

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
PHONE (213) 269-1124  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life*

Governor's Office of Planning & Research

**May 25 2021**

**STATE CLEARINGHOUSE**

May 25, 2021

Ms. Sheri Bermejo, Planning Division Manager  
City of Monrovia  
Planning Division  
415 South Ivy Avenue  
Monrovia, CA 91016

RE: Chick-fil-A and Starbucks Huntington  
Drive & 210 Project  
Vic. LA-210 PM 32.81  
SCH # 2021040773  
GTS # LA-2021-03571AL-MND

Dear Ms. Sheri:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project involves constructing two new drive-thru facilities, a Chick-fil-A restaurant and Starbucks café. The Chick-fil-A restaurant would be a 4,562-square foot (gross area), one-story building with outdoor dining space and the Starbucks café would be a 2,200-square foot (gross area), one-story building with outdoor dining space.

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 been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance, prepared on December 18, 2020.

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

Overall, the project does not meet the criteria to be screened out of VMT analysis based on the location within a TPA or based on location within a low VMT area. However, the project does satisfy the criteria for a local-serving retail project of less than 50,000 square feet. As such, the project is assumed to have less than significant environmental impacts related to VMT without additional study.

We noted that the City of Monrovia has adopted a Traffic Impact Fee (TIF) of \$2,095 per net new afternoon peak hour trip. The project is forecast to generate 131 net new PM peak hour trips; therefore, is expected that the project will be required to pay a fee in the amount of \$274,445.00. The following two capacity-enhancing intersection improvements are identified among the traffic improvements which are to be financed via the City's TIF:

- Fifth Avenue/Huntington Drive – “Add a third eastbound through lane that starts approximately 150 feet west of the intersection. This lane would then continue until it meets the existing right-turn lane at the I-210 eastbound on-ramp.”
- Monterey Avenue/Huntington Drive – “Convert the westbound right-turn lane into a shared through/right lane that continues until it meets the existing right-turn lane at the I-210 westbound on-ramp. Add a third eastbound through lane that starts approximately 150 feet west of the intersection that continues until it meets the existing right-turn lane at the intersection of Huntington Drive & Highway Esplanade.”

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

Ms. Sheri Bermejo, Planning Division Manager

May 25, 2021

Page 3 of 3

Pursuant to the direction provided in the “Interim LD-IGR Safety Review Practitioners Guidance”, an analysis of the project’s effect on off-ramp queuing determined that the proposed project is not expected to cause or contribute towards vehicle queuing which extends back into the I-210 Freeway mainline travel lanes resulting in unsafe speed differentials between adjacent lanes.

For this project, 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. It is recommended that large size truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

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-2021-03571AL-MND.

Sincerely,

*Frances Duong*

FRANCES DUONG  
Acting IGR/CEQA Branch Chief

email: State Clearinghouse