

California Department of Transportation

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December 11, 2023

Mr. Ryan Agbayani
Associate Planner
City of Orange
300 E. Chapman Ave.
Orange, CA. 92866

Governor's Office of Planning & Research

December 12 2023

STATE CLEARINGHOUSE

File: LDR/CEQA
SCH:2023110503
12-ORA-2023-02433
SR-55; PM: 14.715
SR-57; PM: 12.326

Dear Mr. Agbayani,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the Collins Logistic Project. The Project proposes to demolish the existing structures on the 6.0-acre site and to construct an approximately 128,953 SF warehouse building measuring a maximum of 45 feet in height with a FAR of 0.49. The building would be composed of approximately 119,953 SF of warehouse space, 4,500 of ground floor office, and 4,500 SF of mezzanine office space. Approximately 10 percent of the warehouse would be utilized for cold storage. The Project would include a parking lot, ornamental landscaping, and associated infrastructure.

The Project site is located at 500 West Collins Avenue in the western portion of the City of Orange, south of West Collins Avenue. Regional access to the Project site is provided by State Route 57 (SR-57) located approximately 1.6 miles west, and State Route 55 (SR-55) located approximately 1.9 miles east. Local access to the site is provided via West Collins Avenue, a primary arterial.

State Routes 55 and 57 are owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

1. On PDF page 103, "No bike lanes exist on the sections of West Collins Avenue or West Nicholas Avenue within the Project vicinity and the Project would not include any changes to the existing bicycle facilities."
 - o There are several planned and existing bikeways surrounding the project area. Please consider adding dedicated bicycle infrastructure on Collins Avenue in the form of bike lanes or other traffic calming measures to facilitate regional access to these existing and planned connections. For example, the Class II bike lanes on North Cambridge Street run perpendicular to the Collins Avenue corridor; to the east, SART provides north/south connections to the entire county; and to the north, a planned bike lane on West Taft Avenue connects to SART and other planned bike routes.

- Please consider this active transportation landscape as this project moves forward, especially as the project will generate increased truck trips which increase level of traffic stress for bicyclists and pedestrians. (Source for existing/planned regional infrastructure: <https://www.octa.net/getting-around/active/oc-bike/bikeways-planning/overview/>)
2. The Anaheim Regional Intermodal Transportation Center is located about 1.5 miles from the project site; this is less than a 10-minute bike ride for most users. Please consider reducing VMT for workers at the site by good first/last mile connectivity to this transit link to the greatest extent possible.
 3. The project document notes the addition of bike lockers in the project site.
 - For additional guidance on providing functional bike parking, see the attached "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).
 4. The project is anticipated to generate an increased amount of truck traffic as well as employee commuter traffic. Any potential adverse traffic impacts to freeway facilities including on and off ramps in the vicinity should be studied, determined and mitigated.
 5. Please Consider encouraging or incentivizing the use of transit among both construction workers of the proposed development and future employees. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
 6. Please consider providing adequate wayfinding signage to nearby transit stops within the proposed project. Connectivity of first and last mile mobility options and transit services help integrate a complete multimodal transportation network.
 7. Please consider providing electric charging stations for trucks. Electric charging infrastructure provides trucks or transport refrigeration units access to power without running their engines, thus reducing greenhouse and heat emissions. In addition, the project would be preparing for the inevitable shift to alternative energy-fueled vehicles, per the governor's executive order N-79-20, which phases out sales of gas-powered trucks by 2035.
 8. Coordination with short haul railroad operators to transport between distribution centers and warehouses, or ports and railyards can assist in creative solutions and efficiencies that can reduce air and/or noise pollution or parking/congestion concerns.

9. Please provide clearly marked delivery areas so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse operations (such as forklifts).
10. Operations involving truck staging will need adequate truck parking onsite for pick-ups/drop offs. Internal site circulation may impact adjacent road operations. Please ensure that the project does not worsen truck parking shortages in the region.
11. Please consider well-lit, on-site truck parking facilities for drivers such as restrooms, lighting, trash facilities, drinking water, showers, and food or vending machines.
12. Incident Response Plans can keep critical entrances open for emergency personnel. Plans should also include alternative local roads and highways, so roadways do not become congested during an emergency.
13. Please consider leveraging strategic investments to maintain and modernize a multimodal freight transportation system with innovative approaches, including advanced technology to optimize integrated network efficiency, improve travel time reliability, and achieve sustainable congestion reduction.

Caltrans' mission is to provide a safe, sustainable, equitable, integrated, and efficient transportation system to enhance California's economy and livability. Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Julie Lugaro at Julie.lugaro@dot.ca.gov.

Sincerely,



Scott Shelley
Branch Chief,
LDR-Climate Change-Transit Planning
Caltrans, District 12