

**DEPARTMENT OF TRANSPORTATION**

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a California Way of Life*

March 20, 2025

Natalie Niemeyer  
City of Torrance  
Planning Division  
Community Development Department  
3031 Torrance Boulevard  
Torrance, CA 90503

RE: 2555 W. 190st St. Industrial Warehouse  
Project  
SCH # 2021020220  
Vic. LA-405/PM 15.46  
GTS # LA-2021-04752-MND

Dear Natalie Niemeyer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed Project consists of the construction of one industrial warehouse building totaling 262, 970 square feet (sq ft.) on a 13.59-acre site. Of the total building square footage, the Project would allocate 78,891 sf. for warehousing, 157,782 sq ft. for manufacturing, and 26,297 sq ft for office uses. The proposed building would be constructed to a maximum of 44.5 feet in height and designed in a contemporary architectural style to be visually compatible with adjacent buildings and uses. The building is designed with 45 dock doors on the north-facing side of the building.

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. You may reference the Governor's Office of Planning and Research (OPR) for more information:

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

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this project should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans encourages city planning that promotes complete streets and pedestrian safety through measures like road diets, recognized for enhancing safety and being cost-effective when combined with street resurfacing. City planning should focus on reducing single-occupancy vehicle trips, improving safety, lowering vehicle miles traveled (VMT), and cutting greenhouse gas emissions.

Pedestrian circulation will be provided via existing public sidewalks along W. 190th Street and Crenshaw Place within the vicinity of the Project frontage. The existing sidewalk system within the Project vicinity provides direct connectivity to the surrounding commercial properties and major thoroughfares. Public transit bus service in the Project's vicinity is provided by Torrance Transit and Gardena Transit. Torrance Transit operates Lines 5, 6, and 10 within the Project's vicinity. Gardena Transit operates Line 2 within the Project's vicinity. Multiple existing bus stops, which currently serve and will continue to serve the Project site, are located within walking distance along W. 190th Street at the intersections of Crenshaw Boulevard, Honeywell, Van Ness Avenue, and Western Avenue. The Project would support transit uses by increasing the number of employees in the area that may access the site by public transit. There are no existing bike lanes located along the roadways adjacent to the Project site.

The Los Angeles County Opening Year 2024 VMT per employee is 17.26 VMT per employee, with a threshold of 14.67 VMT per employee. The Project's Opening Year VMT per employee is 38.28% below the county threshold, calculated as  $((14.67 - 9.05 \text{ Opening Year 2024 Average VMT/Employee}) / 14.67)$ . As a result, the project is not expected to result in a significant impact on Project-generated VMT.

The traffic analysis indicates that the proposed project is not expected to surpass the level of service thresholds at any of the State-controlled study intersections. Additionally, the existing queue lengths on the off-ramps of I-405 are sufficient to accommodate the project-generated traffic. As such, no improvements are deemed necessary at this time based on the traffic data received.

As a reminder, any transportation of heavy construction equipment and/or materials which require use of oversized transport vehicles on State highways will need a Caltrans transportation permit. We recommend large-size truck trips be limited to off-peak

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commute periods. Truck drivers should cover construction trucks with tarpaulin to avoid debris spillage onto the State Highway.

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-2021-04752-MND.

Sincerely,

*Miya Edmonson*

MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse