

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

April 26, 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

Governor's Office of Planning & Research

Apr 26 2024

STATE CLEARINGHOUSE

RE: 5910 Cherry Avenue Industrial
Building Project – Draft Environmental
Impact Report (DEIR)
GTS #07-LA-2023-04486
Vic. LA 91 PM R13.125

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 is a single, approximately 304,344 square feet (sf), concrete, tilt-up industrial building. The proposed building would be 51 feet high and surrounded by parking areas that would include 338 at-grade parking stalls and 79 at-grade truck parking stalls. On-site passenger vehicle parking would be situated in front of the proposed building, along Cherry Avenue, along the south side of the lot, and in the rear of the building in the northeast corner of the lot. The building would feature 44-truck high-dock doors along the south elevation facing the abutting commercial site. Approximately 10,066 sf of office space would be accommodated in the southwest corner of the building along Cherry Avenue. The office space would be located on the first floor and mezzanine level of the proposed building. To prepare for redevelopment of the parcel with the proposed project, the existing 8 buildings would be demolished and removed from the project site. The proposed project improvements are consistent with the land use and development standards of the Industrial (IG) zoning district in which the project is situated. The City is currently in the process of updating the zoning ordinance to reflect the new PlaceType land uses incorporated in the General Plan's Land Use Element. The Project site is currently zoned (IG) General Industrial.

After reviewing the DEIR, Caltrans has the following comments:

"Provide a safe and reliable transportation network that serves all people and respects the environment"

With 304,344 square feet of new industrial use, 338 car parking spaces, 79 truck parking stalls, and 44 truck-high dock doors, the 5910 Cherry Avenue Industrial Building Project will induce demand for a consequential number of additional vehicle trips and vehicle miles traveled (VMT). This is stated in the Transportation section (4.18) of the DEIR where it was found that all 7 tenant use options would result in a significant VMT impact. Caltrans does not concur that these impacts are unavoidable. The currently proposed mitigation measures are inadequate to offset the impacts of the project, as it is designed in the same model of development that has proven to be unsustainable long-term.

Caltrans 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.
- Invest in alternative modes of freight movement, such as rail, which is not only more efficient but also more easily converted to carbon neutral energy sources in the future.
- Due to the increased volume of truck trips, a substantial contribution should be made to a city fund that will 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.
- Additional studies should be conducted to develop additional mitigation measures that include robust walking, biking, and transit infrastructure to further reduce the Project's VMT impact below the threshold of significance.

Following construction, a study should be conducted to confirm that the proposed mitigation measures are sufficiently offsetting the Project generated VMT. If not, new and/or additional mitigation measures need to be implemented.

Additionally, an encroachment permit will be required for any project work proposed near Caltrans Right of Way and all environmental concerns must be adequately

addressed. Please note that any modifications to the State facilities will be subject to additional review by the Office of Permits prior to issuance of the permit.

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-2023-04486.

Sincerely,



Miya Edmonson
LDR/CEQA Branch Chief

Cc: State Clearinghouse