

## California Department of Transportation

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February 5, 2026

James Atkins, Senior Planner  
Planning Division  
City of Bellflower  
16600 Civic Center Drive  
Bellflower, CA 90706

RE: Flower Street Specific Plan  
SCH # 2026010165  
Vic. LA-91/PM R15.625  
GTS # LA-2026-04991-MND

Dear James Atkins:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The 1.99 acres mixed use development at 9903 Flower Street is proposed as a 32-unit townhome residential development.

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 the 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 development 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.

On page 72 of the Table 3-10 Project Trip Generation of the Initial Study & Mitigation Negative Declaration, the project will generate 7 AM peak hour trips and -1 PM Peak Hour trips and 63 daily trips.

The greatest level of trip generation during construction is anticipated to be 26 trips per day during the Building Construction phase. This includes both worker and construction vendor trips. Consequently, it is expected that future construction within the Bookend Parcels will generate a similar number of trips or fewer. Construction-related traffic for development parcels within the Specific Plan Area will primarily utilize Flower Street. To mitigate any potential impacts, a construction management plan may be conditioned as part of the project's development within the Specific Plan Area. This plan should address scheduling, notifications, and the duration of construction activities to minimize disruptions to the transportation network and ensure compliance with CEQA guidelines.

The project will replace existing pedestrian connections to the funeral home with new connections from the development to the sidewalk on the north side of Flower Street. Currently, adjacent roadways lack bicycle lanes or facilities, and it is recommended that the City add and connect bicycle lanes to enhance multimodal transportation options. The Norwalk Transit System (NTS) Line 1 runs along Flower Street, with a stop at Civic Center Drive North, east of the specific plan area. The project will not obstruct access to this stop or interfere with mass transit, bicycle, or pedestrian operations, as it is confined to the parcel. Consequently, impacts are expected to be less than significant.

The City of Bellflower has not adopted its own Vehicle Miles Traveled (VMT) standards. However, the project was screened from VMT analysis because the project area is located within the Transit-Oriented Development Specific Plan and is within a high-quality transit area. Since the project has been screened from further VMT analysis, it can be presumed to have a less than significant impact on VMT. Therefore, the project,

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including all development within the Specific Plan Area and all discretionary actions, would result in less than significant impacts.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water.

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-2026-04991-MND.

Sincerely,



Anthony Higgins  
Acting LDR Branch Chief

email: State Clearinghouse