

**DEPARTMENT OF TRANSPORTATION**

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Making Conservation  
a California Way of Life.

September 24, 2019

Governor's Office of Planning & Research

**SEP 26 2019**

Ms. Anita Juhola-Garcia  
City of Long Beach  
333 W. Ocean Boulevard, 5th floor  
Long Beach, CA 90802

**STATE CLEARINGHOUSE**

RE: 100 East Ocean Boulevard – Draft  
Environmental Impact Report (DEIR)  
SCH # 2018121006  
GTS # 07-LA-2018-02764  
Vic. LA-710/PM: 5.397

Ms. Juhola-Garcia:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's Draft Environmental Impact Report (DEIR). The project involves a 30-story, 537,075-sf building that would include 429 hotel rooms, 23,512 sf of restaurant space, and 26,847 sf of meeting and ballroom space. The proposed building would replace an existing surface parking lot on the project site. Pedestrian walkways and new landscaping would be provided. The project also includes improvements to the portion of Victory Park located within the project site boundaries, including new landscaping

After reviewing the DEIR, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

Further information included for your consideration:

Greenhouse gas reduction by way of reduced vehicle miles traveled (VMT) is critical. The essential component of walkable communities is mixed-use zoning. Residential and appropriate commercial uses should be intertwined to increase accessibility and allow residents to utilize active transportation modes.

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. These methods include the construction of physically separated facilities such as wide sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing. These suggestions can reduce pedestrian and bicyclist exposure to vehicles ensuring safety by lessening the time that the user is in the likely path of a motor vehicle.

Signal timing can be adjusted to include Leading Pedestrian Intervals, giving pedestrians a seven second head start. Pedestrian and bicyclist warning signage, flashing beacons, high-visibility continental crosswalks, scramble crossings, flashing yellow turn signals, high-visibility green bike lanes, other signage and buffer striping should be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists.

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Any development should keep livability in mind by providing shade trees, native landscaping, bioswales, street furniture, bicycle parking, bus shelters and trash cans. Bus bulb-outs can reduce conflict between bicycles and buses on busy roads. Bus only lanes are encouraged to reduce travel times and make public transit more appealing to discretionary users. Any gated communities should provide pedestrian paths and doors to ensure access to transit, shopping centers, schools and main roads. Whenever possible, a grid pattern with short blocks is recommended to promote walking. Permeable paving materials should be incorporated whenever possible. Signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

As a reminder, 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. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions regarding these comments, please contact Reece Allen, the project coordinator, at [reece.allen@dot.ca.gov](mailto:reece.allen@dot.ca.gov), and refer to GTS # 07-LA-2018-02764.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse