

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

**NOV 22 2019**

**STATE CLEARINGHOUSE**

November 22, 2019

Mr. Scott Kinsey  
City of Long Beach  
411 West Ocean Boulevard  
Long Beach, CA 90802

RE: Spring Street Business Park Project –  
Notice of Preparation (NOP)  
SCH # 2019100514  
GTS # 07-LA-2019-02888  
Vic. LA-405/PM: 5.447

Dear Mr. Scott Kinsey:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The project is a proposed business park complex with off-site street improvements along Spring Street and Orange Avenue, and park enhancements. The proposed business park would consist of a total of 160,673 square-foot (SF) of floor area within three (3) concrete "tilt-up" buildings. The anticipated mix of land uses includes manufacturing and warehousing. The project is proposing to provide 162 standard surface lot parking stalls, 8 trailer spaces, and 18 loading docks. Project improvements are consistent with the land use and development standards of its zoning district. The City of Long Beach is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are Interstate 405 (I-405), which is located approximately 500 feet from the project, State Route 1 (SR-1), which is located approximately 1.5 miles away from the project, and Interstate 710 (I-710), which is located approximately 2 miles from the project.

The City of Long Beach has determined that an Environmental Impact Report (EIR) is required for the proposed project. Caltrans looks forward to receiving the draft EIR for review and to provide further comments, if warranted.

On November 12<sup>th</sup>, 2019, the project consultants along with the City of Long Beach met with Caltrans staff to discuss Caltrans' preliminary recommendations on the project's latest Transportation Impact Analysis (TIA) report, which will be included in the forthcoming DEIR. Based on that meeting, Caltrans has the following comments:

- The City of Long Beach has chosen to analyze the transportation impacts of this project in terms of Level of Service (LOS). As a reminder, Senate Bill 743 (2013) mandates that 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).
- Based on the project's size and proximity to the I-405 and I-710, the following locations may need to be included in the revised TIA. The locations/intersections to be studied should not be limited to

those below.

- I-405 northbound and southbound ramps at Atlantic Avenue
  - I-405 southbound off-ramp at Cherry Avenue
  - I-405 northbound off-ramp at N. Temple Avenue
  - I-405 southbound on-ramp at Willow Street
  - Orange Avenue & SR-1 intersection
  - I-710 northbound off-ramp at eastbound Willow Street and I-710 southbound on-ramp at westbound Willow Street
- If the above-mentioned intersections are currently operating at forced or unstable traffic conditions, 1-49 trips generated by the project at the intersection may result in potential traffic conflicts; and may need to be included in the study. Similarly, if the existing Caltrans facility is operating at less than appropriate target LOS, the existing Measure of Effectiveness (MOE) should be maintained. For intersections, any increase in delay is considered an impact if the existing LOS is E or F.
  - The Highway Capacity Manual (HCM) Sixth Edition method be used for conducting operational and conflict analyses on State highway facilities. When the State highway facility has saturated flows, it is encouraged that a micro-simulation model be used for the analyses. This is especially important for determining the impact of the proposed protected bike lane project on Orange Avenue.
  - Please include queueing analyses for left and right turn movements at any off-ramps included in the TIA. Also, please provide weaving, merging, and turning analyses in your capacity analysis.
  - Caltrans recommends that the project limit construction and operational truck traffic to off-peak periods to minimize the potential impact on State facilities.
  - Caltrans currently has no long-term plans to close the I-405 NB Ramps at 32nd Street, as described in the Alternative Analysis.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports the Transportation Demand Management (TDM) strategies this project has incorporated, such as providing new crosswalks at project site entrances and a new sidewalk on Orange Avenue. The project also provides no more parking than required, which is another effective TDM measure. Additional TDM strategies that the City of Long Beach may want to consider integrating into this project include:

- Complete the pedestrian sidewalk network and provide ADA curbs ramps on Orange Avenue from 32nd Street to Spring Street
- Update sidewalks from the I-405 & Orange Avenue over-crossing to the pedestrian island next to the I-405 on-ramp at Orange Avenue by making the width Americans with Disabilities Act (ADA) compliant, providing stronger barriers and fencing, and offering pedestrian-level lighting
- Create a high-visibility crosswalk and ADA curbs ramps to the pedestrian island next to the I-405 on-ramp at Orange Avenue
- Paint green bicycle paint on southbound Orange Avenue through the I-405 on-ramp entrance
- Improve transit stops for Long Beach Transit Route 71 with shelters, arrival time signs, and lighting
- Provide sufficient and secure bicycle parking for employees and visitors near building entrances

Please make every attempt to reduce VMT. For additional TDM options that can reduce VMT, please

refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>

Also, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic management plan detailing these delays for Caltrans' review.

Finally, storm water run-off is a sensitive issue for Los Angeles county. Please be mindful that the project needs to be designed to discharge clean run-off water.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to GTS# 07-LA-2019-02888.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse