

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

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*Making Conservation  
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February 10, 2022

Ian McAleese, Senior Planner  
City of South El Monte  
1415 N. Santa Anita Ave  
South El Monte, CA 91733



RE: Starlite Residential Development  
SCH # 2022010219  
Vic. LA-164/PM 4.51  
GTS # LA-2022-03826-MND

Dear Ian McAleese:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed Starlite Residential Development project would result in the redevelopment of the 12.3-acre former Starlite Drive-in Theater site for residential uses with 207 dwelling units (169 single-family homes and 38 multifamily homes). An additional entry would be created off Chico Avenue at the eastern portion of the site. The proposed project would also include 9,000 square feet of recreational facilities (pool, pool deck, and recreation 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:

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

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 supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

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. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared on December 18, 2020. You can review these resources as a reference at the following links for all future projects:

<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>.

When a potential safety impact is identified, Caltrans encourages lead agencies to prepare traffic safety impact analysis at the State facilities for this development in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

On February 8, 2022, Caltrans received updated Starlite Development Traffic Impact Analysis prepared on November 29, 2022 from the City. We have the following comments after our review.

The Project is not located in a Transit Priority Area and would have a project generated VMT rate of 12.67 home-based VMT per capita. When compared to the City VMT baseline value of 15.75 home-based VMT per capita and the 15 percent below baseline significance value of 13.39, the proposed Project is presumed to have a less than significant impact.

The existing Control Type of the intersection of Rosemead Blvd (SR-163)/Project Driveway (#3) is uncontrolled. This needs to be corrected and the updated HCM analysis needs to be reprocessed in order to produce an accurate report.

Currently, there is a proposed Project (EA 32080: Upgrade ADA Ramps & Accessibility; LA-164; PM 4.0/609) by Caltrans, that will be installing a Traffic Signal at the Rosemead Blvd/Fern Street and Rosemead Blvd/Klingerman Street intersections. This project is scheduled to be in construction in the Spring of 2023. We recommend this improvement to be considered in the updated HCM analysis.

On page 20 of the Traffic Impact Analysis, Table 6 indicated 1,874 daily trips, on page 52, "The proposed project is forecast to generate.....937 new daily trips". The daily trips need to be consistent. In addition, Table 5 is missing in the report as it is skipped from table 4 to Table 6.

Caltrans concurs that the current right-in, right-out configuration would adequately accommodate project site traffic. However, if changes (a break in the median) will be made at the Rosemead Blvd/Project Driveway intersection (#3), an Intersection Control Evaluation (ICE) needs to be prepared for Two-Way-Stop-Controlled or Signalized scenario. Be aware that currently there may not be enough storage for Rosemead Blvd. southbound left-turn pocket to the project site. The City and developer need to determine on the final design of the Project Driveway as any left-turn movements at Intersection #3 would cause safety impact on SR-163.

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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.

As a reminder, any transportation of heavy construction equipment and/or materials which requires 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.

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-2022-03826AL-MND.

Sincerely,

*Miya Edmonson*

MIYA EDMONSON  
IGR/CEQA Branch Chief

email: State Clearinghouse