

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*



May 15, 2023

McKina Alexander, Senior Planner
City of Carson, Planning Division
701 East Carson Street
Carson, CA 90745

RE: SyWest Project
SCH # 2023040605
Vic. LA-405/PM 12.61, LA-110/PM 8.04
GTS # LA-2023-04216-NOP

Dear McKina Alexander:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. Two potential land use scenarios are evaluated for the project site: Retail Shopping Center (Preferred Land Use Scenario), and Commerce Center (Secondary Land Use Scenario). The proposed Retail Shopping Center Project would consist of an approximately 233,000-square-foot retail shopping center anchored by an approximately 153,000-square-foot warehouse-style big box store. The center would also include an approximately 50,000-square-foot mid-size junior anchor, an approximately 15,000-square-foot small anchor, and three restaurant or retail pads ranging from approximately 4,800 to 5,200 square feet. In contrast, the proposed Commerce Center would consist of an approximately 532,390-square-foot industrial warehouse/distribution facility, including logistic use, spread among two buildings.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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 the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, 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. 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://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.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 the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources>

Potential environmental effects of the Project should include the Transportation section with VMT analysis in the Draft Environmental Impact Report. To address all future

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development traffic safety concerns, for the City's consideration, Caltrans recommends the Lead Agency to include queuing analysis with actual signal timing for existing traffic conditions plus project trips at the impacted off-ramps on Freeway 415 and Freeway 110 on the State facilities.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

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-2023-04216AL-NOP.

Sincerely,

A handwritten signature in cursive script that reads "Miya Edmonson".

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse