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Making Conservation a California Way of Life

June 3, 2025

City of Long Beach
Community Development Department, Planning Bureau
Attn: Manraj Bhatia, Planner
411 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

RE: Sea Ranch Business Park Project –
Revised Notice of Preparation (NOP)
SCH# 2025050183
GTS #07-LA-2025-04828
Vic. LA 1 PM 0.59
LA 22 PM 1.20

Dear Manraj Bhatia,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The project applicant proposes to remove all existing uses and develop 10 new light industrial buildings ranging in size between 67,472 square feet (sf) and 124,265 sf, for a total of 938,681 sf. The proposed project would include a total of 200,000 sf of office space and 738,681 sf of light industrial space, for a wide range of uses such as finished product and material storage, shipping, assembly, packing, and manufacturing uses. Third-party logistics and trucking intensive, cross-docked warehouse uses are prohibited at this site and are not proposed. The gross coverage on the site would be 36.3 percent. A minimum of 100 feet of undisturbed land would be provided as a buffer adjacent to sensitive habitat in compliance with SEASP (see Figure 2, Conceptual Site Plan). Other on-site project features and improvements include landscaping and hardscaping; parking, vehicular access, and circulation improvements; and infrastructure improvements. Off-site improvements include new signalized intersections, new landscaped parkways and new sidewalks on Studebaker Road and 2nd Street, a new sewer line, and new stormwater outfalls. The project applicant proposes to demolish all existing structures on the site, including seven tanks, a perimeter fence, streetlights, storm drains connected to the tanks, hardscaping, and two small buildings. Southern California Edison (SCE) power poles and a power line exist along the western boundary of the site. All existing on-site utilities would be demolished except for the SCE distribution and overhead transmission lines. The project site is in the Seal

Beach Oil Field and the City of Long Beach's Methane Gas Zone. Though soil vapor testing performed to date has not shown evidence of vapor encroachment, the adjacent historical oil field uses, and an off-site landfill, make it possible that vapor encroachment of volatile organic compounds may be present at the project site. The proposed project would implement a Soil Management Plan and Human Health Risk Assessment to assess the potential for soil vapor encroachment and any mitigation that may be required during the demolition and remediation phase. A methane gas survey would also be required per Chapter 18.79, Methane Gas Mitigation, of the City's municipal code.

After reviewing the Revised NOP, Caltrans has the following comments:

With 10 new buildings comprising nearly a million square feet of Industrial/Office uses, the Project will induce demand for a consequential number of additional vehicle trips and vehicle miles traveled (VMT). Considering the Project's proximity to SR 1 and SR 22, it is anticipated that the following Interchanges could be impacted by the added trips generated by the development:

a. Eastbound SR-22 and Studebaker Road.
b. Westbound SR-22 and Studebaker Road.
c. Pacific Coast Highway (PCH) and 2nd Street.

A Transportation Impact Analysis should be prepared that includes, but is not limited to, the following:

1. Detailed VMT Analysis.
2. Safety Analysis for the above off-ramp and turn pocket locations to ensure that vehicles do not back up onto the mainline, creating potential speed differentials and other safety conflicts.
3. Multi-Modal (Biking, Walking, Bus, Transit, etc.) Access and Conflict Analysis.

In addition to the above, Caltrans recommends the following to prevent significant transportation impacts and create a more resilient land-use development form:

- Reducing the amount of parking whenever possible. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied encourages and incentivizes personal car ownership and driving above all other forms of transportation.

- Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the project's residents live.

- Increase density, both vertically and horizontally. Land use developments, like the one proposed, should not sprawl across huge areas of land. By bringing the built environment closer together, and building up instead of out, it becomes possible to greatly reduce energy use, improve walkability, allow for adaptive reuse, and generate real value for the community.

- Provide an on-site transportation hub and work with local transit operators to provide high quality service to the stop.

- Require contributions from projects that heavily rely on freight infrastructure to be invested in alternative modes of freight movement. These alternatives, such as rail, are not only more efficient but also more easily converted to carbon neutral energy sources in the future.

- Due to the potential increase in truck trips, a substantial portion of a project's impact fee contribution should be used to build safer infrastructure for people walking, riding bikes, and taking transit throughout the city. The most effective methods to reduce pedestrian and bicyclist exposure to cars and trucks is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.

- When the project is completed, a post construction VMT study should be conducted to verify all VMT mitigation measures have sufficiently reduced VMT below all significant impact thresholds. If not, additional mitigation measures should be implemented as needed.

Please note that the City of Long Beach is in the process of completing its Studebaker Corridor Complete Street Project which will terminate at 2nd Street. All infrastructure elements for the Sea Ranch Business Park project should take this into consideration and avoid disrupting or reducing the efficacy of the City's project and its goals to create a robust, safe, corridor for those walking and biking. As Sea Ranch Business Park project includes 'sidewalks' in its scope, it would be beneficial to ensure that these connect to

the existing sidewalks on the San Gabriel River bridge deck, to allow pedestrians access the San Gabriel River Bike Trail.

Finally, construction of the proposed project would involve deliveries of materials, components, and supplies to the various sites, and will involve oversized trucks. As a result, prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by City staff to reduce any impacts to less than significant levels. The CTMP needs to specify the duration of construction period and provide construction analysis on significant impacts due to increase in construction truck traffic on highways not designated as truck routes. It should also specify any work that would affect the freeways and its facilities, and that Caltrans has the jurisdiction for review and approval. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2025-04828.

Sincerely,

Miya Edmonson

Miya Edmonson
LDR Branch Chief

Cc: State Clearinghouse