

**DEPARTMENT OF TRANSPORTATION**

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November 20, 2024

Elijio Sandoval  
Community Development Department  
311 West Ocean Boulevard, 3<sup>rd</sup> Floor  
Long Beach, CA 90802

RE: 3401 Cerritos Project  
Notice of Preparation (NOP)  
SCH# 2024100979  
GTS# 07-LA-2024-04658  
Vic. LA 405 PM 29.334

Dear Elijio Sandoval,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes the construction of an approximately 73,787 square foot apartment complex with a total of 73 dwelling units, of which 100% will be restricted affordable units. The apartment complex will include a front 5-story element and rear 2-story and 3-story element with a mix of three-, two-, and one-bedroom apartments. A parking garage with up to two subterranean levels, will provide up to 103 residential parking spaces, 15 long-term bicycle parking spaces, a trash/recycle room, an organics room, a moving/trash pick-up/loading zone, an electrical room, and residential storage.

After reviewing the NOP, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that helps California meet its climate, transportation, and livability goals. The Project Site is approximate to numerous parks, commercial centers, medical facilities, several bus lines and the Metro A (Blue) Line. However, due to the amount of car parking being proposed, up to 103 new spaces total, the 3401 Cerritos Project unnecessarily induces demand for vehicle trips. This demand should be addressed with appropriate design and transportation management principles.

Caltrans recommends consideration of the following to mitigate potential transportation impacts:

- Reduce the amount of parking whenever possible. Due to AB 2097 this project should not be required to include car parking, but the proposed design suggests that the Lead Agency should seriously consider adopting parking maximums. This project's location is an excellent candidate for reduced car parking due to it being an infill location within a high-quality transit corridor. 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.

Additionally, rates of car ownership and vehicle miles traveled (VMT) are significantly lower for low-income households than they are for high-income households. Seeing as this project proposes a total of 73 restricted, 100% affordable units, this should be taken into serious consideration. There is sufficient justification to consider reducing the amount of parking required for affordable housing projects to promote affordability and achieve the project's goals.

- Unbundling car parking from residential units to promote affordability and expand mode choice. Due to AB1317 this project shall not include any off-street parking in any residential rental agreement, instead subject to an addendum or separate rental agreement.
- Reallocation of vehicle parking space to increase the number of long-term residential bicycle parking spaces from the proposed 15 to 73, for a ratio of at least one long-term space per residential unit.
- Improve connections to active transportation infrastructure. Caltrans supports easy and safe connections for pedestrians and cyclists and will closely examine proposed improvements such as pedestrian-scale lighting, street furniture, intersection enhancements and street trees. Immediate opportunities may include high-visibility crosswalks along Wardlow St and Orange Ave.

Additionally, similar improvements to bicycle safety should be considered for future project residents. The City of Long Beach's Bicycle Master Plan includes separated bikeways ("8-to-80 low stress facilities") along the following "backbone" corridors approximate to the project:

- Orange Ave
- Spring Street

The Master Plan's Vision Network also includes low stress facilities along the following corridors:

- Long Beach Blvd
- Wardlow Road
- Cherry Ave

Inclusion of protected bicycle facilities will allow greater diversity in travel options for project residents and visitors to future commercial spaces. Such improvements can allow safe, easy connections to the Metro Wardlow Station and mitigate anticipated passenger vehicle travel from the project.

Finally, The Project area is located approximately 0.2 miles north of I-405 at Orange Ave. Caltrans has the jurisdiction for review and approval of any work that would affect the freeways and its facilities. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require 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 Jan Yonan, at [jan.yonan@dot.ca.gov](mailto:jan.yonan@dot.ca.gov) and refer to GTS# 07-LA-2024-04658.

Sincerely,



Anthony Higgins  
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse