Outlook

Heart of Norwalk Specific Plan – Final PEIR (SCH #2024040140)

From Lin, Alan S@DOT <alan.lin@dot.ca.gov>

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To LCI State Clearinghouse <State.Clearinghouse@lci.ca.gov>; crojas@norwalkca.gov <crojas@norwalkca.gov>; Alexander Hamilton <AHamilton@norwalkca.gov>

Cc Edmonson, Miya R@DOT <miya.edmonson@dot.ca.gov>

Dear All,

Caltrans appreciates the City's work in preparing the Final PEIR for the Heart of Norwalk Specific Plan. While the document provides regional model comparisons indicating minimal increases (2–6%) in daily volumes at freeway interchanges, it does not disclose projected off-ramp queue lengths or intersection operations under full Specific Plan buildout conditions (2051).

Because the plan area is directly served by the I-5, I-105, and I-605 corridors, off-ramp queuing and potential spillback onto the State Highway System (SHS) remain key safety concerns. Under CEQA and State traffic safety standards, potential spillback conditions should be evaluated even when regional VMT impacts are found to be less than significant.

Caltrans previously requested that a multi-modal conflict and safety analysis be included, as noted in Caltrans' NOP comment letter dated May 3, 2024, and DPEIR comment letter dated August 4, 2025. After reviewing the Final PEIR, Caltrans respectfully requests that the City address the following items before certification:

1. **Trip Generation and Assignment**
   Disclose the ITE-based trip generation rates, total daily and peak-hour trips, and the percentage and directional assignment of those trips to the I-5, I-105, and I-605 off-ramps. This transparency will allow Caltrans to verify assumptions and confirm the Specific Plan's cumulative effect on the State Highway System.
2. **Buildout Queuing Analysis**
   Provide a queuing analysis for all freeway ramp terminals at existing and full buildout (2051). Evaluate queue lengths against available storage and identify any spillback or safety concerns. Caltrans recommends that this analysis incorporate existing signal timing at the following intersections providing access to the SHS:
   • I-5 at Imperial Highway interchange
   • I-5 at Rosecrans Avenue interchange
   • I-5 at San Antonio Drive interchange
   • I-105 at Studebaker Road interchange
   • I-605 at Firestone Boulevard interchange
   • I-605 at Imperial Highway interchange
   • I-605 at Rosecrans Avenue interchange
3. **Impact Identification and Mitigation**
   Identify any off-ramp or ramp-terminal locations expected to exceed acceptable storage levels.

Where significant traffic impacts are found, propose mitigation measures such as signal timing optimization, lane modifications, or TSM measures, and determine the Specific Plan's fair-share contribution toward those mitigation measures.

Caltrans recommends a coordination meeting between City staff, Iteris, and Caltrans District 7 traffic engineers prior to certification to resolve the above issues. Caltrans' intent is to support the City in achieving a complete, transparent, and legally defensible environmental record.

Sincerely,

Alan Lin, P.E.
Transportation Engineer, Civil
LDR, Division of Planning
State of California
Department of Transportation
Mail Station 16
100 South Main Street
Los Angeles, CA 90012
213-269-1124 Mobile