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Governor's Office of Planning & Research

May 17 2021

STATE CLEARINGHOUSE

May 14, 2021

Michael L. Antwine II, Assistant City Manager
City of Compton, Office of the City Manager
205 S. Willowbrook Avenue, Compton, CA 90220

RE: 501 & 601 Compton Boulevard
Development Project – Mitigated Negative
Declaration (MND)
SCH# 2021040654
GTS# 07-LA-2021-03566
Vic. LA-91 PM 10.2
Vic. LA-710 PM 14.4

Dear Michael L. Antwine II,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a seven-story, mixed-use development comprised of retail/commercial uses, up to 300 residential units (including 20 percent affordable units), a pedestrian plaza (Willow Plaza), an Innovation Hub and Creative Studios, and two parking garages with up to 407 car spaces. In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic and reconfiguration of E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. The project also includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel.

The nearest State facilities to the proposed project are SR 91 and I-710. After reviewing the MND, Caltrans has the following comments:

Caltrans acknowledges and supports mixed-use, infill development that prioritizes nearby transit service, like the proposed Project aims to facilitate. The Project's transportation and land use features are in direct alignment with State-level sustainable transportation policy goals which seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG) emissions, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue

more sustainable development. Projects, like the one proposed, can help California meet these goals.

Caltrans would like to explicitly applaud the inclusion of following Project design features:

- The realignment of E Compton Boulevard, as it provides the necessary space for many of the elements that enhance the multi-modal network in the Project area. The positive impacts created by this reduction in motor vehicle lanes can't be understated.
- Upgrading the Class 2 bike lanes to semi-raised, parking protected Class 4 bikeways.
- The inclusion of curb extensions and two new mid-block crossings.
- Widening sidewalks on both sides of Compton Boulevard from 8.5 feet to 16.5 feet.
- Upgraded bus shelter and seating to provide comfort and shade to transit users.
- Providing 390 long-term bicycle parking spaces means that every single residential unit as well as employees of the retail and commercial uses will have access to at least one high quality, secure space to park their bicycles.

These features significantly improve safety for all road users and put existing road space to better use. When the extra space for sidewalks or bikeways is achieved through narrowing or eliminating car travel lanes, the bike- and walkability is further enhanced by calmed traffic and shorter crossing distances. These effects feed into one another, creating greater levels of comfort and allowing people to make local and regional trips via their preferred mode of travel.

Caltrans recommends the following:

- 1) Section 8.2.1 of the Focused Traffic Impact Analysis recommends including leading pedestrian intervals at the Santa Fe Avenue/Compton Boulevard traffic signal. Caltrans fully concurs with this recommendation and would also encourage leading pedestrian intervals be implemented at all traffic signals in the area.
- 2) Research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of transportation. If the car parking must be built, it should:
 - Be fully unbundled from the cost to rent or buy any residential unit. This improves affordability and allows people who don't own a car to avoid subsidizing the cost for those that do.

Michael L. Antwine II
May 14, 2021
Page 3

- Be designed in a way that is conducive to adaptive reuse. They should contain flat floors with ramps on the exterior edge, so that they can be more easily converted to beneficial uses in the future.

Finally, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03566.

Sincerely,

Frances Duong for

MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse