

DEPARTMENT OF TRANSPORTATION

District 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3562
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Governor's Office of Planning & Research

*Making Conservation
a California Way of Life.*

Mar 22 2022**STATE CLEARINGHOUSE**

March 21, 2022

Maryanne Cronin
City of Long Beach Development Services, Planning Bureau
411 West Ocean Boulevard, Third Floor
Long Beach, CA 90802

RE: Fire Station No. 9 Project -
Notice of Preparation of an
Environmental Impact Report (NOP)
SCH # 2022020416
GTS # 07-LA-2022-03870

Dear Maryanne Cronin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The proposed project includes the demolition of the existing building and parking lot on the project site located at 4101 Long Beach Boulevard in the City of Long Beach, and the subsequent development of an approximately 12,780 sf, two-story fire station and associated improvements. Vehicular access would be provided through the alley on the northern side of the project site and an exit-only driveway onto Long Beach Boulevard. Firefighting and emergency medical response vehicles would exit the project site via a driveway off East Randolph Place. Off-site improvements would include a new driveway apron from the proposed parking lot to Long Beach Boulevard and three new traffic signals at the intersection of East Randolph Place and Long Beach Boulevard. Additionally, the alley on the project site's northern border would be widened. The City of Long Beach is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 1.5 miles from the Interstate 710 ramps at Del Amo Boulevard and 1 mile away from the Interstate 405 ramps at Long Beach Boulevard. After reviewing the NOP, Caltrans has the following comments

The succeeding information is included for your consideration. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. We concur with the submitted NOP that an EIR should be prepared for this proposed project. The project may conduct its own analysis to determine significant traffic

safety impact. If potential safety impacts are identified, the following preferred traffic safety impact mitigation may be recommended:

- Transportation Demand Management (TDM) programs to reduce the traffic safety impacts, which may include increased transit access, commute trip reductions such as rideshare programs, shared mobility facilities (bicycle or vehicular), increased bicycle and pedestrian infrastructure.
- Investments to existing active transportation infrastructure, or transit system amenities (or expansion) to reduce the project's traffic safety impacts; and/or
- Potential changes to the ramp terminal operations including, but not limited to lane reassignment, traffic signalization, signal phasing or timing modifications, turn lane extensions to mitigate safety impacts from project traffic.

The City of Long Beach Traffic Impact Analysis Guidelines (June 2020) specifically discusses institutional/government and public services uses in Section 2.2.4 of the guidelines. This section discusses screening and thresholds for other land use types and determines that public services that support community health, safety, and welfare will be presumed to have a less than significant impact related to State CEQA Guidelines Section 15064.3, subdivision (b). In addition, the proposed project would replace a fire station with another fire station within the same service area. VMT generated by the proposed project is likely to be similar to VMT generated by the fire station being replaced. Therefore, the proposed project's impact related to State CEQA Guidelines Section 15064.3, subdivision (b) would be less than significant, and no mitigation is required. However, VMT in the immediate vicinity of the project site may be affected by the relocation. Therefore, a VMT analysis will be prepared for the EIR to analyze short term (construction) and long-term (operational) traffic impacts of the project. This topic will be analyzed further in the EIR and we look forward in reviewing the Project's Impact Study on our state facilities.

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. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, including I-710 and I-405, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Finally, any work completed on or near Caltrans' right of way may require an encroachment permit, however, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are being addressed. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

Maryanne Cronin
March 21, 2022
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If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at Ronnie.Escobar@dot.ca.gov, and refer to GTS # 07-LA-2022-03870.

Sincerely,

A handwritten signature in cursive script that reads "Miya Edmonson".

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse