

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7  
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*Making Conservation  
a California Way of Life*

September 27, 2024

Amy L. Harbin, AICP, Planner  
City of Long Beach Community Development Department  
Planning Bureau  
411 West Ocean Boulevard, Third Floor  
Long Beach, CA 90802

RE: Pacific Place Project – Draft  
Environmental Impact Report (DEIR)  
SCH# 2023060250  
GTS #07-LA-2023-04588  
Vic. LA 405 PM 7.248  
LA 710 PM 9.593

Dear Amy L. Harbin,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The Project proposes a four-story, 206,756-sf self-storage building consisting of approximately 1,681 self-storage units on four levels; and 551 rentable recreational vehicle (RV) parking stalls, 27 standard automobile parking stalls, and 5 Americans with Disabilities Act (ADA) accessible automobile parking stalls.

In addition, the Project would also include the development of a 1,450-sf private car/RV wash for exclusive use by property owner or tenants, site improvements, landscaping, off-site improvements along North Pacific Place Road, and dedication of an easement for future development of a publicly accessible trail and trailhead.

As explained in more detail in Section 3.0 (Project Description), surcharge activities were undertaken from September 2020 to January 2021 (Surcharge Activities), which included grading, movement of onsite soil from the northern to southern portion of the Project Site, import of certified clean soil from offsite, and creation of a large soil stockpile (Surcharge Pile) from the onsite and imported soils. These Surcharge Activities are included in this EIR as an element of the Project.

After reviewing the DEIR, Caltrans has the following comments:

*“Provide a safe and reliable transportation network that serves all people and respects the environment.”*

This project includes a portion of Caltrans owned slope easement (please see parcel 3 of State Parcel 7904, RW map F1906, and Assessor's Map). The proposed project plan shows driveways to be constructed directly on the slope easement. Full consultation and collaboration with the Division of Right-of-Way Excess Land and Design will be required to determine the feasibility of slope easement after grading.

If the issues regarding the impacts to Caltrans easements can be resolved, please note:

- Any project work occurring within, or abutting Caltrans ROW will require an encroachment permit and all concerns and requirements must be addressed. This includes any grading, topography, or equipment work that will change the pattern or direction of water runoff in a way that will impact State facilities or ROW.
- Final design requirements for any proposed changes to infrastructure within or along Caltrans Right-of-way will be determined by the Office of Permits. At the time of permit application there will be rounds of review and corrections to ensure all design, Right-of-way, access management, water runoff, environmental, and statutory requirements are being addressed.

**Caltrans District 7 Office of Permits contact information:**

Mailing Address: 100 S Main Street, Ste 100 Los Angeles, CA 90012

Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday

Phone: 213-897-3631 | Fax: 213-897-0420 | E-mail: [D7.Permits@dot.ca.gov](mailto:D7.Permits@dot.ca.gov)

To best meet the needs of the surrounding community and encourage transportation options, Caltrans also recommends the following:

- 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 can undermine a project's ability to encourage public transit and active modes of transportation.
- Connecting to nearby transit and active transportation infrastructure, like the Class I shared-use path atop the east bank of the Los Angeles River approximately 165 feet west of the Project and the Class II bicycle lane present on Bixby Road approximately 680 feet east of the Project. 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.

- Caltrans applauds the easement that will be set aside for future access to the LA River Trail and would encourage developing additional measures that include robust walking, biking, and transit infrastructure to further reduce the Project's reliance on privately owned passenger vehicles.

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](mailto:anthony.higgins@dot.ca.gov) and refer to GTS #07-LA-2023-04588.

Sincerely,



Anthony Higgins  
Acting LDR Branch Chief

Cc: State Clearinghouse