

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
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March 13, 2024

Governor's Office of Planning & Research

Mar 13 2024

STATE CLEARINGHOUSE

Brandi Jones, Senior Planner
City of Irwindale
5050 N. Irwindale Avenue
Irwindale, CA 91706

RE: Irwindale Brew Yard Specific Plan
SCH # 2024020415
Vic. LA-210/PM R37.87
GTS # LA-2024-04450-NOP-AL

Dear Brandi Jones,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Specific Plan would authorize a maximum of 3 million square feet of new industrial/business park uses within Planning Area 1 (Industrial/Business Park). A maximum of 12,000 square feet of commercial use within Planning Area 2 (Commercial) would also be authorized. In addition to structures, the development will consist of loading docks, truck trailer and automobile parking, vehicular and pedestrian circulation, landscaping, and associated infrastructure improvements. The primary uses are outlined in the Project's Development Regulations.

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 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 developments in the General Plan 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 on December 18, 2020. You can review those documents at the following link:

<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>

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Potential environmental effects of the Project should include the Transportation section with VMT analysis in the Draft Environmental Impact Report. To address this development traffic safety concerns, along with the size of the project and the distance to the State facilities, Caltrans recommends the Lead Agency include queuing analysis with actual signal timing for existing traffic conditions plus project net trips at the impacted off-ramps on Freeway 605 and 210 on the following interchanges.

- a. Irwindale Ave/I- 210 Interchange.
- b. Vernon Ave/I-210 Interchange.
- c. Azusa Ave/I-210 Interchange.
- d. Arrow Hwy/605 Interchange.
- e. Live Oak Ave/605 Interchange.

At the off-ramps, we would like the City to ensure that the project traffic does not spill back onto the mainline. At the intersection of the turning pockets, we would like the City to ensure that the traffic queue does not exceed the storage lengths and through traffic would not be impeded.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this Specific Plan 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-2024-04450-NOP-AL.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse