

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

March 10, 2026

Alvie Betancourt
Planning Director
Department of Community & Economic Development
6615 Passons Boulevard
Pico Rivera, CA 90660

RE: Washington Boulevard TOD Specific Plan
Project
SCH # 1995061010
Vic. LA-05/PM 8.22, LA-605/PM R12.05
GTS # LA-2023-04729-DEIR

Dear Alvie Betancourt:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Specific Plan encompasses approximately 350 acres with the primary goal of promoting future revitalization and reuse of the Washington/Rosemead Boulevard area to compliment the future Gold Line extension through the City of Pico Rivera. The City seeks to establish this Specific Plan to create a compact multi-modal, mixed-use, and sustainable environment that is a focal point for community activity. The Specific Plan would establish a vibrant, interconnected community-oriented environment that reinforces and compliments reuse, revitalization, and community health.

The Specific Plan will be used as a policy and regulatory guide for subsequent Project-specific reviews and approvals when Project-level proposals within the Specific Plan area are submitted to the City. The Specific Plan assumes a maximum buildout of 2,336 new residential units and approximately 5,889,747.60 square feet of new non-residential (commercial, retail, office, public facilities, etc.) uses.

TDM

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

Transit

The Project should provide transit connectivity between the Specific Plan and the adjacent transit network. This project will be planned around the future Rosemead transit station. The project should provide pedestrian and bicycle connectivity to this future transit station. In addition, the project should not conflict with City and other local plans, ordinances, or policies as it relates to transit facilities that would result in a significant impact.

Pedestrian

The Project should construct sidewalks within the Specific Plan and along its border to ensure there are no gaps in the pedestrian network. New sidewalks should connect and conform to existing sidewalks and crosswalks adjacent the site to allow residents, employees, and patrons access to nearby transit facilities, as well as residential and commercial uses surrounding the project site. In addition, the project should not conflict with City and other local plans, ordinances, or policies as it relates to pedestrian facilities that would result in a significant impact.

Bicycle

The Project should provide bicycle connectivity within the Specific Plan and along its border to ensure there are no gaps in the bicycle network. New bicycle facilities should connect and conform to existing bicycle facilities adjacent the site to allow residents, employees, and patrons access to nearby transit facilities, as well as residential and commercial uses surrounding the project site. In addition, the project should not conflict with City and other local plans, ordinances, or policies as it relates to bicycle facilities that would result in a significant impact.

VMT

The Project is to be located within a half mile of the future Eastside Transit Corridor Phase 2 Project. Since the Project is planned to be a transit-oriented development that is centered around the future Rosemead Transit Station along the Eastside Transit Corridor, this Project satisfies the TPA screening criteria. In addition, the Project will have a FAR of 0.75 or greater, will be consistent with the SCS, provide less than or equal to the required City parking, and does not replace affordable housing. Therefore, Caltrans concurs that the proposed Project will meet the VMT screening criteria and have a less than significant impact.

NOP Letter

Caltrans previously recommended that the Lead Agency conduct an analysis at nearby on- and off-ramps, for both I-5 and I-605, to ensure that no safety conflicts are being created by the addition of project trips. This analysis can determine if ramp storage capacity is being exceeded and whether this could result in a safety concern. We are following up on the status of this recommendation and request any updates on the analysis and findings.

Alvie Betancourt

March 10, 2025

Page 3 of 3

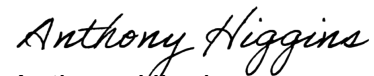
Others

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.

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

Please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2023-04729-DEIR.

Sincerely,



Anthony Higgins
Acting LDR Branch Chief

Cc: State Clearinghouse