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April 28, 2023

Maryanne Cronin, Planner
City of Long Beach
Department of Developmental Services
411 W. Ocean Blvd., 3rd Floor,
Long Beach, CA 90802

RE: Shoreline Village Renovation Project –
Mitigated Negative Declaration (MND)
SCH# 2023040370
GTS# 07-LA-2023-04211
Vic. LA-710 PM R5.312R

Dear Maryanne Cronin,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project consists of the renovation of the existing Shoreline Village Shopping Center in the City of Long Beach. Implementation of the proposed project would result in no net change in the square footage of commercial uses and includes the renovation and expansion of existing commercial buildings, demolition of three buildings (two kiosks and one retail building), construction of two retail buildings, construction of a two-level parking deck with attached retail space and bicycle storage space, and the repaving and restriping of the northern and southern surface parking lots adjacent to Shoreline Village Drive. Additional site improvements include a new bike path connection between the Rainbow Harbor and Marina Green bike paths, improved internal pedestrian circulation routes, newly remodeled outdoor public areas, improved wayfinding signage, and improvements to on-site view corridors.

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

Caltrans commends the Project's inclusion of bicycle stalls, bikeway connections and improved pedestrian circulation and amenities. However, the construction of the car parking deck will result in a net increase in 80 car parking spaces, inducing demand for more car trips. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. Since the project was screened from a full Vehicle Miles Traveled (VMT)

analysis, the impact of the VMT generated by the proposed car parking structure isn't currently being captured. The project could instead use this valuable space as an opportunity to build additional land-use types, as the essential component of sustainable communities is mixed-use zoning. Residential, Commercial, and Office uses should be intertwined to increase accessibility and allow residents to utilize both transit and active modes to meet their everyday transportation needs.

Caltrans recommends the following:

- Reduce the amount of car parking whenever possible. For any project to better promote public transit, walkability, safety, and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an unnecessary amount of car parking.
- If the parking structure must be built, it should be designed in a way that is conducive to adaptive reuse. They should contain flat floors so that they can be more easily converted to beneficial uses in the future.
- Provide for a mixture of land use types within the Project area. This allows people to live near the goods, services, and jobs that are needed for a thriving and resilient neighborhood.

Finally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of 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, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2023-04211.

Sincerely,



MIYA EDMONSON
LDR Branch Chief

cc: State Clearinghouse