

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

November 5, 2024

Gerardo Marquez  
City of South El Monte  
1415 Santa Anita Avenue  
South El Monte, CA 91733

RE: 2222 Rosemead Boulevard Warehouse  
Development  
SCH # 2024100046  
Vic. LA-164/PM 4.236  
GTS # LA-2024-04641-MND

Dear Gerardo Marquez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project would result in the construction of an approximately 156,877-square-foot (sf) concrete tilt-up warehouse with 13 dock doors. Of the 156,877 sf, the Project would have 113,703 sf of warehouse space, 7,879 sf of retail use, 20,305 sf of accessory warehouse office use, and 14,990 sf of warehouse storage. The proposed warehouse would be at a maximum height of 48 feet 10 inches and have a site coverage of approximately 55 percent with a Floor-Area Ratio of 0.7. Access to the site would be from two driveways on Rosemead Boulevard.

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.

The project site is served by LA Metro Routes 266 and 287, with bus stops on both sides of Rosemead Boulevard, approximately 400 feet north of the site. Further transit access is available via the El Monte Station/San Bernardino Freeway Busway at 3501 Santa Anita Avenue, providing connections to Metrolink, regional transit, carpools, and vanpools. Sidewalks along Rosemead Boulevard will remain intact, preserving pedestrian access. There are no bicycle facilities adjacent to the project site. The project site will include bike racks to accommodate cyclists. Given the industrial nature of the proposed use, the project's VMT per worker (16.4) exceeds the city threshold of 15.83, necessitating MM TRANS-1, a Commute Trip Reduction Marketing/Education Program, to mitigate VMT impacts to a level of 15.80 VMT per worker, meeting the established criteria for significance.

**MM TRANS-1** is a mitigation requirement that, before the first occupancy permit is issued, the Applicant submits a Transportation Demand Management (TDM) program to the City of South El Monte Public Works Department to reduce Vehicle Miles Traveled (VMT) and vehicle trips associated with the project. The program, implemented upon occupancy, includes a Commute Trip Reduction (CTR) strategy, which offers incentives and infrastructure to encourage alternative transportation methods like carpooling, transit, and biking, along with services such as ridesharing support, discounted transit, and guaranteed rides home for employees.

Given the project's VMT of 15.8, which is very close to the city threshold of 15.83, a post-development VMT analysis is recommended to confirm project impacts and aid in future VMT threshold adjustments. If the analysis indicates any significant traffic impacts, additional mitigation measures should be implemented. The analysis, potentially including surveys of project occupants, could capture data such as trip origins, timing, transportation modes, and mode selection reasons. This data would be valuable for validating existing thresholds, setting future VMT benchmarks, and identifying effective Transportation Demand Management (TDM) measures for future applications.

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A sight distance analysis was performed, confirming that both the desired and minimum stopping sight distances will be met, assuming no landscape obstructions. To maintain these sightlines in accordance with the Highway Design Manual and California MUTCD standards, it is recommended that on-street parking be prohibited on both sides of the project driveways along Rosemead Boulevard (Route 164). This prohibition should extend six feet from the curb return to ensure adequate visibility for vehicles entering and exiting the driveways.

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. A project (EA 39410) along Rosemead Boulevard (Route 164) is set to install a traffic signal at the intersection of Klingerman Street. It is essential to update the traffic impact assessment to incorporate this improvement when submitting the encroachment permit application.

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 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-2024-04641-MND.

Sincerely,



Anthony Higgins  
Acting LDR Branch Chief

email: State Clearinghouse