

**DEPARTMENT OF TRANSPORTATION**

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March 29, 2021

Governor's Office of Planning & Research

**Mar 29 2021**

Ms. Brandi Jones  
City of Irwindale  
5050 N. Irwindale Ave.  
Irwindale, CA 91706

**STATE CLEARINGHOUSE**

RE: 5175 Vincent Avenue Project  
Vic. LA-605 PM 23.52-53.98  
LA-210 PM 37.85-39.84  
SCH # 2018121056  
GTS # LA-2019-03502AL-DEIR

Dear Ms. Jones:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project includes development of a concrete tilt-up, high-cube industrial warehouse building of approximately 545,735 square feet (sf) (540,447 sf of ground floor area and 5,000 sf of mezzanine area), associated parking (including 199 standard parking stalls and 181 trailer stalls), and utility and landscaping improvements.

We would like to remind the City that 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. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. 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.

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 On December 18, 2020.

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

### **Transit**

The Project area is served by Foothill Transit and Baldwin Park Transit. Foothill Transit Routes 185/272/492 and the Baldwin Park Teal Line provide transit service along parts of Live Oak Avenue, Baldwin Park Boulevard, Arrow Highway, and Irwindale Avenue. The nearest transit stop is Foothill Transit Route 492 located at the intersection of Vincent Avenue/Arrow Highway approximately 300 feet from the Project Site.

### **Pedestrian and Bicycle Facilities**

Existing pedestrian facilities such as sidewalks in the vicinity of the Project are currently provided on both sides of Vincent Avenue along the Project site frontage. Vincent Avenue along the Project site's frontage would be improved to its ultimate half-section width, including landscaping and parkway improvements, and required by the City of Irwindale. There are no existing bicycle facilities within proximity to the Project site. There are buffered bike lanes/separated bikeways (Class II/IV) recommended along Live Oak Avenue, Arrow Highway, Azusa Canyon Road, and Irwindale Avenue in the Project vicinity.

### **Mitigation Measure VMT-1**

The project employer shall be required to provide general commute benefits to employees, which may include financial subsidies or pre-tax deductions for transit, carpooling, and vanpooling activities. All employees shall be eligible for alternative transportation benefits.

The project-generated home-based work VMT per employee is equal to 17.38 with implementation of the proposed Mitigation Measure VMT-1, which does not exceed the City-established threshold of 15% below the City of Irwindale average, or 19.13 home-

based work VMT per employee; therefore, the proposed project would result in less than significant VMT impact with mitigation.

### **Non-CEQA Impact and Improvements**

Caltrans concurs that the proposed project is forecast to result in no significant traffic impact with the following study intersection improvements for Existing Plus Project traffic conditions:

1. I-605 Freeway NB ramps/Live Oak Avenue-#2
  - Install a traffic signal.
  - Construct an additional right-turn lane at the northbound approach.
  - Construct an additional right-turn lane at the southbound approach.
2. Alameda Avenue/I-210 WB Ramps/1<sup>st</sup> Street-#34
  - Restripe the westbound approach to consist of two left turn lanes, one through lane, and one right turn lane.
  - Modify signalization as necessary to accommodate east-west protected signal phasing, including necessary signal poles, mast arms, and signal heads.

Caltrans welcome any other improvements for other future conditions. For additional comments, you may reference to Caltrans' comment letters dated on March 11, 2020 and January 23, 2019.

For this project, 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 be limited to off-peak commute periods and idle time not to exceed 10 minutes.

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-2019-03502AL-MND.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

email: State Clearinghouse