

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

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a California Way of Life*

November 13, 2025

Mr. Manuel Munoz
Community Development Director
Community Development Department
City of La Mirada
13700 La Mirada Boulevard
La Mirada, CA 90638

RE: Industrial-Commercial General Plan
Amendment (GPA) 2025-1 and Zoning
Map Amendment (ZMA) 58
SCH # 2025100906
Vic. LA-5/PM 0.0, ORA-5/PM 44.303
GTS # LA-2025-04934-ND

Dear Mr. Manuel Munoz:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The City is proposing to prepare and process a Programmatic Negative Declaration (PND) for an Industrial-Commercial General Plan Amendment and Zone Change ("Zone Ordinance Map Amendment") for 10 parcels on two separate sites totaling 36.9 acres that would rezone properties from commercial to industrial on one site and change industrial to commercial on the other site.

This action would result in approximately 20.4 acres being changed from manufacturing to commercial and 16.5 acres being changed from commercial to manufacturing. The City of Buena Park is adjacent to the southern portion of the project site on the east and south. Therefore, future developments should be also reviewed by Caltrans District 12 for comments on the CEQA process.

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.

From Caltrans' perspective, the proposed land use and zoning changes would not generate additional VMT or introduce new transportation safety concerns. The project represents administrative reclassification with no physical development or circulation system changes. Any future site-specific projects would be subject to separate VMT and traffic safety evaluations under CEQA.

For future developments of both sides, we have the following comments:

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.

If the project is expected to generate pedestrian and/or bicycle activity, a multi-modal conflict analysis should be performed. This analysis should evaluate potential conflicts between various transportation modes, including biking, walking, bus, and transit, to ensure safe and efficient integration of all users within the project area.

The project should incorporate Complete Streets elements to enhance accessibility and safety for all users. These improvements should include ADA-compliant curb ramps, continuous sidewalks, dedicated bike lanes, high-visibility crosswalks, Accessible Pedestrian Signals (APS), and Leading Pedestrian Intervals (LPI) where applicable.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance, prepared in February 2024. 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/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf>

Caltrans encourages lead agencies to prepare traffic safety impact analysis (off-ramp/turn-lane at the nearby highway intersections) for both future developments 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.

Caltrans encourages the Lead Agency to evaluate the potential implementation of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to help manage the transportation network more effectively. In addition, Caltrans recommends exploring opportunities for improved transit service, as well as enhanced bicycle and pedestrian connectivity.

TDM strategies may include, but are not limited to, measures such as increasing transit accessibility, reducing single-occupancy vehicle trips through rideshare programs, providing shared mobility facilities (e.g., bicycles, vehicles), enhancing pedestrian and bicycle infrastructure, and encouraging the use of alternative transportation modes. Transportation System Management (TSM) improvements should also be considered to optimize traffic flow and make better use of the existing transportation infrastructure.

Additionally, a Transportation Impact Study should assess construction-related impacts on freeways and local intersections. Appropriate signage should indicate construction traffic access or single-lane conditions during truck movements, as needed. Temporary traffic control measures, such as flaggers, should be implemented to maintain safe conditions in construction zones.

Because the project area lies adjacent to the Los Angeles/Orange County boundary and near the I-5 corridor, Caltrans recommends coordination with both District 7 and District 12 to ensure consistency in traffic operations, access management, and any future development review affecting the state highway system.

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-2025-04934-ND.

Sincerely,

A handwritten signature in black ink that reads "Miya Edmonson". The script is cursive and fluid.

Miya Edmonson
LDR/CEQA Branch Chief

Cc: State Clearinghouse