

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

February 20, 2020

FEB 20 2020

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

STATE CLEARINGHOUSE

RE: Spring Street Business Park Project – Draft
Environmental Impact Report (DEIR)
SCH # 2019100514
GTS # 07-LA-2019-03082
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 DEIR. 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 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.

Caltrans, the City, the environmental consultants HDR, and the transportation consultants Linscott, Law & Greenspan, Engineers have been engaging in discussions about this project over calls and emails since November 2019. Based on those conversations and the DEIR, Caltrans has the following comments:

- Caltrans' review of the queuing and blocking analysis worksheets for the Orange Avenue and Spring Street intersection (i.e., Intersection 7) under the Year 2021 and Year 2038 Cumulative Plus Project Traffic Conditions with Mitigation scenarios, shows that regardless of whether the Orange Avenue bikeway improvements are implemented, the southbound through movement queue length at this intersection will extend past the Orange Avenue and I-405 Southbound Ramps intersection (i.e., Intersection 3). This queuing on Orange Avenue could prevent vehicles from exiting the I-405 Southbound Off-Ramp, which could in turn cause queues on the off-ramp. Caltrans is concerned that these queues could then spillover onto the I-405 mainline segment, which would increase the potential for transportation conflicts on the I-405.
- To mitigate the previously described potential impacts on the I-405, Caltrans supports installing a three-phase traffic signal at the Orange Avenue and I-405 Southbound Ramps intersection. We have reviewed the fair share percentages proposed in Table 12-1 of the Traffic Impact Analysis (TIA) for this mitigation measure and agree that 12.43% is appropriate. To ensure a streamlined process, Caltrans encourages the project's developer to work with Caltrans early on developing a mitigation agreement for contributing 12.43% towards the installation of a traffic

signal at the Orange Avenue and I-405 Southbound Ramps intersection.

- While Caltrans agrees that a traffic signal at the Orange Avenue and I-405 Southbound Ramps intersection could mitigate impacts on the I-405, it is concerned that even after the signal is installed, there will be an increased potential for transportation conflicts on Orange Avenue and the Route 405 Southbound Off Ramp at Orange Avenue due to the traffic generated from this project as well as the proposed bike lane project. In the spirit of cooperation and to best serve the public's interest, Caltrans encourages the City of Long Beach to work with us on identifying other mitigation measures that can be implemented to decrease the potential of such conflicts, including signal timing modifications.

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 the section of Orange Avenue adjacent and east of the project site. 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 are included in our response letter to the Notice of Preparation (NOP) for this project. Please make every attempt to reduce VMT. For additional TDM options that can reduce VMT that were not already stated in our response to the NOP, 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 or materials that 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. Caltrans also recommends that the project limit construction and operational truck traffic to off-peak periods to minimize the potential impact on State facilities.

In addition, encroachment permits are required for any project on or near Caltrans right of way. However, this decision will be subject to additional review by the Office of Permits.

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, and refer to GTS# 07-LA-2019-03082.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse