

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
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Co/Rt/Pm: CC/580/4.63

Hector Lopez, Senior Planner
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804

Re: 731 West Cutting Boulevard Warehouse Project Mitigated Negative Declaration (MND)

Dear Hector Lopez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 731 West Cutting Boulevard Warehouse Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the December 2021 IS/MND.

Project Understanding

The project proposes the construction of a light industrial warehouse that includes associated office uses. All existing structures on the site would be demolished, with the exception of two existing driveways. The proposed warehouse use totals 144,808 square feet, first-floor office space of 4,750 square feet, and an office mezzanine of 4,245 square feet, for a total building area of 153,803 square feet. The proposed warehouse would have 24 loading docks, 140 auto parking stalls, and 36 trailer parking stalls for truck trailers. The project is located on the southeastern corner of the Interstate (I)-580/Canal Boulevard interchange in Richmond.

Highway Operations

Please note the following comments pertaining to Appendix F: Traffic Impact Analysis:

1. Introduction:

- On page 4, Scope of Study, the Existing Plus Project Conditions scenario was introduced but it was not included in the analysis. The Cumulative Plus Project

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Conditions scenario was not introduced, but it was included in the analysis. Please clarify which scenarios were intended to be evaluated for the proposed project.

2. Existing Conditions:

- On page 17, Existing Intersection Traffic Operations, Figure 6: Existing Traffic Volumes, is missing the I-580 eastbound off-ramp volumes.

3. Local Transportation Analysis:

- Page 20, Trip Distribution and Assignment subsection, Figure 7: Trip Distribution and Assignment:
 - Per the trip distribution assumptions on Figure 7, 20% of the project trips will come from the west via the Canal Boulevard interchange and 25% will come from the east via the Cutting Boulevard interchange. However, based on the existing traffic volume data and travel patterns, please explain why more project trips would not be distributed to the Canal Boulevard interchange;
 - Please clarify what percentage of the project trips were allocated to each driveway; and
 - Per Figure 7, there are 110 inbound and 26 outbound trips during the AM peak hour and 69 inbound and 115 outbound trips for the PM peak hour. Please clarify if the analysis for the Plus Project scenarios incorporated the correct project trips.
- Pages 32-33, Project Driveway Operations subsection:
 - The total number of vehicles that would access the project driveways does not match the AM and PM peak hour trips from Table 4. Please explain how these values were calculated; and
 - Please clarify what is the maximum queue exiting the driveways during both peak hours under the Cumulative Plus Project Conditions scenario. Please clarify what is the 95th percentile queue for Intersection 1 under Cumulative Plus Project Conditions. Please clarify if SimTraffic queuing reports are available.

Hydraulics

Please note the following pertaining to the Hydrology/Water Quality section of the MND:

- Section 2.10c (iv):
 - The project is proposing a warehouse that has a substantially larger footprint than the existing structures on the property. This will change the flow pattern of flood waters through the property and creates an increase in displacement of water than existing conditions. The base floodplain is caused by drainage mains being unable to contain the 1% annual chance storm. If the bioretention areas and storm drainage system are planned to mitigate for this impact, they will need to be sized for the 1% annual chance storm.
- Section 2.10d:
 - The report mentions using the community warning system to inform people on the property to evacuate. There is no discussion about how any possible pollutants present on-site will be protected from being released.

Construction-Related Impacts

Potential impacts to Caltrans' Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Utilities

Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Lead Agency

As the Lead Agency, the City of Richmond is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto the State ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the State ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse