

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Mar 29 2022



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STATE CLEARINGHOUSE

March 29, 2022

Shaun Temple
County of Los Angeles, Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

RE: 13106 Valley Boulevard Car
Wash Project – Initial Study
Mitigated Negative Declaration
(MND)
SCH # 2022020574
GTS # 07-LA-2022-03873

Dear Shaun Temple:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced Initial Study/Mitigated Negative Declaration (MND). The proposed project would add a 3,000-square foot car wash on a vacant portion of an existing convenience store and gas station. The project site is 1.2 acres, located near the intersection of Valley Boulevard and South San Angelo Avenue. It would include 12 parking spaces, including one accessible parking space and one future electric vehicle parking space. In addition, the project would construct minor landscaping and aesthetic improvements with planters and car wash signs. A zone change from C-1 (Restricted Business) to C-3-DP (General Commercial – Development Program) is required to allow the proposed car wash on the property by conditional use permit. The County of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located less than 0.5 mile from the Interstate 605 (I-605) ramps at Valley Boulevard. After reviewing the MND, Caltrans has the following comments. This project, in accordance with the Technical Advisory, is presumed to result in a less than significant Vehicle Miles Traveled (VMT) impact and support the goals of SB 743. Per the transportation assessment, local-serving commercial uses, particularly in urban areas, primarily serve preexisting needs and as a result do not generate new trips because there are existing demands. As a result, local serving commercial uses less than 50,000 square feet can be presumed to reduce trip lengths when a new site is proposed and would therefore have a less-than-significant impact. Therefore, the following information is included for your consideration.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. For TDM strategies that the Lead Agency may want to consider integrating 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/wpcontent/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, and/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>

If there are any significant impacts to the State Highway System, the implementation of multimodal mitigation measures and other TDM strategies should be considered to reduce the number of vehicle trips generated by the project. Back up of vehicles should be considered in the transportation impacts on eastbound Valley Boulevard and the I-605 northbound off-ramp. Also, signal synchronization and other Transportation System Management should be considered to improve transportation flow.

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 issues on any State facilities, including I-605, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Finally, any work completed on or near Caltrans' right of way may require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are being addressed. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at Ronnie.Escobar@dot.ca.gov, and refer to GTS # 07-LA-2022-03873.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse