20.5 per employee is greater than the adopted threshold (17.4 VMT per employee), the Project would have a significant impact on the environment.

The VMT Analysis Memorandum tested the following Traffic Demand Management (TDM) Measures:

1. Changes to infrastructure: Measures that would provide pedestrian and bicycle facilities that connect the site to the local street network and other transportation networks.

2. Commute Trip Reduction: Commuter incentives, transit subsidies, parking cashout, commute marketing program, carpool/vanpool incentives.
3. Transit: Providing transit passes to employees

The Memorandum also states that no combination of the tested TDM measures would be sufficient to bring the project's VMT or air pollution impacts below the thresholds required to be considered less-than-significant. Caltrans would still strongly encourage the Lead Agency require these TDM measures be implemented as a condition of the Project's approval. These measures have been shown to be effective in improving multi-modality and safety in neighborhoods where they are implemented. Especially TDM measure 1, Which would "provide pedestrian and bicycle facilities that connect the site to the local street network and other transportation networks".

In addition to those TDM measures, Caltrans recommends the following to further reduce the number of single occupant vehicles traveling to/from the project site and encourage walking, public transit ridership and bicycle travel, which results in corresponding reductions in VMT, air quality emissions and transportation related GHG emissions:

- Reduce the amount of parking whenever possible, as abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation.
- Evaluating the feasibility for shared micro-mobility vendors such as bike and scooter sharing.
- If the project site will be gated, please provide pedestrian access points throughout to promote active transportation and ensure easy access to any transit stops.
- All sidewalks width should be in current standard, with ADA compliant ramps and not obstructed by utility poles or electrical cabinets.
- New crosswalks should be high-visibility continental crosswalks, and wherever possible curb extensions, count-down signal heads, pedestrian refuge islands, and pedestrian scrambles should be implemented.
- Enhancing pedestrian/bicycle connections to the transportation corridor with robust signage, wayfinding, safety improvements, and streetscape amenities.
- Incorporating bicycle infrastructure to improve safety and provide connections from the project site to bus stops along N. Irwindale Ave.

- Including canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.

Finally, any transportation of heavy construction equipment and/or materials which requires 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.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03573.

Sincerely,

Frances Duong

Frances Duong
Acting IGR/CEQA Branch Chief
Cc: State Clearinghouse