

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
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*Making Conservation  
a California Way of Life.*

Governor's Office of Planning & Research

March 11, 2020

**MAR 11 2020**

**STATE CLEARINGHOUSE**

Brandi Jones, Senior Planner  
City of Irwindale  
Community Development Department  
5050 North Irwindale Avenue  
Irwindale, CA 91706

RE: 5175 Vincent Avenue Project –  
Notice of Preparation (NOP)  
SCH # 2018121056  
GTS # 07-LA-2019-03156-RA-  
NOP  
LA-210/PM: 37.846 – 39.835  
LA-605/PM: 23.527 – 23.987  
LA-10/PM: 36.31 – 36.678

Dear Brandi Jones:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-mentioned project's Notice of Preparation (NOP). The proposed project includes development of a concrete tilt-up, high-cube industrial warehouse building of approx. 545,735 sf (540,447 sf of ground floor area and 5,000 sf of mezzanine area), associated parking (included 199 standard parking stalls and 181 trailer stalls), and utility and landscaping improvements. The proposed project would connect to existing City infrastructure to provide water, sewer, and storm drainage utilities. Existing storm drain, sewer, water, and gas lines/pipes are currently located along Vincent Ave and Allen Dr. Additionally, storm water facilities (i.e., storm drains and storm drain catch basins) currently exist at the existing industrial park area adjacent north of the site.

Under Senate Bill 743 (2013), CEQA review of transportation impacts of a proposed development are adapting to eliminate consideration of delay-and capacity-based metrics such as level of service (LOS) and are instead focusing analysis on another metric of impact "Vehicle Miles Traveled (VMT). Therefore, we are moving towards replacing LOS with VMT when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. Caltrans recommends the project to consider the use of

Brandi Jones  
March 11, 2020  
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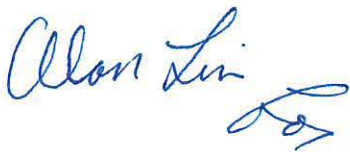
methods such as, but not limited to, the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Additionally, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping can be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Per Caltrans' phone conversation with the City of Irwindale's Traffic Engineer, on March 11<sup>th</sup>, 2020, City will take recommendations referencing Caltrans' previous comment letter, dated January 23, 2019 to prepare the traffic study analysis.

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at [reece.allen@dot.ca.gov](mailto:reece.allen@dot.ca.gov) and refer to GTS# 07-LA-2019-03156-RA-NOP

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse

Attachment

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January 23, 2019

Brandi Jones  
Senior Planner  
Community Development Department  
City of Irwindale  
5050 North Irwindale Avenue  
Irwindale, CA 91706

RE: 5175 Vincent Avenue Project – Mitigated  
Negative Declaration  
GTS # 07-LA-2019-02131  
SCH# 2018121056  
Vic. LA-210/PM 37.846 - 39.835  
LA 605/PM 23.527 - 23.987  
LA-10/PM 36.31 - 36.678

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 (540,447 square feet of ground floor area and 5,000 square feet of mezzanine area), associated parking (included 199 standard parking stalls and 181 trailer stalls), and utility and landscaping improvements. The proposed project would connect to existing City infrastructure to provide water, sewer, and storm drainage utilities. Existing storm drain, sewer, water, and gas lines/pipes are currently located along Vincent Ave and Allen Drive. Additionally, storm water facilities (i.e., storm drains and storm drain catch basins) currently exist at the existing industrial park area adjacent north of the site.

Under Senate Bill 743 (2013), CEQA review of transportation impacts of a proposed development are adapting to eliminate consideration of delay-and capacity-based metrics such as level of service (LOS) and are instead focusing analysis on another metric of impact "Vehicle Miles Traveled (VMT). Therefore, we are moving towards replacing LOS with VMT when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. Caltrans recommends the project to consider the use of methods such as, but not limited to, the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Additionally, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping can be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Caltrans has reviewed the Mitigated Negative Declaration and Initial Study (MND/IS) and has the following comments:

- On page 53 of the Revised Traffic Impact Analysis (TIA) dated December 12, 2018, the project references the "...Freeway agreement executed in October 2013 and updated December 2015 between LADOT and California Department of Transportation - District 7...". This agreement does not apply to the City of Irwindale because the agreement is between Caltrans and LADOT. In addition, this agreement has also expired. Please consult with Caltrans if the City has any traffic analysis methodology and significant threshold proposal for State facilities in the future.
- On Figure 14 of the Traffic Impact Analysis, "Project Evening Peak Hour Intersection Turning Movement Volumes", projected volumes do not add up correctly for Intersections 12 and 11. Intersection 12 anticipates 56 trips northbound, but these trips cannot be found at Intersection 11, please justify this calculation. Similarly, Figure 13, location 11 has 8 missing northbound trips between Intersection 12 and 11.
- On Figure 13 of the Traffic Impact Analysis, "Project Morning Peak Hour Intersection Turning Movement Volumes", Intersection 12 (Interstate 210 Eastbound offramp onto Irwindale Ave.) is anticipated to have 64 trips utilizing the off-ramp, however, Figure 14 ("Project Evening Peak Hour Intersection Turning Movement Volumes") anticipates zero returning trips at Intersection 11 on-ramp (Interstate 210 Westbound onramp onto Irwindale Ave). Please justify this conclusion.
- Please include queuing analysis and the impact to, the Interstate 210 Westbound ramp onto Azusa Avenue in the TIA. Figure 13 of the Traffic Impact Analysis, "Project Morning Peak Hour Intersection Turning Movement Volumes", indicates Intersection 30 would experience 59 Southbound Morning Peak Trips. Caltrans assumes these trips are from the westbound on Interstate 210 because there is 30% truck assignment and 15% car assignment per Figure 11 & 12. Analysis of the Intersection between Azusa Avenue and the Interstate 210 Westbound Ramps is needed to assess the impact to this facility.
- Please include queuing analysis for the Interstate 210 on/off ramps associated with Vernon Avenue in the TIA. Based on Caltrans experience and observations, many drivers may use the Interstate 210 offramp on to Vernon Ave. for quick access to the project site instead of Irwindale Ave.

Ms. Jones  
January 23, 2019  
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- Caltrans has concurred the traffic mitigation and Project Fair Share Contribution on Table 12. Per phone conversation between both agencies on Friday, 1/18/19, the City will condition the project approval on Caltrans' request of the above queuing analysis and potential traffic mitigation measures, if any.
- For this project, an off-ramp queuing analysis should utilize the Highway Capacity Manual (HCM) queuing analysis methodology. The project consultant may use a 95 percentile to obtain queue length. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor such as 85% (Caltrans recommendation) or any other justified methods. Caltrans recommend that any queuing attributable to the project beyond 85% (for example) of this total length be considered a significant impact. The analyzed result may need to be calibrated with actual signal timing when necessary. Caltrans also requests that the City determine whether the existing, existing plus project, and existing plus project plus cumulative traffic impacts are expected to cause long queues on off-ramps. We have attached a queuing analysis template for your reference.

As a reminder, 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. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at [reece.allen@dot.ca.gov](mailto:reece.allen@dot.ca.gov) and refer to GTS# 07-LA-2019-02131

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

Attachment

Cc: City of Azusa, State Clearinghouse