

DEPARTMENT OF TRANSPORTATION

District 7 – Office of Regional Planning
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*Making Conservation
a California Way of Life.*

May 9, 2022

Ignacio Rincon
2535 Commerce Way
Commerce, CA 90040

RE: 7400 Slauson Ave. Project – Notice
of Preparation of an Environmental
Impact Report (NOP)
SCH # 2022040177
GTS # 07-LA-2022-03909
Vic. LA-5/PM: 10.159

Dear Ignacio Rincon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The Project Applicant proposes to construct and operate a 292,029 square foot (sf) speculative warehouse/distribution facility and office building on an approximately 12.95-acre site located at 7400 Slauson Avenue in the City of Commerce, California. Under existing conditions, the Project site is currently developed with 249,579 sf of existing structures, associated onsite landscaping and parking. Existing structures, operated by Gehr Industries, include one primary 233,260 sf warehouse building and five ancillary structures which range from 694 sf to 6,750 sf. The existing development would be demolished prior to construction of the warehouse/distribution facility and office building. The City of Commerce is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project site encompasses approximately 12.95 gross acres and is located south of Slauson Avenue, east of Greenwood Avenue. Regional access is provided via Interstate 5 (I-5) and Interstate 710 (I-710). The NOP finds that Transportation impacts may be potentially significant. The Project has the potential to result in an increase and redistribution of vehicle trips that could conflict with applicable plans, ordinances, and policies. A transportation analysis will be prepared to address the Project's consistency with circulation-related programs, plans, and policies. The Project has the potential to increase vehicle trips and resulting Vehicle Miles Traveled (VMT). A VMT analysis will be prepared to determine whether the Project would result in a significant increase in VMT. In addition, an access study will be prepared to evaluate truck turning movements and automobile access. The study will evaluate the safe movement of trucks and automobiles to ensure that the Project design would not result in any potentially hazardous transportation conditions. These areas will be evaluated further in the Environmental Impact Report (EIR). Caltrans would request the study to provide trip generation, trip distribution and trip assignment estimates to the State facilities on/off-ramps and any arising inadequate weaving or queue spillback on to State facilities. We look forward to reviewing these analyses.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For TDM strategies, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

Caltrans also encourages Lead Agencies to promote alternative transportation. This will increase accessibility and decrease Greenhouse Gas Emissions, which supports Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment. For additional strategies that will promote equity and environmental preservation, please refer to the 2010 Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

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. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, including I-5 and I-710, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Finally, any work completed on or near Caltrans' right of way may require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are addressed. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at Ronnie.Escobar@dot.ca.gov, and refer to GTS # 07-LA-2022-03909.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse