

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

January 19, 2024

Governor's Office of Planning & Research

**Jan 19 2024**

**STATE CLEARINGHOUSE**

Alfonso Hernandez, Principal Planner  
City of Downey, Planning Division  
1111 Brookshire Avenue  
Downey, CA 90241

RE: Prologis Stewart and Gray Road  
Warehouse Project – Draft  
Environmental Impact Report (DEIR)  
SCH #2022030738  
GTS #07-LA-2022-04401  
Vic. LA 605 PM 08.425  
LA 105 PM 16.637  
LA 5 PM 08.269

Dear Alfonso Hernandez,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The Project proposes to demolish the existing five buildings totaling approximately 433,000 square feet (SF) and construction of an approximately 535,685-square-foot industrial concrete tilt-up building for warehouse/logistics uses. The Project would include 683 auto parking spaces, 255 trailer and/or container parking spaces and 109 dock loading doors. Regional access is provided via the following freeways: the Santa Ana Freeway (Interstate 5 [I-5]), the San Gabriel Freeway (I-605), the Century Freeway (I-105), and the Long Beach Freeway (I-710). Primary vehicular access to the Project site is provided by Stewart and Gray Road and Hall Road. The proposed facility would operate 24 hours a day, seven days a week.

After reviewing the DEIR, Caltrans has the following comments:

With 535,685 square feet of new warehouse use, 683 car parking spaces, 109 loading dock doors, and stalls for 255 trailer stalls, the Prologis Stewart and Gray Road Warehouse Project will induce demand for a consequential number of additional vehicle trips and vehicle miles traveled (VMT). Caltrans recommends the following:

*"Provide a safe and reliable transportation network that serves all people and respects the environment"*

- Reducing the amount of parking whenever possible. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation.
- Invest in alternative modes of freight movement, such as rail, which is not only more efficient but also more easily converted to carbon neutral energy sources in the future.
- Due to the increased volume of truck trips, a substantial contribution should be made to a city fund that will build safer infrastructure for people walking, riding bikes, and taking transit throughout the city. The most effective methods to reduce pedestrian and bicyclist exposure to cars and trucks is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.

Following construction, a study needs to be conducted to confirm that the proposed mitigation measures are sufficiently offsetting the Project generated VMT. If not, new and/or additional mitigation measures need to be implemented.

Additionally, an encroachment permit will be required for any project work proposed near Caltrans Right of Way and all environmental concerns must be adequately addressed. Please note that any modifications to the State facilities will be subject to additional review by the Office of Permits prior to issuance of the permit.

Finally, construction of the proposed project would involve deliveries of materials, components, and supplies to the various sites, and will involve oversized trucks. As a result, prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by City staff to reduce any impacts to less than significant levels. The CTMP needs to specify the duration of construction period and provide construction analysis on significant impacts due to increase in construction truck traffic on highways not designated as truck routes. It should also specify any work that would affect the freeways and its facilities, and that Caltrans has the jurisdiction for review and approval. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans.

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If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS #07-LA-2022-04401.

Sincerely,

*Frances Duong*

Frances Duong  
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse