

Feb 27 2024

STATE CLEARINGHOUSE

Letter Number	Comment Number	Commenter	Comment	Response
6	1	Frances Duong, Caltrans District 7	<p>Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The Project proposes to demolish the existing five buildings totaling approximately 433,000 square feet (SF) and construction of an approximately 535,685-square-foot industrial concrete tilt-up building for warehouse/logistics uses. The Project would include 683 auto parking spaces, 255 trailer and/or container parking spaces and 109 dock loading doors. Regional access is provided via the following freeways: the Santa Ana Freeway (Interstate 5 [I-5]), the San Gabriel Freeway (I-605), the Century Freeway (I-105), and the Long Beach Freeway (I-710). Primary vehicular access to the Project site is provided by Stewart and Gray Road and Hall Road. The proposed facility would operate 24 hours a day, seven days a week.</p> <p>After reviewing the DEIR, Caltrans has the following comments:</p>	<p>The commenter has provided an introduction to their comments and a summary of the project description. No environmental issues related to the analysis presented in the DEIR are raised, and therefore no further response is necessary.</p>
6	2	Frances Duong, Caltrans District 7	<p>With 535,685 square feet of new warehouse use, 683 car parking spaces, 109 loading dock doors, and stalls for 255 trailer stalls, the Prologis Stewart and Gray Road Warehouse Project will induce demand for a consequential number of additional vehicle trips and vehicle miles traveled (VMT). Caltrans recommends the following:</p> <ul style="list-style-type: none"> <li>• Reducing the amount of parking whenever possible. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation.</li> <li>• Invest in alternative modes of freight movement, such as rail, which is not only more efficient but also more easily converted to carbon neutral energy sources in the future.</li> <li>• Due to the increased volume of truck trips, a substantial contribution should be made to a city fund that will build safer infrastructure for people walking, riding bikes, and taking transit throughout the city. The most effective methods to reduce pedestrian and bicyclist exposure to cars and trucks is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.</li> </ul> <p>Following construction, a study needs to be conducted to confirm that the proposed mitigation measures are sufficiently offsetting the Project generated VMT. If not, new and/or additional mitigation measures need to be implemented.</p>	<p>The commenter has provided recommendations to reduce the VMT associated with the proposed Project. Some of the recommendations, such as investment in alternative modes of freight movement including rail, are beyond the scope of the proposed Project. Measures the Project has taken to reduce VMT are described in Section 4.11, Transportation, of the EIR. These include Project design features such as increasing job density, as well as the Transportation Demand Management Plan described in Mitigation Measure TR-1. The Transportation Demand Management Plan would include both physical measures and programmatic measures to reduce the total VMT associated with the Project below a level of significance.</p>
6	3	Frances Duong, Caltrans District 7	<p>Additionally, an encroachment permit will be required for any project work proposed near Caltrans Right of Way and all environmental concerns must be adequately addressed. Please note that any modifications to the State facilities will be subject to additional review by the Office of Permits prior to issuance of the permit.</p>	<p>The Project would occur outside of the Caltrans right-of-way and would not result in direct impacts to facilities, infrastructure, or resources within the Caltrans right-of-way. No modifications to State facilities are proposed. Therefore, an encroachment permit is not required.</p>
6	4	Frances Duong, Caltrans District 7	<p>Finally, construction of the proposed project would involve deliveries of materials, components, and supplies to the various sites, and will involve oversized trucks. As a result, prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by City staff to reduce any impacts to less than significant levels. The CTMP needs to specify the duration of construction period and provide construction analysis on significant impacts due to increase in construction truck traffic on highways not designated as truck routes. It should also specify any work that would affect the freeways and its facilities, and that Caltrans has the jurisdiction for review and approval. Transportation of heavy construction equipment and/or materials, which requires the use of oversized transport vehicles on State highways, will require a transportation permit from Caltrans.</p>	<p>A Construction Traffic Management Plan will be prepared for the Project and submitted to City staff for review and approval prior to the issuance of building and grading permits for construction. A reference to the Construction Traffic Management Plan has been added to Section 2.8, Necessary Approvals, of the EIR; please see Section 3: Clarifications and Revisions of the Final EIR for additional information. In addition, the project shall incorporate a condition of approval requiring the applicant to submit such information prior to receiving building and grading permits.</p>

