

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Jan 14 2021

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STATE CLEARINGHOUSE

Alfonso S. Hernandez
City of Downey
11111 Brookshire Avenue
Downey, CA 90241

RE: 12021 Woodruff Avenue Industrial Building
Project – Mitigated Negative Declaration
(MND)
SCH # 2020120264
GTS # 07-LA-2020-03451
Vic. LA-105/PM: R17.101

Dear Alfonso S. Hernandez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The project includes the demolition of an existing, 74,662-square-foot industrial building and construction of an approximately 44,162-square-foot tilt-up industrial building that would serve as a trucking terminal for distribution and logistics purposes. The industrial building would include approximately 36,142 square feet of warehouse space and 8,020 square feet of office space. On-site activities will include storage of and/or consolidation of manufactured goods before their distribution to commercial establishments or other warehouses. The City of Downey is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located near the following state facilities:

- **Interstate 5 (I-5):** approximately 1.5 miles away from the I-5 and Interstate 605 interchange.
- **Interstate 105 (I-105):** approximately 1 mile from the I-105 and Bellflower Boulevard ramps.
- **Interstate 605 (I-605):** approximately 4,000 feet away from the I-605 and Firestone Boulevard ramps.
- **State Route 19 (SR-19):** approximately 1.6 miles from the I-105 and SR-19 interchange.

From reviewing the MND, Caltrans has the following comments:

- We concur that since the project is located near a High-Quality Transit Corridor, and meets the four criteria below, the office component of the project can be presumed to have a less than significant Vehicle Miles Traveled (VMT) impact. This conclusion is based on the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR), dated December 2018.
 - Has a Floor Area Ratio (FAR) of more than 0.75.
 - Does not include more parking for use by residents, customers, or employees of the project than required by the jurisdiction.
 - Is consistent with the applicable Sustainable Communities Strategy.
 - Does not replace affordable residential units with a smaller number of moderate- or high-

income residential units.

- The above conclusion is also based on Caltrans' updated Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG), dated May 2020 and released on Caltrans' website in July 2020: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>. Caltrans' new TISG is largely based on the 2018 OPR Technical Advisory.
- The updated TISG states, "Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues." Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated December 2020 and found here, for the City's reference: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports the TDM strategies this project has incorporated, such as implementing a TDM plan. For more TDM options to integrate into this project to further reduce VMT, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

Also, 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. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic control plan detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson and Mayra Jimon, the project coordinators, at Emily.Gibson@dot.ca.gov and Mayra.Jimon@dot.ca.gov, and refer to GTS # 07-LA-2020-03451.

Sincerely,



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