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*Making Conservation
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November 18, 2021

Governor's Office of Planning & Research

Nov 18 2021

Ms. Rowena Genilo-Concepcion
City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706

STATE CLEARINGHOUSE

RE: 2021-2029 Housing Element, Downtown
Bellflower Transit Oriented Development
Specific Plan Amendment, and Future
Zone Changes
SCH # 2021100340
Vic. LA-91, LA-605, LA-19, LA-105
Citywide
GTS # LA-2021-03741-MND

Dear Ms. Genilo-Concepcion:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The IS and MND 21-01 evaluates potential environmental impacts resulting with the Bellflower 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment, and Future Zone Changes. Accordingly, the IS and MND 21-01 evaluate a total of 4,147 Regional Housing Needs Assessment (RHNA) residential units that could potentially be built within selected areas and the downtown area of the City. At this time, there is no actual, physical development being proposed, nor are any new construction, grading, or other physical alterations to the environment are being considered.

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>

The City expects to increase transit services in the future through the implementation of the West Santa Ana Branch Transit Coordinator as detailed in the TOD SP. TOD SP Policy 1.1 and Policy 1.2 encourage the development of complete streets and roadway improvements to increase the efficiency and safety of all modes of transportation including transit within the City. Additionally, General Plan Policy 3.1 calls to maintain the current level of transit service provided by the local transit system while working to enhance the system and increase the City's transit mode split. The Proposed 2021-2029 Housing Element proposes Policy 5.2 which calls for the creation of mixed use opportunities along key commercial corridors as a means of providing housing in close proximity to services and transit, enhancing pedestrian activity and community interaction (City of Bellflower 2021:39). Housing Element Policies 5.1 through 5.7 encourage a mix of housing types and infill development to increase density aligning with the City's vision for increased transit ridership. The Proposed Project is expected to increase ridership; however, based on the relatively low existing transit trip generation and the future plans for additional transit service, it is not expected to exceed the capacity necessary to accommodate all existing and future passengers.

In addition, the Bellflower Station Metro Project is currently in the planning and environmental review phase, with station completion anticipated prior to 2029 Housing Element buildout year. The Metro Project would provide transportation access between downtown Los Angeles and other suburbs in southern Los Angeles County. Providing a major transit hub within the TOD SP area would also reduce VMT per capita, as future residents and employers have additional transit opportunities to major employment centers in Los Angeles County.

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Improvements under the Proposed Project would support the City's goals to increase active transportation and transit access in the area. Additionally, the future residential housing projects would follow General Plan policies that encourage complete streets and other measures to increase safety and convenience for alternative modes of transportation.

Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. The Proposed Project would also help increase the share of total trips that use transit. The TOD sub-district would provide residential and employment opportunities closer to major transit hub, which would ultimately reduce VMT per capita in the City.

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-2021-03741-MND.

Sincerely,

Anthony Higgins for

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse