

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

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*Making Conservation  
a California Way of Life*

August 15, 2024

Elijio Sandoval  
City of Long Beach  
Community Development Department  
411 W. Ocean Blvd. 3<sup>rd</sup> Floor  
Long Beach, CA 90802

RE: First Citizen's Bank: NOP  
GTS # 07-LA-2024-04578  
SCH # 2024070597  
Vic. LA 405 PM 6.482

Dear Elijio Sandoval:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The proposed project would merge 3 parcels and develop an approximately 12,469-gross-square-foot, two-story office/bank building on vacant, undeveloped, land. Measuring to the mid-point of the roof slope, the proposed building height is 34 feet and would not exceed two stories, with the exception of a 46-foot decorative tower. The proposed building would be situated in the northeast corner of the project site with parking areas provided to the west and south of the building. A total of 44 vehicular parking stalls are proposed. Eight (8) of the proposed parking stalls would accommodate electric vehicles, each providing access to an electric vehicle charging station. Vehicular access to the project site would be provided via a single driveway from Long Beach Boulevard. A marked pedestrian walkway would connect the sidewalk along Long Beach Boulevard with the front of the proposed building. The bank would include a walk-up Automated Teller Machine (ATM); no drive-thru bank teller or drive-thru ATM facility is proposed. The City of Long Beach is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facility is SR 405. After reviewing the project's documents, Caltrans has the following comments:

Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of fatality or serious injury. To reach this goal, Caltrans encourages the Lead Agency to improve pedestrian and bicyclist amenities along Long Beach Ave and connect to community destinations. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are through physical design and geometrics.

These methods include constructing physically separated facilities such as Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, reductions in overall parking, and roadway narrowing. Visual indicators such as

pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.

As a reminder, any transportation of heavy construction equipment and/or materials that requires the 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, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at [Jaden.Oloresisimo@dot.ca.gov](mailto:Jaden.Oloresisimo@dot.ca.gov) and refer to GTS # 07-LA-2024-04578.

Sincerely,



Anthony Higgins  
Acting LDR/CEQA Branch Chief

cc: State Clearinghouse