

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
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Governor's Office of Planning & Research

December 27, 2021

**Dec 28 2021**

**STATE CLEARINGHOUSE**

Mr. Hector Hernandez  
Project Planner  
City of Pico Rivera  
6615 Passons Boulevard  
Pico Rivera, CA 90660

RE: Beverly Boulevard Warehouse Project  
SCH # 2021120053  
Vic. LA-605/PM R14.409  
GTS # LA-2021-03787-MND

Dear Mr. Hernandez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed project would include construction of a warehousing/distribution building and a print shop facility on the 19.06-acre project site. The new warehousing development would encompass approximately 357,903 square feet of building area, which would include warehouse, distribution, and office facilities and 393 surface parking spaces. The print shop facility would encompass approximately 2,500 square feet of building area and include 29 surface parking spaces. For site access from Beverly Boulevard, a new vehicular/bicycle/pedestrian bridge is proposed to span over the Union Pacific Railroad alignment in a west to east direction. Ancillary facilities would include landscaping, lighting, paving, circulation, and utility improvements.

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. You may reference the Governor's Office of Planning and Research (OPR) for more information:

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

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.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments 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.

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. Overall, the environmental report should ensure all modes are served well 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>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review these resources 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-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

In General, Caltrans encourages lead agencies to prepare traffic safety impact analysis using the above methods for any project in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

The project is estimated to generate a daily total (Production-Attraction, PA) VMT of 4,207. The resulting VMT/Service Population is 19.66 (4,207 VMT / 214 service population). A comparison of the Project VMT/Service Population (19.66 VMT/Service Population) to the Citywide VMT/Service Population (27.21 VMT/Service Population) shows that the Project VMT/Service Population is anticipated to be 72.25 percent of the City VMT/Service Population. Since the project is 15 percent below the Citywide VMT/Service Population threshold, the project is not anticipated to result in a significant transportation impact under SB 743.

The proposed project would require improvements along Beverly Boulevard, which may result in temporary impacts to circulation that could impede emergency access. Inbound vehicular traffic would enter the site from Beverly Boulevard via a new yield protected, eastbound right-turn lane and an existing unprotected, westbound left-turn pocket. The left turn pocket along westbound Beverly Boulevard would be restriped to accommodate 150 feet of queuing as part of the Proposed Improvement #1A.

Caltrans concurs the following Mitigation Measures and Recommended Improvements:

**Mitigation Measures (TR-1)** – Prior to the initiation of construction, the City of Pico Rivera shall ensure that a Traffic Management Plan (TMP) has been prepared for the proposed project and incorporated into the final project plans, specifications, and estimates (PS&E). The TMP shall include measures to minimize the potential safety impact during the short-term construction process, when partial lane closures may be required. It shall include, but not be limited to, measures such as construction signage, pedestrian protection, limitations on timing for lane closures to avoid peak hours, temporary striping plans,

construction vehicle routing plans, and the need for a construction flag person to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

**Proposed Improvement #1A** – In addition to the planned Project features of including an eastbound right turn lane into the site and extending the westbound left turn storage lane, restriping the northbound driveway approach to provide two exiting lanes (one right turn and one left turn) will result in an allowable v/c change between the baseline and Plus Project conditions.

**Proposed Improvement #1B** – The addition of the Other Potential Improvement Option A (sanctuary lane) and/or Other Potential Improvement Option B (left turn restrictions) at the Site Driveway / Beverly Boulevard Intersection (#1) shall be predicated on a post opening traffic study provided by the developer's traffic engineer or a traffic engineer selected by the City to analyze left turn movements in and out of the development and the general operation of the driveway. The study is to include a queuing analysis and gap study. If the study finds that left turn gaps are not adequate, left turn restrictions shall be implemented. A post opening traffic will also be required after construction of the I-605/Beverly Boulevard Interchange improvement project if the development opening day occurs prior to interchange improvement implementation.

**Proposed Improvement #2** – Add "Do Not Block" pavement marking along Beverly Boulevard to ensure exiting Project traffic maintains access to all movements. This improvement shall be provided regardless of the post opening study identified under Improvement #1B.

Caltrans' concurrence is based on a post opening Traffic Study be conducted by the developer's traffic engineer or traffic engineer selected by the City, and the City shall implement further needed improvements based on the updated Traffic Study. We would like the City to consult with Caltrans before the post opening Traffic Study is prepared.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips including project truck trips be limited to off-peak commute periods.

Mr. Hector Hernandez  
December 27, 2021  
Page 5 of 5

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-2021-03787-MND.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

email: State Clearinghouse