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Governor's Office of Planning & Research

June 8, 2020

Jun 09 2020

Anita Juhola-Garcia, Planner
411 West Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

STATE CLEARINGHOUSE

RE: 4800 Long Beach Boulevard Project –
Mitigated Negative Declaration (MND)
SCH# 2020050229
GTS# 07-LA-2020-03255
Vic. LA-710 PM 10.832

Dear Anita Juhola-Garcia,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project involves development of 18, three-story townhomes that would be a maximum height of 38 feet. The project site is located at 4800 Long Beach Boulevard and encompasses 1.1 acres. The project site would include two buildings with eight townhomes each and one building with two townhomes. The proposed project would provide 41 parking spaces, including 36 residential spaces (two spaces per home) and five guest spaces (0.25 spaces per home). The proposed project would provide 10,880 sf of open space, including 6,856 sf of common open space and 4,024 sf of private open space. Project entitlements include a Site Plan Review, Vesting Tentative Tract Map, and Zone Changes.

The nearest State facility to the proposed project site is I-710. After reviewing the MND, Caltrans has the following comments:

The MND states that significant transportation impacts are partially mitigated due to high potential use of the Del Amo light rail station. While this high-quality transit station is located only 1.2 miles from this residential development, popular mapping software estimates that it takes 1 hour and 43 minutes to make the trip via walking. People walking are routed down to Wardlow Road to cross the I-710 due to the lack of connectivity along Del Amo Blvd. The Lead Agency should strive to implement improvements that create a safe, convenient and viable route between the development and the station that the residents will be relying upon. Caltrans is available to discuss and plan the reallocation of space along Del Amo Blvd with the City of Long Beach so that current and future residents can conveniently walk or bike to this important regional public transit station.

Additional considerations:

- Tree type shall be canopy shade trees, not small fruiting or decorative trees, thus providing a greater benefit to pedestrians and bicyclists.
- Exit/Entry Driveway shall be designed geometrically to ensure adequate sightlines to approaching bicycles and pedestrians. There are to be no walls or other obstacles blocking a clear sight-distance.
- Convenient and secure Bicycle Parking shall be provided for residents and visitors. Provide at least 2 bike parking spaces per unit. Provide additional spaces for cargo bikes. **Reference CALGreen's bike parking requirements for additional guidance:**

5.106.4.1.1 Short-term bicycle parking: If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for **5 percent of new visitor motorized vehicle parking spaces** being added, with a **minimum of one two-bike capacity rack**. Exception: Additions or alterations which add nine or less visitor vehicular parking spaces.

5.106.4.1.2 Long-term bicycle parking. For new buildings with 10 or more tenant-occupants or for additions or alterations that add 10 or more tenant vehicular parking spaces, provide secure bicycle parking for **5 percent of the tenant vehicular parking spaces** being added, with a **minimum of one space**. Acceptable parking facilities shall be convenient from the street and shall meet **one** of the following:

- Covered, lockable enclosures with permanently anchored racks for bicycles;
 - Lockable bicycle rooms with permanently anchored racks; or Lockable, permanently anchored bicycle lockers.
- Install pedestrian-level lighting on transit stops/shelters on Long Beach Blvd in vicinity of the project. Improve bus shelters that are in poor condition.
 - Consider the addition of a high visibility continental crossing with HAWK signal at the intersection 49th Street & Long Beach Blvd.
 - Upgrade crosswalks to high visibility continental at the intersection of Del Amo Blvd. & Long Beach Blvd. and Arbor St. & Long Beach Blvd.
 - With regards to parking, Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's

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ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building unnecessary parking.

Please note that the transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will also need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03255.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse