

DEPARTMENT OF TRANSPORTATION

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05/27/2020

Governor's Office of Planning & Research

May 27, 2020

MAY 28 2020

Jason P. Clarke
 City of Bellflower
 16600 Civic Center Drive
 Bellflower, CA 90706

STATE CLEARINGHOUSE

RE: Downtown Bellflower Transit Oriented
 Development Mixed Use Project – Mitigated
 Negative Declaration (MND)
 SCH # 2020050144
 GTS # 07-LA-2020-03253
 Vic. LA-91/PM: R15.627

Dear Jason P. Clarke:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed project is composed of two parcels totaling 1.56 acres that are located at the south west corner of Bellflower Boulevard and Mayne Street in the City of Bellflower. Development activities on Parcel A include the redevelopment of the existing vacant "Cosmopolitan Grocers" building with a new four screen theater and retail commercial/restaurant land uses. The total development footprint of Parcel A would be 14,450 square feet (SF). Development activities on Parcel B include the construction of a five story, mixed-use, 91-unit condominium development with at-grade parking. The total development footprint of this parcel would be 39,800 SF. The City of Bellflower is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located near the following state facilities:

- **State Route (SR-91):** approximately 0.6 miles away
- **Interstate 605 (I-605):** approximately 1.2 miles away
- **Interstate 105 (I-105):** approximately 1.9 miles away
- **State Route 19 (SR-19):** approximately 1 mile away

From reviewing the MND, Caltrans has the following comments:

- The City of Bellflower has chosen to analyze the transportation impacts of this project in terms of Level of Service (LOS). Therefore, the below comments are based on Caltrans' 2002 Guide for the Preparation of Traffic Impact Studies (TISG). If the City of Bellflower had analyzed this project in terms of Vehicle Miles Traveled (VMT), the below comments would have been based on Caltrans' new draft VMT-based TISG. For information on this updated TISG, see Caltrans' SB 743 Implementation web page: <https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>.
- As a reminder, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For additional information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018:

http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

- Based on the project's size and proximity to SR-91 and I-605, the following locations may need to be included in a revised transportation study:
 - The SR-91 on- and off-ramps located at Bellflower Boulevard
 - The I-605 on- and off-ramps located at Alondra Boulevard
- Depending on the amount of vehicle trips generated by the project and expected to be distributed to the above facilities, the project may cause transportation conflicts, from issues such as inadequate ramp storage, speed differentials, and excessive queues.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports the TDM measures this project has incorporated, such as providing sidewalk improvements along Mayne Street and Oak Street. Additional TDM improvements that the City of Bellflower can consider integrating into this project include:

- Ensure that vehicles exiting the project site can see approaching pedestrians and bicycles, and vice versa, by removing visibility obstructions such as walls.
- Improve pedestrian and bicyclist connections between the project and the Bellflower Bike Trail, and provide a secure and convenient bicycle parking facility for residents in the residential portion of the site.
- Offer additional accessible and secure bicycle parking for both visitors and employees at the theater and retail spaces, including spaces for cargo bikes.
- Ensure that no more vehicle parking than required is provided, as research shows that surplus parking can induce VMT.
- Capture stormwater on-site by planting bioswales.
- Plant shade trees around the entire perimeter of the project site, including along Mayne Street, and within interior landscape areas.

Also, 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. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic control plan detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2020-03253.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse