

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

January 13, 2025

Jimmy Wong
City of Santa Fe Springs
11710 E. Telegraph Rd.
Santa Fe Springs, CA 90670

RE: NWC Telegraph and SFS: Draft EIR
GTS # 07-LA-2024-04697
SCH # 2024050495
Vic. LA 72 PM 4.26
LA 605 PM R20.643

Dear Jimmy Wong:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Project proposes to subdivide the approximately 26.77-acre parcel into two parcels. The applicant for the proposed Project requests approval from the City of Santa Fe Springs to demolish the existing building on site, abandon the existing onsite oil wells, and construct two new warehouse buildings with parking, landscaping, and access improvements. The proposed Building 1 would be approximately 298,373 square feet (SF) with a FAR of 0.51. The proposed Building 2 would be approximately 286,305 SF with a FAR of 0.49. Additional improvements include parking, loading docks, decorative landscaping, associated onsite infrastructure, and construction of a cul-de-sac driveway. The City of Santa Fe Springs is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facilities are SR-72 and I-605. After reviewing the project's documents, Caltrans has the following comments:

VMT

The Project is subject to the City of Santa Fe Springs Guidelines which aim to reach the 2024 baseline of 18.3 total VMT. The Project is estimated to result in a total of 44.9% above the threshold. As such, the Project would result in a significant impact by conflicting with CEQA Guidelines Section 15064.3(b), and mitigation is required.

Mitigation Measures:

The Project would implement Transportation Demand Management (TDM) strategies to encourage employees carpooling, taking transit, and biking to work. The following mitigation measures has been identified by the Lead Agency to reduce the significant impact of the Project:

- Implement Commute Trip Reduction Marketing
- Provide Ridesharing Program
- Implement Subsidized or Discounted Transit Program
- Provide End-of-Trip Bicycle Facilities
- Provide Employer-Sponsored Vanpool
- Mandatory trip reduction requirements

With the implementation of the Commute Trip Reduction Program, the Project VMT would be reduced to 21.1% above the 2024 baseline threshold. This would still result in a significant impact. However, Caltrans does not concur that this impact is unavoidable, as VMT per capita could be lowered further by prioritizing transit-oriented development and creating safe and accessible multi-modal transportation circulation improvements.

Complete Streets

In addition to the Project's mitigation measures, Caltrans encourages the Lead Agency to incorporate further multi-modal infrastructure to support further pedestrian and transit mobility. This infrastructure should include ADA-compliant design, adequate sidewalks, high visibility crosswalks, class IV bike lanes, reducing vehicle parking, and implementing bike parking to best create a fully accessible Complete Street. Caltrans recommends the following multimodal improvements:

- Improve the facilities on Santa Fe Springs Road. Caltrans recommends that the Class II facility be restriped, potentially widening and/or providing a striped buffer for the Class II bike lanes or upgrading the lanes to a Class IV separated bikeway, and high visibility green paint be used at conflict points (driveways and intersections).
- Include visual indicators such as pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.
- Reducing the amount of car parking whenever possible. Research shows that abundant car parking enables and encourages driving, ultimately undermining a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit

and reduce vehicle miles traveled, we recommend the implementation of further TDM strategies as an alternative to building an unnecessary amount of parking.

Please be reminded any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Additionally, Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours. A permit will also be required for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic may impact State facilities, a detailed traffic control plan should be submitted to Caltrans for review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2024-04697.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

cc: State Clearinghouse