

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning  
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Governor's Office of Planning & Research

**MAR 09 2020**

**STATE CLEARINGHOUSE**

March 9, 2020

Jivar Afshar  
City of Los Angeles  
221 N. Figueroa Street, Suite 1350  
Los Angeles, CA 90012

RE: Prologis Vermont and Redondo Project –  
Notice of Preparation (NOP)  
GTS # 07-LA-2020-03155  
SCH # 2017121007  
Vic. LA-110/PM: 11.272

Dear Jivar Afshar:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced NOP. The Prologis Vermont and Redondo Project involves the construction, use and maintenance of a one-story (with a 25,000 square-foot mezzanine), 53-foot tall, 340,298 square-foot warehouse/manufacturing/high-cube warehouse/distribution center with a total of 219 automobile parking spaces and 32 bicycle parking spaces. The project also includes 36 high dock truck loading positions and parking for up to 71 trailers. Currently the project site is vacant. The City of Los Angeles is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 0.13 miles west of Interstate 110 (I-110) at W Redondo Beach Boulevard, 1.5 miles away from the I-110 and State Route 91 (SR-91) interchange, 2.5 miles away from Interstate 405 (I-405) at Vermont Avenue, and 2.5 miles away from Interstate 105 (I-105) at Vermont Avenue.

In December 2017, Caltrans sent a letter (see attachment) about the Mitigated Negative Declaration (MND) that was originally prepared for this project to the City of Los Angeles. At that time the project was referred to as the South Bay Distribution Center.

In July 2019, the City of Los Angeles adopted a Vehicle Miles Traveled (VMT) metric for transportation analysis in accordance with Senate Bill 743. Caltrans commends the City for its early adoption of the metric that assists the State in meeting its greenhouse gas emissions and air quality targets.

Also since December 2017, the scope of the project has changed. The original project scope was for a 54-foot tall, 466,402 square foot center with a total of 246 automobile parking spaces and 24 bicycle parking spaces. The new project scope is a 53-foot tall, 340,298 square foot center with a total of 219 automobile parking spaces and 32 bicycle parking spaces. The new project scope also includes 36 high dock truck loading positions, and up to 71 parking stalls for truck trailers. In sum, the project scope has experienced decreases in height, square footage, and automobile spaces, an increase in bicycle parking spaces, and the addition of 36 high dock truck loading positions and up to 71 parking stalls for truck trailers.

In addition, the City of Los Angeles has determined that a Draft Environmental Impact Report (DEIR) is required for the proposed project. Caltrans looks forward to receiving the draft EIR for review and to

provide further comments, if warranted.

From reviewing the NOP, Caltrans requests queueing analyses at the following locations:

- I-110 southbound off-ramp at Redondo Beach Boulevard
- I-110 northbound off-ramp at Redondo Beach Boulevard
- Eastbound Redondo Beach Boulevard left-turn lane to the I-110 on-ramp

Caltrans would like to review these analyses to ensure that the project's additional trucking facilities do not cause queues at these ramps, which could then lead to traffic conflicts.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports the Transportation Demand Management (TDM) strategies that this project has incorporated, such as providing bicycle parking and enhancing all unimproved sidewalk areas adjacent to the project site. Additional TDM strategies that the City of Los Angeles may want to consider integrating into this project include:

- Decrease the amount of vehicle parking provided to be no more than required, which would be 176 stalls for this project, according to its site plan. This could be accomplished by offering additional bicycle parking.
- Provide bicycle facilities along W. Redondo Beach Boulevard to connect the bike lanes on S. Figueroa Street and Vermont Avenue.
- Ensure all driveways are safe for pedestrians to cross by setting them back from the sidewalk to increase pedestrian visibility.
- Examine the crosswalk at W. Redondo Beach Boulevard and the I-110 ramps, and consider whether it needs to be restriped in order to increase its visibility as well as pedestrian safety.
- Confirm that sidewalk improvements will meet current ADA standards.

Please make every attempt to reduce VMT.

Finally, as stated when an MND was prepared for this project, 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 delays on any State facilities, please submit a construction traffic management plan detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to 07-LA-2020-03155.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse

**DEPARTMENT OF TRANSPORTATION**

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December 22, 2017

Mr. Oliver Netburn  
City of Los Angeles  
200 N. Spring Street, Room 763  
Los Angeles, Ca 90012

RE: South Bay Distribution Center  
SCH#2017121007  
GTS#07-LA-2017-01258ME-MND

Dear Mr. Netburn:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes the construction, use and maintenance of a new, one story, 54 foot, 466,402 square-foot warehouse center. 246 automobile parking spaces and 24 bicycle spaces will also be included.

After reviewing the Mitigated Negative Declaration, Caltrans has the following comments:

- Based on review of the Mitigated Negative Declaration, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. A queuing analysis for the I-110 SB off-Ramps at Redondo Beach Boulevard and I-110 NB off-ramp at Redondo Beach Boulevard were performed, the queuing lengths do not exceed the existing storage capacity of these ramps. Intersections are projected to operate within acceptable levels of service during peak hours and no significant traffic impacts are forecast.
- Any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods in order to minimize traffic congestion and provide maximum safety to the pedestrians and vehicular traffic on the streets and freeways.

If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2017-01258ME

Sincerely,

  
MIYA EDMONSON  
IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse