

California Department of Transportation

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May 18, 2026

Robert Garcia, Planning Manager
City of Torrance Community Development Department
3031 Torrance Boulevard
Torrance, CA 90503

RE: Prologis Del Amo and Prairie Center Project
SCH # 2025040130
Vic. LA-107/PM 2.996, LA-405/PM 16.575,
LA-213/PM 9.059
GTS # LA-2025-05053-DEIR

Dear Robert Garcia:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The proposed Project would develop a 403,033 sf speculative, Class A warehouse building, including 15,000 sf of office on 31.3 acres of vacant land. The Project would be located at the northeast intersection of Del Amo Boulevard and Prairie Avenue/Madrona Avenue. The proposed building would include 56 dock doors on the northeastern portion of the building. On an additional 7.79 acres within roads adjacent to the Project site, road improvements would be made. The Project would allow for industrial uses, including warehousing, distribution, high-cube fulfillment, and up to 10% high-cube cold storage.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. As a reminder, all environmental document should include Vehicle Miles Traveled. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<https://opr.ca.gov/ceqa/#guidelines-updates>

For the Vehicle Miles Traveled (VMT) assessment, socio-economic data, specifically employment figures, were adjusted in the relevant traffic analysis zone within the SCAG model to reflect the Project's proposed land use and the anticipated workforce of 255 employees. The model calculated total VMT for Los Angeles County under both "with" and "without Project" scenarios for current conditions and projected 2040 conditions.

Results from the SCAG model, as presented in Table 4.8-4, indicate a reduction in total VMT for Los Angeles County attributable to the Project.

It is noted that the Project's introduction of a new employment land use in a largely vacant area of Torrance is projected to improve the regional balance between trip origins and destinations, potentially reducing average trip lengths for employees. However, Caltrans emphasizes that the VMT reduction indicated by the model has not been empirically validated. Therefore, the determination of a less than significant VMT impact should be considered preliminary and subject to confirmation through post-development analysis.

Caltrans suggests the City conduct a post-development Vehicle Miles Traveled (VMT) analysis to validate the Project's VMT results and inform future thresholds. If significant transportation impacts are found, implement additional feasible mitigation measures as needed.

This post-development analysis may include surveys and/or interviews of project occupants to collect empirical travel behavior data. Such data may include, but is not limited to, trip origins and destinations, time of travel, mode choice, and factors influencing mode selection. The collection of this information would support: (1) validation of existing VMT thresholds; (2) refinement of future VMT thresholds; and (3) identification of appropriate Transportation Demand Management (TDM) strategies to avoid, minimize, or mitigate potential impacts.

Caltrans welcomes the opportunity to coordinate with the City during the post-development monitoring phase to support these efforts.

Please be advised that if the Project results in an increase of two or more vehicle lengths in the ramp queue that extends into the freeway mainline, Caltrans requires a review of the affected off-ramp locations for potential traffic safety impacts. Accordingly, we recommend conducting a queuing analysis using actual signal timing to identify and disclose any possible traffic conflicts at the off-ramp locations along Freeway 405.

For operational traffic impact purposes, the City may consider preparing a non-CEQA traffic study to assess potential impacts at the intersections of SR-107/Del Amo Blvd. and SR-213/Del Amo Blvd., as the Project is anticipated to generate approximately 318/439 AM/PM peak hour trips and 2,424 daily trips.

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

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Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips should be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2025-05053-DEIR.

Sincerely,

Anthony Higgins
Anthony Higgins
Acting LDR Branch Chief

email: State Clearinghouse