

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7- OFFICE OF REGIONAL PLANNING  
100 S. MAIN STREET, SUITE 100  
LOS ANGELES, CA 90012  
PHONE (213) 897-6536  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

Governor's Office of Planning & Research

**OCT 15 2019**

**STATE CLEARINGHOUSE**

October 7, 2019

Maryanne Cronin  
Planner  
City of Long Beach  
411 W. Ocean Blvd., 3<sup>rd</sup> Floor  
Long Beach, CA 90802

RE: 300 Studebaker Road Industrial Park Project  
Mitigated Negative Declaration (MND)  
SCH# 2019099005  
GTS# 07-LA-2019-02806  
Vic. LA – 1/ PM 0.209

Dear Ms. Cronin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project involves the demolition of 400 square feet (sf) of existing concrete, on-site pipeline structures, and asphalt paving, and the development of two concrete tilt-up industrial buildings, situated on 6.69 acres of land east of Studebaker Road. Approximately 1.81 acres of vacant land west of Studebaker Road, at the northwest and southwest corners of Studebaker Road and Loynes Drive, would be dedicated as open space to the Los Cerritos Wetlands Authority as part of this project. The project would include planting of an assortment of native grasses and tree species consistent with the Los Cerritos Wetlands Authority, including low growing grasses along street frontage. Situated within the eastern project area, the two 35-foot high buildings would total 139,200 sf, including 21,000 sf office space. The individual building sizes would be 91,700 sf and 47,500 sf, respectively. The project would support potential uses such light manufacturing, warehousing, assembly and distribution. The proposed facility would operate 24 hours a day. The building layout may be broken into six or more individual spaces depending upon final tenant demand. Office spaces would be provided in the interior frontage of each building to support the business operations. Office space would occupy a maximum of 25 percent of the gross floor area pursuant to Chapter 21.33 of the Long Beach Municipal Code. Office space in Building 1 would total 14,000 sf and 7,000 sf in Building 2, which together represents 21,000 sf or 15 percent of the gross floor area.

The nearest State facilities to the proposed project are Pacific Coast Highway/ State Route 1 (SR-1) and State Route 22 (SR-22). After reviewing the Mitigated Negative Declaration (MND), Caltrans has the following comments:

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For 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](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)

Caltrans acknowledges the implementation of Transportation Demand Management (TDM) such as the provision of preferential parking for vanpools, bicycle racks or other secure bicycle parking, and sidewalks or other designated pedestrian pathway connecting each building to the external pedestrian circulation system. Caltrans encourages the Lead Agency to continue the reduction of vehicle speeds in order to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. Such methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Due to the scope of the project and proximity to the State facilities, the following on- and off-ramp and intersections should be included in the study in order to understand the assignment of project trips to State facilities:

- State Route 22 (on- and off- ramps)
- State Route 1 (Pacific Coast Highway) and 2<sup>nd</sup> Street
- PCH and Loynes Drive

Caltrans recommends that the Highway Capacity Manual (HCM) Sixth Edition method be used for conducting all operational and conflict analyses on State highway facilities. Specifically, queuing analyses based on the HCM queuing methodology are required for any Caltrans' off-ramps that would be potentially significantly impacted by the project. Also, when the State highway facility has saturated flows, it is encouraged that a micro-simulation model be used for the analyses.

The Tenth Edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual should be used for determining trip generation forecasts and trip reductions (e.g. pass-by, diverted, and internal capture trips). Local trip generation rates are acceptable if appropriate validation is provided.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will 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 Mr. Carlo Ramirez, at [carlo.ramirez@dot.ca.gov](mailto:carlo.ramirez@dot.ca.gov) and refer to GTS# 07-LA-2019-02806.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

Cc: Scott Morgan, State Clearinghouse