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Governor's Office of Planning & Research

Sep 10 2020

STATE CLEARINGHOUSE

September 10, 2020

Maryanne Cronin, City of Long Beach
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802

RE: Globemaster Corridor Specific Plan (GCSP)
Project - Draft Environmental Impact Report
(DEIR)
SCH# 2018051050
GTS# 07-LA-2018-03330
Vic. LA-405 PM 4.878

Dear Maryanne Cronin,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, port of Long Beach, I-405 freeway, and surrounding residential and business community. The GCSP summarizes the development potential for each land use district, compared to existing land uses and the 10-20 year market demand. Overall, the Plan Area will accommodate a maximum of 4.7 mill sf of office use, 4.3 mill sf of industrial uses, 463,600 sf of retail uses, 84,500 sf of restaurant uses, 178,600 sf of hotel uses, and approximately 16 residential units.

The nearest State facility to the proposed project is Interstate 405. After reviewing the DEIR, Caltrans has the following comments:

Caltrans fully supports Mitigation Measure MM-AQ-4. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle, doubling trips made by walking and public transit, as well as achieving a 15% reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in California Transportation Plan 2040, the Southern California Association of Governments' (SCAG) Regional Transportation Plan, and Statewide legislation such as AB 32, SB 375, as well as Executive Orders S-3-05 and N-19-19. The elements of MM-AQ-4 are critical to creating high quality transportation alternatives for local and inter-regional trips, reducing Greenhouse Gas (GHG) emissions, and achieving State-level policy goals related to sustainable transportation and more sustainable land-use development.

However, Caltrans does not concur with Mitigation Measures MM-TRAF-3, MM-TRAF-4, MM-TRAF-5, MM-TRAF-6, MM-TRAF-7, MM-TRAF-9, MM-TRAF-10, MM-TRAF-11, MM-TRAF-12, MM-TRAF-13, and MM-TRAF-14. These mitigation measures are in direct conflict with items A and C of MM-AQ-4. By creating additional travel lanes and widening so many roads and intersections within the project area the ability of people walking, rolling, or riding bikes to safely reach their destinations is severely impacted. Wide roadways with numerous travel lanes are associated with higher vehicle speeds and increased crash severity for pedestrians, people on bikes, as well as motorists. Maintaining shorter crossing distances would greatly benefit transit, walkability and significantly improve safety for all roadway users. In addition to creating safety concerns these mitigation measures may induce additional Vehicle Miles Travelled (VMT) which is considered a significant environmental impact and not aligned with the goals and intentions established by SB743.

Regarding Intersection #11 (Existing traffic conditions): The preliminary review of the existing volumes indicates that the I-405 SB ramps at Orange Avenue (Stop Controlled) intersection satisfies traffic signal warrant #3 criteria for the installation of a traffic signal. The traffic signal and intersection design should not increase vehicle capacity or induce additional VMT. Improvements to the sidewalk, ramps, and countdown pedestrian signals should all meet or exceed ADA requirements.

Regarding Intersection #18 (2040 Plus Project): Proposed to restripe the westbound approach of Spring Street at I-405 SB off-ramp to provide an additional through lane. These changes may not be in the best interest of all users and would be subject to review and approval of the City of Long Beach and Caltrans

Caltrans Transportation Planners and Engineers are available to discuss design options for intersection #11 and #18 to achieve the safest and most equitable outcome for the public. Once an appropriate design is chosen, both intersections and any additional project work proposed on or near Caltrans Right of Way will require an encroachment permit through Caltrans, Office of Permits.

The transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will also need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2018-03330.

Sincerely,

MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse