

APPENDIX G

Transportation Assessment

TECHNICAL MEMORANDUM

To: City of Long Beach

From: Iteris, Inc.
801 S. Grand Avenue, Suite 750
Los Angeles, CA 90017

Date: March 15, 2023

RE: DRAFT Shoreline Village Renovation Project – Transportation Assessment

INTRODUCTION

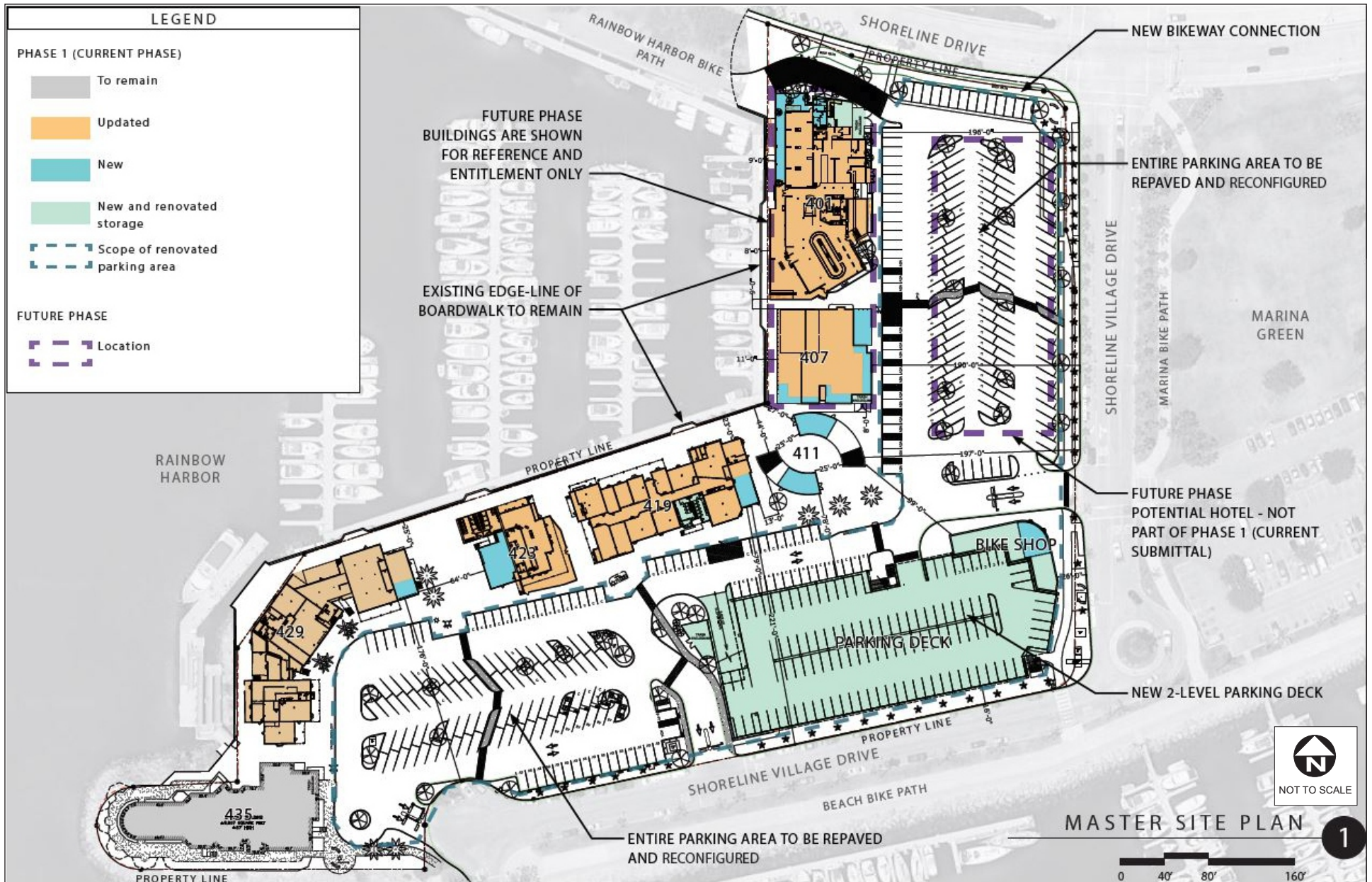
This memorandum presents Iteris' Transportation Assessment of the Shoreline Village Renovation project located at 401-435 Shoreline Village Drive in the City of Long Beach. The project is located within the City's Downtown area. The proposed project consists of the renovation of several buildings within Shoreline Village. **Figure 1** shows the project site plan. Vehicular access to the site is currently and will continue to be provided at three full access driveways along Shoreline Village Drive. **Figure 2** shows the location of the proposed project within the circulation network.

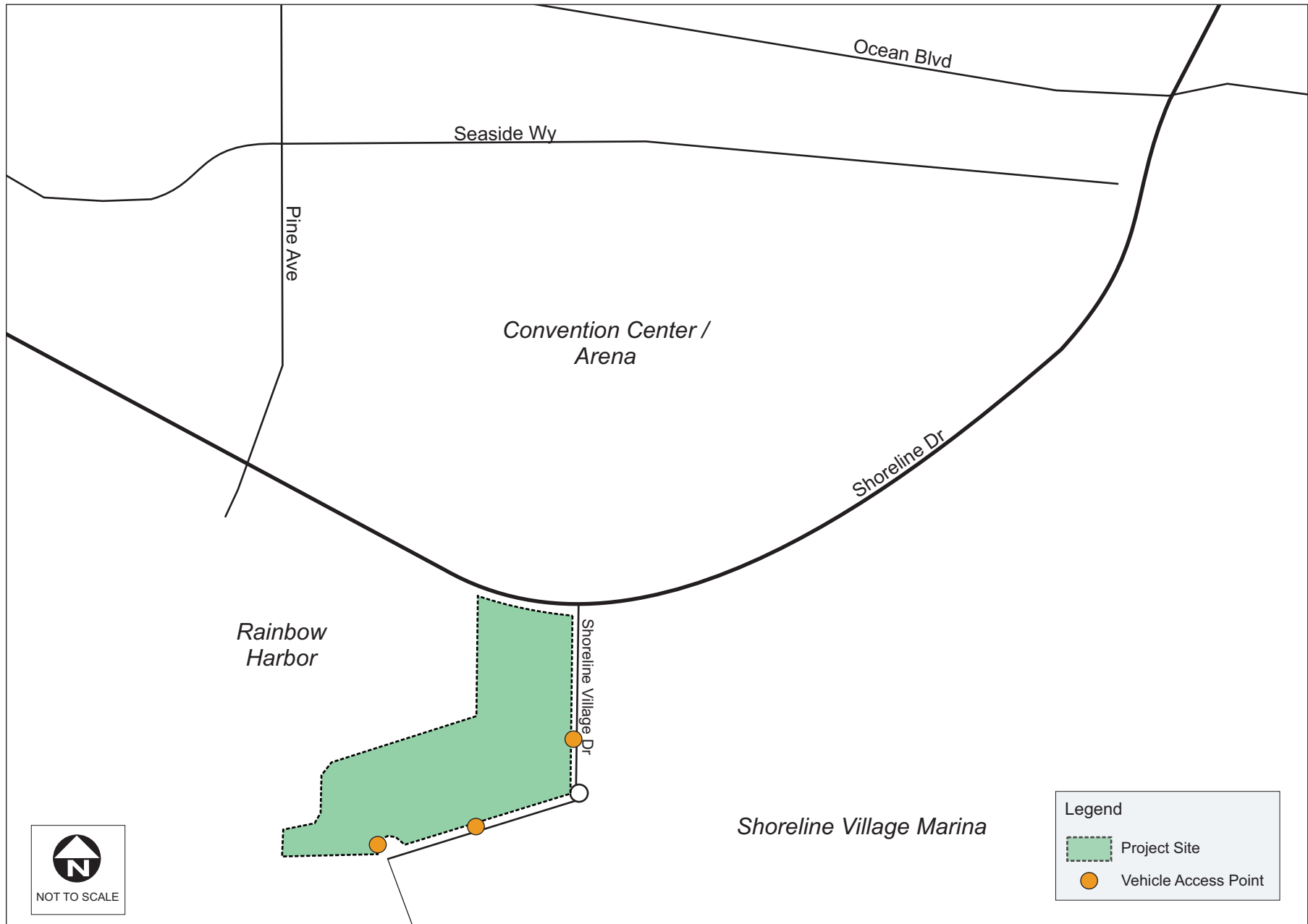
This memorandum presents the project's anticipated level of impact based on the City of Long Beach Traffic Impact Analysis Guidelines (June 2020), and describes the effects of project traffic on the circulation network.

ENVIRONMENTAL SETTING

The existing configurations of the significant roadways within the vicinity of the project site are described below:

- **Shoreline Drive** is a six-lane, divided roadway, oriented in an east-west direction within the project vicinity. On-street parking is prohibited on both sides of the street and the roadway's posted speed limit in the study area is 35 mph.
- **Shoreline Village Drive** is a four-lane undivided roadway, oriented in a north-south direction, adjacent to the project site. The roadway transitions to an east-west roadway, south of the project site, narrowing to one lane in each direction. On-street parking is prohibited on both sides of the street and no speed limit is posted.





PROJECT TRIP GENERATION

The proposed project consists of a renovation of commercial/restaurant uses within the Shoreline Village. No new parcels would be developed and no additional net square footage would be added to current parcels. Thus, the project is not anticipated to generate new vehicle trips, as new trips are typically calculated by applying Institute of Transportation Engineers (ITE) *Trip Generation* manual trip rates to the net square footage of a project. As part of the renovation, the current parking areas will be repaved and reconfigured. A total of 80 new parking spaces will be provided.

Thus, through consistency with the locally adopted guidelines, a non-CEQA traffic operations analysis (i.e., level of service analysis) was not prepared for the proposed project. Traffic operations at nearby intersections such as Shoreline Village Drive/Shoreline Drive, Pine Avenue/Shoreline Drive, Shoreline Drive/Ocean Boulevard are anticipated to remain similar, with the proposed project, to current conditions.

CEQA TRANSPORTATION ASSESSMENT

This section provides the California Environmental Quality Act (CEQA) transportation analysis of the proposed project.

Impact Analysis

The project's impacts are evaluated per Appendix G of the current CEQA guidelines, which assesses projects by the four criteria listed below:

- a. *Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

The proposed project's potential CEQA transportation impacts are evaluated as follows:

- a. *Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The proposed project would not negatively affect the nearest existing bus stop along Shoreline Drive (east of Pine Avenue). Similarly, the project would not negatively affect the sidewalk widths along Shoreline Drive adjacent to the site.

In addition, the proposed project would result in an additional bikeway connection along the north side of the site, connecting Rainbow Harbor to the Marina Bike Path. As part of the renovation, a total of 80 new parking spaces will be provided, as well as 28 bicycle parking stalls (greater than the amount required by the Long Beach Municipal Code). The proposed project would not affect available roadway right-of-way on the street, thus would not infringe on the City's ability to build out the bicycle network per the Bicycle Master Plan.

Therefore, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project would result in enhanced pedestrian and bicycle access. Thus, the project's impacts are considered to be **less than significant**.

b. Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

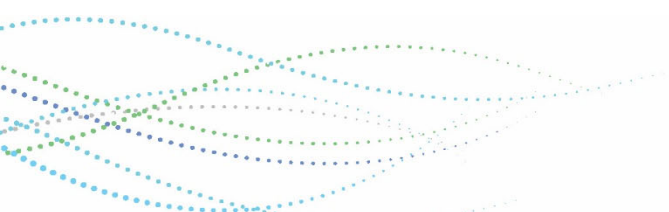
As described in the City's guidelines, conditions may exist that would screen out a project from CEQA analysis. These conditions may include a project's size, location, land use type, density, etc. If certain conditions are met, it can be presumed that a land development project would be presumed to have a less than significant impact under CEQA Guidelines section 15064.3, subdivision (b). The applicable screening criteria evaluated for the proposed Shoreline Village Renovation project is "Presumption of Less Than Significant Impact for Small Projects" (Section 2.2.1). Given that the project is anticipated to generate less than 500 new daily trips, the project can be considered a small project. In addition, the project's enhanced multimodal access would contribute to a reduction in VMT. Therefore, based on the screening criteria, further analysis is not required and the project's impacts, related to VMT, are considered to be **less than significant**.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Parking for the project would continue to be provide on the site via driveways along Shoreline Village Drive. Driveway access will be designed to City standards to ensure no hazardous design features related to vehicle and pedestrian mobility (sharp curves, line of sight obstructions) are included. As shown in **Figure 1**, no geometric modifications to Shoreline Drive or Shoreline Village Drive are planned with the project. Therefore, the project would not substantially increase hazards due to a geometric design feature or incompatible uses. Thus, the project's impacts are considered to be **less than significant**.

d. Would the project result in inadequate emergency access?

Emergency access to the project site would continue to be provided at the multiple access points along Shoreline Village Drive. Therefore, the project would comply with fire apparatus access requirements, not resulting in inadequate emergency access. Thus, the project's impacts are considered to be **less than significant**.



CONCLUSIONS

The proposed project consists of a renovation of the Shoreline Village site, located at 401-435 Shoreline Village Drive in the City of Long Beach. No new parcels would be developed and no additional net square footage would be added to current parcels. As such, the project is forecast to generate less than 500 net new daily trips. Therefore, the project is presumed to result in less than significant CEQA transportation impacts. Thus, additional traffic analysis is not required for CEQA purposes. In addition, a non-CEQA traffic operations analysis was not performed, as traffic operations at nearby intersections are anticipated to remain similar, with the proposed project, to current conditions.

