

LETTER R98

From: Caren Adler
Sent: Friday, March 03, 2017 11:41 AM
To: Craig Chalfant
Subject: PCH and 2nd

Hi Craig,

I'm emailing you to let you know about the deep concerns our community has regarding new development at PCH and 2nd without a clear, measurable traffic mitigation plan.

We all know there is NO NEED for any more studies of traffic in that area. It's bad! Please just figure that plan out before developing the area more, and we can all be happy. R98-1

Thank you for your time,

Caren Adler
Concerned Long Beach resident

Sent from my iPhone

4/3/2017

Craig Chalfant, Senior Planner
City Of Long Beach

LETTER R99

Comments: Southeast Area Draft Program EIR-Recirculated Traffic Section

1. Procedural Issue with CEQA Recirculated Notice 2/17/20

The notice sent out to the public states (see below) states that

“The City of Long Beach is recirculating only the portion of the EIR that triggered the need for recirculation under CEQA Guidelines Section 15088.5(a)—Section 5.16, Transportation and Traffic, and Appendix J (Traffic Reports).”

” A summary of the revisions made to the previously circulated DEIR Traffic Section and Appendix J are available on the City’s website identified below. In accordance with Section 15088.5(f)(2), only the revised traffic section and appendix are being recirculated, and as a result, **the City of Long Beach requests that agencies and interested parties limit their comments to the revised chapters only**, as all other comments related to other topics will be addressed in the forthcoming Response to Comments, which will be released in the next few weeks.
“

“Commenters shall limit their comments to Section 5.16, Transportation and Traffic and Appendix J portions of the DEIR only.”

CEQA Procedures require the following

15088.5. Recirculation of an EIR Prior to Certification

(f) The lead agency shall evaluate and respond to comments as provided in Section 15088. Recirculating an EIR can result in the lead agency receiving more than one set of comments from reviewers. The following are two ways in which the lead agency may identify the set of comments to which it will respond. This dual approach avoids confusion over whether the lead agency must respond to comments which are duplicates or which are no longer pertinent due to revisions to the EIR. In no case shall the lead agency fail to respond to pertinent comments on significant environmental issues.

*(2) When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. **The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated.** The lead agency's request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.*

(3) As part of providing notice of recirculation as required by Public Resources Code Section 21092.1, the lead agency shall send a notice of recirculation to every agency, person, or organization that commented on the prior EIR. The notice shall indicate, at a minimum, whether new comments may be submitted only on the recirculated portions of the EIR or on the entire EIR in order to be considered by the agency.

(g) When recirculating a revised EIR, either in whole or in part, the lead agency shall, in the revised EIR or by an attachment to the revised EIR, summarize the revisions made to the previously circulated draft EIR.

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21092.1, Public Resources Code; Laurel Heights Improvement Association v. Regents of the University of California (1993) 6 Cal. 4th 1112.

The way the notice is written there is confusion as to whether comments should be submitted on the entire Section 5.16 Transportation and Traffic, and Appendix J (Traffic Reports) or only on the revised portions of the recirculated chapter.

R99-1

Is it the city's intention that our initial comments must be resubmitted along with comments pertaining to the revised portions of the recirculated chapter? The NOA states that "New traffic information was added to the DEIR based on comments received during the DEIR public review period."

R99-2

In order for the public to properly understand the requirement for revising the chapter and the changes resulting from the new information added (in the context of their initial comments) the NOA, Summary of Revisions or some other document should have been provided that includes the City's response to the initial comments for the Traffic Chapter and Appendix.

R99-3

As it stand the earlier public comments for Chapter 5.16 Transportation and Traffic, and Appendix J (Traffic Reports) may receive no response and the that the city will only respond to current comments on the entire revised chapter. The city's intentions are not clear and will result in confusion over whether the lead agency must respond to comments which are duplicates or which are no longer pertinent due to revisions to the EIR.

R99-4

As such the NOA should be rewritten to include the response to the initial comments and the DEIR Traffic should be recirculated for an extended period. The NOA should include clear instructions on the Chapter response scope (only changed portions or the entire chapter) and the responses to the initial comments. The lack of revision bars or notes is appalling. As a result at this time I am resubmitting my earlier EIR Traffic comments in addition to new comments below.

Reference 1- Public Notice- Southeast Area Draft Program EIR – Notice of Availability of a Recirculated Traffic Section, Public review February 17, 2017 to April 3, 2017

Suzanne Schwab <sschwab@placeworks.com> Feb 17

Dear interested parties and all persons who commented on the DEIR,

On behalf of the City of Long Beach, please be notified of availability of a recirculated Traffic Section for the Southeast Area Specific Plan (SEASP) Draft Program Environmental Impact Report (DEIR).

SEASP DEIR Update

Over the past several months, we've been working to refine the SEASP DEIR to incorporate input and comments we recently received during the public review. The City of Long Beach previously circulated the DEIR for the SEASP for a 60-day public review period from July 20, 2016 through September 19, 2016. We appreciate your feedback!

Southeast Area Specific Plan Draft Program EIR, Traffic Section Only

Please be informed that due to comments received during the public review period additional analyses were conducted and new information has been identified as it relates to traffic. As a result, the City of Long Beach has released a Recirculated Traffic Section of the DEIR (State Clearinghouse No. [2015101075](#)) prepared in compliance with CEQA for a 45-day public review period, starting on February 17, 2017. Pursuant to CEQA Guidelines Section 15088.5(c), the City of Long Beach is recirculating only the portion of the EIR that triggered the need for recirculation under CEQA Guidelines Section 15088.5(a)—Section 5.16, Transportation and Traffic, and Appendix J (Traffic Reports).

A summary of the revisions made to the previously circulated DEIR Traffic Section and Appendix J are available on the City's website identified below. In accordance with Section 15088.5(f)(2), only the revised traffic section and appendix are being recirculated, and as a result, the City of Long Beach requests that agencies and interested parties limit their comments to the revised chapters only, as all other comments related to other topics will be addressed in the forthcoming Response to Comments, which will be released in the next few weeks.

Submitting Comments

Commenters shall limit their comments to Section 5.16, Transportation and Traffic and Appendix J portions of the DEIR only. All comments on the traffic section of the DEIR must be submitted in writing to Craig Chalfant, Senior Planner, Development Services Department, City of Long Beach at the address below, by facsimile to [\(562\) 570-6068](tel:562-570-6068), or by e-mail at craig.chalfant@longbeach.gov. **All written comments on the DEIR must be provided to the City by Monday, April 3, 2017.**

Document Availability

The SEASP DEIR Recirculated Traffic Section, Summary of Revisions to the Traffic Section, and Notice of Availability (NOA) are available to download online at the following links:

- [NOA](#)
- [Summary of Revisions](#)
- [Chapter 5-16](#)

- [Appendix J1 TIA](#)
- [Appendix J2 TDM Plan](#)
- [Appendix J3 VMT Memo](#)

We appreciate your ongoing interest—thank you for taking time to be part of this process!

SUZANNE SCHWAB, AICP Associate

2. Level of Service ,V/C and actual traffic delay times.

It should be noted that the City of Long Beach has changed it’s intersection analysis from ICU to the HCM The HCM is based on the estimated delay for an intersection. ICU method was used by the City consistently and as recently 2nd & PCH EIR.

R99-5

The LOS calculated for the ICU method not the same as the LOS (Level of Service) calculated for the HCM method. While both LOS provide information about the performance of the intersection the HCM LOS is delay based while the ICU LOS reports the amount of reserve capacity or capacity deficit.

In the revised SEASP Traffic EIR many intersections contain a V/C (delay) value of “ >80” for Year 2030 No Project and “<.80 for Year 2030 With Project. A V/C of >80 results in a LOS of F. The revised DEIR implies that the level of service with and without the project will result in the same relative delay and this is not accurate and misleads the public and the decision makers.

R99-6

In fact the actual delay in seconds at my intersections such as PCH/7th, PCH/2nd, PCH/Loynes and other study are intersections will be much worse as a result of the current Seaport Marina Project (2017) and the proposed mixed use/residential proposed SEASP project. To say, as I have heard members of the Development Services staff say at public meetings that “Traffic is going to be bad anyway with area growth that the city should go ahead and approve the SEASP plan” is misleading. For example Table 5.16-7 12. PCH & Loynes show no number in the Project Change box.

The EIR should state exactly what the delay time or signal lights changes necessary for a vehicle to go through an intersection. Along with gridlock wait times the increased traffic and wait time idling creates additional noise, pollution and safety concerns for bicycles and pedestrians.

3. VMT and VMT per Service Population with Active Population

The TDM Plan to reduce peak hour trips by 17 % because of “robust im provement to the pedestrian and bicycle network” is ridiculous. The southeastern area of Long Beach is a suburban^{R99-14} borhood not a downtown area. The parcels in the SEASP area are not walking distance to each other. The proposed SE ASP zoning is for regional commercial not grocery stores. There are no schools within walking distance. 70% of all residents work outside of the city. It is highly unlikely that 17% of the population is going to use a bicycle or walk to go grocery shopping, drop their kids off at school, or run errands.

R99-7

4. Appendix J

The intersection counts, LOS Reports, Syncro, Traffic with Mitigation., Syncro with Mitigation data in Appendix J are missing for 7th&Santiago, 7th &Park. There may be more problems and the Appendix should be revised and recirculated. There may be more data missing. Once again the DEIR fails to account for known seasonal fluctuations in traffic volume and special events. I should note that the 1991 Transportation Plan EIR did acknowledge the special conditions in our beachside area and estimated these numbers.

R99-8

5. Trip Distributions

The trip distribution map shown on figure 4-1 is inaccurate and the city has refused to provide data showing how the percentages were determined.

R99-9

The city should use data that it's own DEIR (Long Beach Southeast Area Specific Plan Transportation Demand Management Plan) which states data is available, *"Page 18 Big Data – Data from in-vehicle navigation systems or mobile phones (as is available from INRIX, Streetlight or Airsage) can be used to understand origin and destination patterns (where residents within the SEASP planning area are going to and where people entering the planning area are coming from) and through traffic patterns."*

6. *Congested vehicle traffic will move off of gridlocked arterials and onto residential neighborhood streets. The SEASP EIR is deficient because it assumes that all vehicles in the project study area will remain on gridlocked arterial roads. There are other routes around congestion through residential streets such as these know cut throughs:*

- *6th street east (Park to Bellflower) when 7th is jammed.*
- *Use of Toledo (a neighborhood connector street) from 4^h to 2nd street when 7th to PCH is jammed.*
- *Use of Loynes (a neighborhood connector street) to avoid jammed 7th/PCH intersection,) down through to 4th to points west.*
- *Park (a neighborhood connector) to Toledo or Broadway to Bayshore to 2nd to avoid traffic at 2nd/PCH.*
- *Santiago (a neighborhood connector) to Colorado to 7th street west when 7th street west is jammed.*
- *PCH to Ahaheim to Ximeno or Park to avoid traffic when 7th west at Bellflower is jammed.*
- *Cutting through University Park Estates from 7th to Loynes when 7th is jammed.*

R99-10

The EIR fails to note conflict with the existing LCP which states that development traffic is to be kept out of these neighborhoods. The LCP notes that the area has limited arterial roadways and that in order to preserve neighborhoods- "congestion limits density". The City should acknowledge existing technologies such as Waze which direct cars down residential streets to avoid gridlocked arterial roads and the EIR should study their impacts and propose mitigations. See attached article.

The Downtown Master Plan EIR was approved without any traffic analysis or mitigation outside of the immediate downtown area (10,000 new units). The Mobility Element was approved without an Environmental Impact Report or any analysis showing the impact of the Downtown Master Plan, SEASP, LCP changes, or the Land Use Element population increases. The SEASP DEIR should be revised to show actual projections increases in traffic from Downtown, the updated Land Use Plan, and the Olympic Pool. The use of a .5% cumulative growth factor fails to accurately project future traffic in the SEASP area.

R99-11

7. The SEASP EIR should be revised if the amount of commercial or number of residential units change as the project proceeds to the City Council and Coastal Commission. It is not enough to provide the biggest or worst case scenario so that it is "legally defensible" in court. The public and the decision makers should be provided with accurate information if the SEASP document/mitigation is revised from its current state.

R99-12

8. The city's proposed Land Use Plans require that commercial/residential building be built close to the street at corners rather than have parking lots street side. See photo (7th & Park). The development did not plan for service trucks and the drive must park in a red zone just to make a delivery. Development Services preference for this placement of buildings make proposed lane mitigations unfeasible. The city should revise its Land Use Plan and SEASP to better place buildings so that future traffic mitigation is planned for and feasible.

R99-13

I should note that the City's Traffic Engineer has not signed off on the SEASP Plan. In the past the City's Traffic Engineer signed off on all EIRs and attended planning meetings. Long Beach has also eliminated its Transportation Planning Department. A number of intersections on 7th Street cross with residential streets and have high accident rates. These intersections are also used by school children, pedestrian, and bicyclists. It is not enough to discuss how well intersections flow, the EIR should state known impacts to traffic safety.

R99-14

The City has also not provided the public or decision makers with its intention on how it plans to implement the SB743 new CEQA Traffic Analysis Guidelines. Without this information it is difficult to determine what will be required as far as fair share traffic mitigation cost payments for development or whether these future SEASP developments will be required to mitigate traffic impacts.

R99-15

9. Section 5.16.8 Level of Significance After Mitigation and the General Plan.

Given that most proposed mitigation proposed in unfeasible and will result in environmental traffic impacts that are “significant and unavoidable” the city should not approve this project or the EIR.

The City is required to balance all elements of the General Plan and provide a healthy safe environment for its citizens.

Rather than do this the city has sought to maximize residential/commercial land use development, the Long Beach Port, Long Beach Airport, build a larger regional serving Olympic Pool, changes to zoning allowing more and more restaurants, encourage regional attracting developments and continuous expansion of local and state colleges all within its border.

R99-16

The SEASP and proposed Land Use update should be revised to balance growth with a plan to reduce existing and future environmental impacts such as air quality, noise, and traffic.



Reference 2 City Design Standard- 7th & Park Starbucks.

No room to add a right hand lane.

Reference 3 Waze

Readers React How an app destroyed their streets: Readers count the Waze



R99-17

Vehicles crowd the intersection of Cody Road and Woodcliff Road in Sherman Oaks on Jan. 5. Residents say the worsening traffic on side streets is partially to blame on Waze. (May 6 2015 Los Angeles Times)

Paul Thornton <http://www.latimes.com/opinion/opinion-la/la-ol-waze-traffic-app-neighborhoods-readers-20150506-story.html>

Your view on Waze probably depends on whether you're behind a windshield or in a home on a quiet street

For many drivers in Los Angeles, the app Waze is a godsend, providing real-time, crowdsourced traffic tips to motorists desperate for alternatives to congested thoroughfares and highways that, during rush hour, make a mockery of the word "freeway." But to some residents of the formerly quiet neighborhoods through which Waze has rerouted countless commuters, the app has destroyed their quality of life.

Responding to Brian K. Roberts' op-ed article Monday defending Waze against "traffic NIMBYs," several readers described how their calm streets that connect to major traffic arteries -- but were previously known to do so only by those willing to study a Thomas Guide -- became busy commuting routes after the arrival of Waze. Roberts laments efforts by residents to bar access to public streets "maintained with my tax dollars," whereas the readers say Waze has altered their lives so dramatically and without warning as to demand action by transportation planners

Like most traffic disputes, where people fall on this issue correlates strongly to perspective. Readers from the shaded, hilly areas of Sherman Oaks, Studio City and Echo Park -- which are all near major traffic corridors -- complain of their newly choked streets. A smaller handful of letter writers agree with Roberts that all public streets ought to remain open

to automobile traffic. The divide isn't unlike the battle between cyclists and drivers, or between pedestrians and bike riders: Who we think getting around in Los Angeles ought to favor depends on whether we experience the streets from behind a windshield, on a bike saddle or on the sidewalk. For Waze, where we live adds another dimension.

It gets interesting where these interests overlap or even conflict. I'll offer one case in point: me.

At a busy intersection near my house that connects middle-class Alhambra to San Marino, an old-money enclave that has the audacity to do things like charge non-residents for weekend access to its impressive Lacey park, signs are posted giving motorists the impression that driving straight through to Pasadena is forbidden; instead, drivers are told to take a circuitous route that deposits them away from most of the places considered worth visiting in Pasadena. Of course, those of us who live nearby disregard the signs and drive past the unwelcoming San Marino estates. A city's wealth doesn't give it the right to cut off access to public streets.

But I also live on an Alhambra block largely protected from speeding traffic that would otherwise spill over from a nearby six-lane boulevard. A barricade prevents most cars from accessing my street, forcing drivers to spend more time and gas traveling south. This added safety has tangible, quality-of-life benefits; it allows my young children and those of my neighbors to more freely play in our frontyards, and the lack of fast-moving, automotive throughput facilitates sociability among the residents.

Remove that barricade? Never. But San Marino shouldn't even think about closing that direct route to Pasadena.

We had a peaceful residential home prior to Waze. Now we live on a pretend freeway. — Leon Sturman, Sherman Oaks

Hypocritical? Yes, but on this issue, hypocrisy isn't in short supply -- which is why it's up to government officials to consider all opinions, look at the big picture and make the hard decisions that are bound to be unpopular among many but serve the broader public interest.

And speaking of opinions, here is what some readers have to say about Waze and their neighborhoods.

Sherman Oaks resident Leon Sturman bemoans the "pretend freeway" his street has become:

Roberts is lucky to live on a cul-de-sac. I live on a narrow street that has access to Mulholland, Beverly Glen and Benedict Canyon.

Since Waze came along, the traffic in front of my house backs up to a continuous 20 vehicles between 7 a.m. and 9 a.m. waiting at a stop sign. The noise, the radios blaring, the fumes of vehicles idling cannot be healthy. I cannot back out of my driveway without great difficulty. I move my wife's car to the street at 6 a.m. so she can get into the flow of traffic.

We had a peaceful residential home prior to Waze. Now we live on a pretend freeway.

Frances Terrell Lipman, also of Sherman Oaks, says traffic-choked neighborhoods are part of a larger problem:

Our small, Sherman Oaks neighborhood is subjected to Waze-induced problems on a daily basis.

The line of endless cars heading up to Mullholland Drive begins its assault round 7 a.m. and lasts until about 10 a.m. We are not able to leave our homes because drivers don't often allow us out of your own driveways. Many drive right through stop signs with no regard for the laws in place.

This age-old Los Angeles problem of too many cars will never be solved until a realistic transit system is put in place. The 405 Freeway widening, which added a carpool lane, was a waste of money. When I watch the parade on my street each day, there is one person in every car, and no one seems willing to change the car mentality that has choked this city for 50 years.

Waze seems like a good idea for getting somewhere easily and without hassle, but many of us pay the price every day by having to breathe in more fumes and being stuck right in the thick of it. There must be a better way, if only the city would once and for all give it more thought and have better urban planning. Other major cities seem able to manage transportation; why can't we?

Los Angeles resident Robert Fox says Waze creates challenges beyond congestion:

Roberts' reasoning is specious at best.

The city doesn't have the resources to make sure Roberts isn't speeding through his neighborhood shortcuts. Logically speaking, people using shortcuts are likely to be in a hurry and people in a hurry are likely to be speeding. Moreover, people using mobile apps are likely to be juggling hand-held devices while people living on quiet streets are less likely to be vigilant in watching out for traffic.

This is a recipe for disaster.

Kerrie Aley

6102ka@gmail.com

Submitted by email 4/3/2017

From: Kerrie Aley
Date: February 21, 2017 at 3:59:13 PM PST
To: Eric.Widstrand@longbeach.gov,
suzie@suzieaprice.com, jack.cunningham@longbeach.gov, christopher.koontz@longbeach.gov
Subject: Question about SEASP proposed new Ximeno/Park Avenue "shared through lanes"

Hi Eric. I noticed recent changes to the proposed SEASP cumulative traffic impact mitigations in the DEIR. I am interested in how the addition of the new through lanes on Park and Ximeno may impact us homeowners here in Belmont Heights. See below.

R99-18

- Could you please tell me the extent of the SEASP proposed "shared through" lanes on Ximeno and Park Avenue?
- When does the new lane merge with the existing lane (how many feet?)... or does the DEIR propose additional lanes the entire length of Park and Ximeno?
- Will this new lane require removal of on street parking? If so could how many parking spots would be eliminated?

I am sure you are aware of the parking problems created when the Starbucks and another restaurant were developed at this corner. Loss of on street parking will also negatively impact the businesses.

- Will there be changes to the curved median on Park at 7th or the bike path round-about at 6th?
- Will the new lanes require loss of a sidewalk or use of private property/parking strip?
- These intersections are frequently used by pedestrians, bicyclists and school children. Could you please describe any changes to the sidewalks and pedestrian crossings at these two intersections.

I understand that the time-frame of the traffic mitigation spans 0-20 years depending on development in the SEASP area.

I would appreciate receiving further information so that we can all respond to the revised DEIR.

Regards, Kerrie.

Revised Section 5 Page 78

26. 7th St & Park Ave • The addition of a through lane on the eastbound approach along 7th Street.

- The addition of a through lane on the eastbound and

westbound approach along 7th Street.

- **An additional through lane on the northbound approach.**
- **An additional shared through-right lane on the southbound approach.**

Improvement encroaches onto physical development- YES

LETTER R100

From: david baker
Sent: Wednesday, March 08, 2017 8:22 PM
To: Craig Chalfant
Subject: SEASP study traffic issues

Mr. Chalfant

I read the SEASP traffic report which you recently circulated and it does not reference the impact of the two lane bridges on PCH and at the Studebaker Freeway exit on traffic circulation. It seems evident that each regional two lane bridge would create a choke point which would increase the likelihood of traffic congestion.

R100-1

Please ensure that the traffic study addresses this issue.

I note that the report also suggests the possibility of traffic circles at certain intersections. The existing traffic circle on PCH at Los Coyotes Diagonal and Bellflower is a good example of why this is a dangerously bad idea.

R100-2

Please consider the traffic accident statistics for the referenced traffic circle in any future SEASP traffic studies.

Best regards,

David Baker
5641 E Sorrento Drive
Long Beach Ca 90803
(310)779-8667

From: David Baker
Sent: Friday, February 17, 2017 3:46 PM
To: Craig Chalfant
Cc: chuck.posner@coastal.ca.gov; Editor Gazettes; Suzie Price
Subject: Seasp Traffic study

Craig

Thank you for circulating the SEASP related traffic study report.

I am concerned that the number of SEASP intersection impacts designated as "significant and unavoidable" will translate to gridlock which will significantly impair ingress and egress in our community. It seems that it would be reasonable to scale back a SEASP plan which causes impacts which are "significant and unavoidable" and are likely to create gridlock.

R100-3

Further, I note that no reference is made to the Davies Launch Ramp access driveway at Marina Drive and 2nd Street. Vehicles entering and exiting from the launch ramp area while towing boats will cause significant disruption of the East/West traffic flow, especially if they are exiting the ramp area and attempting to transition from Eastbound 2nd Street to Southbound PCH, and therefore must cross traffic lanes which are likely to be congested.

R100-4

The launch ramp is a Coastal Dependent Recreational facility and thus should be subject to Coastal Commission jurisdiction. Please ensure that this matter is submitted to the California Coastal Commission for approval as regards the impact of the SEASP plan on public access to coastal dependent activities.

R100-5

Thank you for your courtesy and cooperation in this matter.

Best regards,

David P. Baker

Attorney at Law

Naples Island



Feb. 29, 2017

Dear Mr. Chalfant

I'm part of the #WomensMarch movement. I'm from Long Beach, District 4 and I'm concerned about

I support the revisions to the recirculated traffic section Here's why: of the SEASP draft EIR and hope that we will forge ahead with the SEASP.

Despite the traffic challenges, we need to balance growth with resource preservation, get out of our cars more often + bring mixed use building to this In the first 100 days of the new blighted administration, I hope that you understand and take these concerns seriously. Corner of the City.

Sincerely,

Jane Wilson Barboza



R101-1

Craig Chalfant
Senior Planner

Development Services
Department

333 W. Ocean Blvd.
5th Floor
Long Beach CA 90802

1 18 ACTIONS 100 DAYS

LETTER R102

From: Sandy Bauer
Sent: Wednesday, March 01, 2017 2:35 PM
To: Craig Chalfant
Subject: SEADIP

Dear Mr. Chalfant,

I am a Long Beach native, homeowner, business owner and resident of Naples. I love this city and am always interested in projects that improve our great city. However, I am greatly concerned about the development of this property.

R102-1

While I strongly agree that the current state of the property is dreadful I am opposed to any forward movement without a clear, measurable traffic mitigation plan.

I look forward to a workable traffic plan.

Sincerely

Sandy Bauer

LETTER R103

From: Christine Beaur-Mortezaie
Sent: Thursday, March 02, 2017 5:49 PM
To: Craig Chalfant
Subject: 2nd and PCH

I am tired of the few privilege people who live on the east side and the people who do not live there who torpedo the development of this corner. There are not many strategically placed lots where the City can build something that is world standard. We are the aquatic capital and we keep going back to suburban, mediocre projects for this amazing property. It's too high, bring too much traffic, impacts the birds etc. The first group who proposed the redevelopment had vision. Long Beach(ers) should travel around the world and see beyond the tip of their nose.

R103-1

Sent from my iPhone

From: cathyblack
Sent: Monday, April 03, 2017 12:26 PM
To: Craig Chalfant
Subject: seasip

Hi Craig,
It makes me sad to think that people involved with SEASP thinks it's a good idea.

I have lived in the Naples area most of my life.

I am firmly opposed to the proposed SEASP.

We are not Marina del Ray or Huntington Beach and don't want to be!
The whole idea is way out of whack.

I don't know a person locally (5 mile reach) who would agree with this proposal.

Try to navigate around this area at peak hours everyday(all 7 days) for a week.

Any new commercial or residential zoning needs to be revisited with a

logical vision NOT whats good for the bank book.

Thank you for your consideration.
Cathy Black
17 Savona Walk
Long Beach,
CA.

R104-1

From: cathyblack
Sent: Wednesday, March 01, 2017 11:00 AM
To: Craig Chalfant
Subject: 2nd and pch

Hi Craig,
2nd and PCH doesn't need another study it needs a plan.
The traffic and panhandler situation isn't going away unless an actual plan is put in motion. I can not support the 2nd and PCH project with out a plan to handle the crazy traffic situation. Thank you,
Cathy Black

LETTER R105

From: Dick Blankenship
Sent: Friday, February 24, 2017 2:58 PM
To: Craig Chalfant
Subject: SEASP TRAFF

Your program lost me when your initial report stated "Extension of Studebaker St is not considered".

R105-1

ONLY the extension of Studebaker would have given SEASP merit.

Dick Blankenship
122 Granada Ave
LB CA 90803

562-439-4741
562-370-7877

From: Johnathan Blitzer
Sent: Wednesday, March 01, 2017 10:20 PM
To: Craig Chalfant
Subject: SEASP traffic plan

Dear Mr Chalfant,

I read with great interest the traffic study prepared for the SEASP. I had never read such a study before and was particularly interested in the methods used, including assumptions, barrier conditions and definitions, legal limits, and so on for a study with such large potential impacts.

Well, the study certainly told us what we already knew: many, if not most, of the intersections in the project area are badly congested and roads cannot be widened in most cases. I found the consultants' constant proposal of road widening to be the remedy for congestion to be a bit depressing, but I guess that is the way traffic engineers think.

I do believe some congestion relief could be obtained by optimizing signal timing and length, particularly to accommodate differing directions of traffic flow during the day/night. With modern technology this should certainly be possible, and should be cheaper than building new roads.

I also think that traffic could be speeded through intersections if there were not curb cuts within 100 feet of the corner, as is common with fast food restaurants and gas stations. These conditions obtain at the most congested intersections and could be remediated by changing the location of the curb cuts and creating deceleration/exit lanes on those properties. That would in effect yield another through lane, because currently the lane that is called a through lane is often hampered by drivers slowing to turn in to a gas station, etc.

I also don't think a common business such as a gas station or a fast food restaurant is an immovable obstacle to traffic mitigation; it should be possible to remove them by eminent domain, if necessary. We could certainly live with one or two fewer places to gas up or feed.

I have long felt that a grade separation would go a long way to easing congestion at the iron triangle, and have recommended that in my previous correspondence. I know it is expensive and time consuming, but it could-and should-be done.

I was pleased to note that a "roundabout" or traffic circle, was proposed for at least one congested site; this is a very effective strategy for traffic "taming" as it keeps traffic moving but speeds are limited; frequent stopping and starting are avoided, which improves fuel economy, noise, and emissions. A roundabout at 2nd and Studebaker would be welcome, where there is virtually no foot traffic to worry about, and no reason for eastbound travelers on 2nd /Westminster to stop at all.

Thanks for the opportunity to comment on this important project.

Jonathan B. Blitzer, MD

R106-1

LETTER R107

From: Carole Bramble
Sent: Wednesday, March 01, 2017 7:50 AM
To: Craig Chalfant
Subject: PCH and 2nd Street traffic

Hello Craig,

I have lived in Naples for 40 years. I have seen the traffic increase over these years to reach the worst rating an intersection can be rated "F".

I have also been aware of the attempts to over develop that corner by the family owning the hotel. I sat in a long City Council meeting where they gave iPads and green tee shirts to college students to say they supported this over development while the residents that have to live here were on the other side protesting it. Believe me we want it rebuilt in the worst way but traffic has to be considered.

I always think about how we could get off Naples Island in an emergency situation like a tidal wave. We only have that one bridge that would get us to higher ground if needed. The other two bridges just go toward the beach.

Please do not allow a bad situation to get worse.

Thank you.

Carole Bramble
66 Rivo Alto Canal
Long Beach

R107-1

LETTER R108

From: Kevin Brown
Sent: Wednesday, March 29, 2017 7:42 PM
To: Craig Chalfant
Cc: Council District 3
Subject: SEASP Traffic

Mr. Chalfant,

I recently read the report, "FINAL – Long Beach Southeast Area Specific Plan Transportation Impact Analysis" (Updated February 2017).

I would like to support the redevelopment of this area, including increased commercial and residential density. However, the plan clearly shows "significant and unavoidable" impacts to traffic and many intersections around the area, which already have terrible traffic.

I do not believe the current plan is acceptable. I think it should be stopped, until and unless there are mitigation measures which can be assured to address the many problems identified. The current plan will worsen the quality of life for residents in the surrounding areas.

Please reconsider the approach, or just stop it.

Regards,

Kevin Brown

From: Kevin Brown
Sent: Sunday, February 19, 2017 5:13 PM
To: Craig Chalfant
Cc: Suzie Price
Subject: SOUTHEAST AREA SPECIFIC PLAN DRAFT EIR

R108-1

I recently read the SOUTHEAST AREA SPECIFIC PLAN DRAFT EIR, Section 5, Environmental Analysis of Transportation and Traffic.

As I am sure you are aware, the report notes that there will be more than a dozen intersections where the plan will cause "Significant Unavoidable Adverse Impact", where the traffic conditions are already bad.

I have been generally supportive of development in this area, including (in principle) higher density. But the traffic issue must be solved. I do not think it is acceptable to worsen traffic conditions beyond the deplorable conditions that exist today. This will negatively affect the quality of life of residents, and therefore property values in the area, as well as impact businesses that depend on customers who must travel through those intersection. We may end up with more residents and business in the developed area, but at the expense of reduced business, and reduced quality of life in the areas of Naples, Belmont Shore, and Belmont Heights.

I think solving the traffic problem should be a REQUIREMENT before proceeding with the development plan. The draft EIR basically tells me that the current plan is fatally flawed, and should be stopped, until the traffic problems can be fixed thoroughly.

R108-1
Cont'd

Regards,

Kevin Brown
276 Saint Joseph Avenue
Long Beach, CA 90803

LETTER R109

From: Judy Cannavo
Sent: Wednesday, March 01, 2017 8:28 PM
To: Craig Chalfant
Subject: PCH and 2nd Street
Importance: High

Dear Mr. Chalfant:

For those of us who traverse PCH and 2nd Street on nearly a daily basis, we know well the problem increased density at that intersection will cause. PLEASE do not implement a plan for development without a thorough "thinking through" of the traffic flow. I know I will avoid patronizing any businesses in that new complex if I have to wait through more than one traffic cycle. R109-1

Thank you for your consideration,

Judy Cannavo-McKeever
4000 East Second St., 90803

LETTER R110

From: Rebecca Caudillo
Sent: Monday, April 03, 2017 3:28 PM
To: Craig Chalfant
Subject: Recirculated Traffic Study Comments

What will the City do if traffic does not lessen in spite of the Transportation Management Association?

What are the consequences if the 10% reduction traffic goal is not met?

If the City reduced some of the proposed density (5,439 housing units, 8648 people, 5-7 stories) in the SEASP plan and implemented the Transportation Management Association, could traffic be reduced to more tolerable levels?

R110-1

Could SEASP be put on hold until completion of the SEAPORT Marina Hotel property is replaced and has tenants?

LETTER R111

From: madonna cavagnaro
Sent: Friday, March 31, 2017 2:08 PM
To: Craig Chalfant
Subject: PCH and 2nd

Dear Craig,

The traffic at PCH and 2nd is often not tolerable in its current state. If you add a lot of density to that corner it will be the area nobody goes to anymore except poor tourists that get trapped there. Gelsons , CVS and Marina Pacifica condos plus all the nearby shops will suffer and we will not be a better community for it.

I am not one of those that city personnel label as "no to everything". This is a real issue. You have the most clogged up intersection in Long Beach that is often not passable on weekends and peak traffic hours under consideration for way too much added density.

Thank you,
Madonna Cavagnaro
Long Beach resident since 1983

R111-1

From: madonna cavagnaro
Sent: Thursday, March 02, 2017 9:54 AM
To: Craig Chalfant
Subject: PCH and 2ND

Dear Craig,

I have been a resident and paid property taxes since 1986. The traffic at PCH and 2nd is the worst in the city. It is gridlock in the afternoons and on weekends. Development on that site should only be allowed if there is significant traffic mitigation and the number of units is held much lower than developers seem to ask for.

Please do the right thing. Thank you,
Madonna Cavagnaro
4418 Shaw Street 90803

From: Juerg Ciceri
Sent: Thursday, March 30, 2017 10:49 PM
To: Craig Chalfant
Cc:
Subject: SEASP revised traffic section

Dear Mr. Chalfant,

After reviewing the newly available traffic section of the SEASP, we would like to address our concerns as residents of East Long Beach.

The current, massively oversized plan would have a dramatic NEGATIVE impact on our neighborhood we love so much.

According to available research (see below), external trips would INCREASE BY A STUNNING 46%.....

TABLE 1 PROPOSED PROJECT MXD TRIP GENERATION AND INTERNALIZATION ESTIMATES

Time Period	Gross Trips	Net External Trips	Vehicle Trip Internalization	Vehicle Trip Internalization
<i>Existing Land Uses</i>				
Daily	72,209	65,731	9%	5%
AM Peak Hour	4,486	3,047	32%	19%
PM Peak Hour	7,109	5,299	25%	15%
<i>Future Land Uses (Includes all area land uses: existing, redeveloped, and proposed)</i>				
Daily	124,073	96,299	22%	13%
AM Peak Hour	6,412	4,795	25%	14%
PM Peak Hour	11,225	7,758	31%	18%

Source: Fehr & Peers, 2016

The change in SEASP area total trip generation is the difference between the existing and future trip generation estimates shown in Table 1 and is described as follows:

- Daily: The SEASP will result in 30,568 new daily external trips, or an increase of 46%.
- AM Peak Hour: The SEASP will result in 1,748 new AM peak hour external trips, or an increase of 57%.
- PM Peak Hour: The SEASP will result in 2,459 new PM peak hour external trips, or an increase of 46%.

R112-1

If traffic is a problem today – and we believe everyone would agree to this – why than would anybody with common sense believe that adding over 5,000 housing units on top of additional commercial businesses would improve our quality of live?

R112-1
Cont'd

Please reduce the density of the plan and work in the interest of the locals living here.

We would also appreciate if in further communications about this project the city highlights the key issues of this project: Density, additional number of housing units, additional retail/commercial space, increase in traffic.

R112-2

These are the issues we residents care about and frankly, these stats are hard to find in reports that focus on traffic mitigation efforts that may reduce traffic by 0.1% (J12-11 of TDM).....I am aware that SOMEWHERE in the docs a person with a lot of time and a magnifying glass can find this information – but why not make it easy for us to support a properly sized project. We are not members of the “not in our neighborhood crowd” and have supported pretty much any reasonable project in our great city – but SEASP as it stands is a bad idea!

Thank you,
Beth & Juerg Ciceri

Beth & Juerg “George” Ciceri
445 Ultimo Ave.
Long Beach, CA 90814
Tel. 562-743 6031

LETTER R113

From: Lynne Clarke
Sent: Wednesday, March 01, 2017 3:18 PM
To: Craig Chalfant
Subject: PCH/2nd St

As 20+ year residents of the 3rd District, we're all too aware that the congestion at this intersection is a subject that needs immediate attention. We cannot support a development project without a clear, measurable traffic mitigation plan.

Thank you.

Tom & Lynne Clarke

Sent from my iPad

R113-1

From: Melinda Cotton
Sent: Monday, April 03, 2017 8:41 PM
To: Craig Chalfant
Subject: Comments re Recirculated DRAFT EIR - SEASP

"**Significant and Unavoidable**" and "**Unacceptable**" is the constant refrain throughout the Revised "Traffic and Transportation" segment of the SEASP EIR.

These highlighted comments by the preparers demonstrate that there should be **no** increased heights or density in the SEASP area. The traffic impacts are too great, and the mitigation measures presented are repeatedly deemed impossible due to Cal Trans constraints and the adjacent wetlands, bridges, adjacent residences, etc.

The proposed project adds **30,568 vehicle trips daily, with 1,748 in the AM peak commuting hours 2,459 in the PM peak commuting hours.**

R114-1

This is totally unacceptable. The SEASP area and adjacent communities - Belmont Shore, Belmont Heights, Seal Beach, etc. can not safely handle the density proposed in the South East Area Specific Plan.

I join my neighbors in Naples where the Naples Improvement Association asks:

**" ...do we need the proposed 5,439 new dwellings?
Do we tolerate a 57% and 47% increase in AM and PM
traffic?"**

It's clear the answer must be a resounding NO.

Sincerely,

Melinda Cotton
Belmont Shore

LETTER R115

From: A

Sent: Monday, April 03, 2017 3:42 PM

To: Craig Chalfant; Council District 3

Subject: SEASP

Craig,

I'm writing to comment on the Traffic study AND overall proposal for the revised SEASP plan.

After reading this study I am convinced that SEASP should not move forward nor should SEADIP be changed or altered in any way due to the negative impact on Traffic. I am against this plan!

Besides making traffic impossible to deal with it harms our environment, self-cannibalizes our local business and overall, hurts the quality of life for the very residents who live in this area, and all for the benefit of a few property owners who want to change the existing rules so they can make more money, at our expense.

Additionally if the City decides to proceed with this they will put the City into several lawsuits, which is a waste of my tax dollars.

Thank you,

Will Cullen
241 Loma Ave. LB 90803
562-881-4530

R115-1

April 10, 2017

LETTER R116

Mr. Craig Chalfant, Senior Planner
Development Services Department
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Email: craig.chalfant@longbeach.gov

Subject: Recirculated DEIR SEASP Traffic Section

Dear Mr. Chalfant:

As a resident of the traffic impacted area, I was disappointed to read the revised traffic section of SEASP. It does not address how the increased vehicle traffic that will result in traffic gridlock be mitigated for the project. Current traffic and intersections are already at capacity and there is no more room for this in-fill project.

R116-1

The unmitigated traffic gridlock will have consequences, none of which are mentioned in the revised traffic section. Vehicle access will simply become miserable for residents and commuters who need to get to and through the project area. Road rage is a real consequence of over-crowded streets and pedestrian deaths from hit and runs are at an all-time high in Los Angeles County.

An additional consequence is air quality and the impacts on Los Cerritos Wetlands, particularly Steam Shovel Slough. The mud in the wetlands is the dinnerplate for its inhabitants and the traffic study is remiss in even acknowledging this impact. With the increased traffic, there will be increased nitrogen emissions into the wetlands that will over-run the wetlands ability to filter these contaminants. California has already lost 96% of its wetlands and this increased traffic will sadly add to this dismal fact.

R116-2

So, what's the answer to this anticipated increased traffic problem? Decrease the project, and follow the scientific evidence that is lacking in the traffic study. Comply with CEQA, which states:

(d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.

R116-3

(e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.

(f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

In conclusion, I appreciate the opportunity to reply to the recirculated traffic section of the DEIR for SEASP. The increased traffic will have unavoidable consequences to the quality of life on its residents, workers, visitors, wetlands and wildlife. The city needs to take a step back and with a clear head and without prejudice process the issues to provide a smaller plan that enhances the quality of life for its residents, workers, visitors, wetlands and wildlife.

R116-4

Thank you,



Janice Dahl

Craig Chalfant
Senior Planner
Long Beach Development Services
333 W. Ocean Blvd., 5th Floor
Long Beach, CA 90802
craig_chalfant@longbeach.gov

LETTER R117

RE: Draft Southeast Area Specific Plan (SEASP)

Dear Mr. Chalfant:

I am writing today to provide my comments on the South East Area Specific Plan update and Environmental Impact Report drafts. As a large multi-disciplinary project development and contracting group, our projects are in varied locales with a focus on infrastructure and building. Our companies maintain a significant interest in the South Coast Region and specifically Long Beach.

The City has made significant efforts to seek community input throughout this process and we are deeply appreciative of the opportunity to share our perspective on the Plan. For the sake of brevity, our comments are focused on two key areas: traffic and community connectivity.

Traffic

Any future development in the community will create traffic impacts on local roadways but would not offer the wholesale opportunity to improve and enhance our traffic management and transportation systems. SEASP creates such an opportunity. In fact, it is entirely consistent with the goals and vision of the City of Long Beach's Mobility Element and would result in the needed improvements to local roadways.

It is also important to note that build out would not occur all at once and the Plan would provide the time and opportunity to incorporate "Complete Streets" elements and to promote alternative modes of transportation throughout the project area. Transportation trends and technologies are also continuing to evolve as car sharing, ridesourcing, autonomous vehicles and real time travel information expand and provide new travel options for seniors and millennials alike.

Connectivity

The DEIR concludes that the implementation of Plan would provide for needed visual and community character benefits. The current commercial corridor along PCH is dominated by a sea of asphalt parking, which emphasizes the automobile rather than the pedestrian. Changing the land uses to accommodate a more intense density will help create a walkable, interconnected village atmosphere that would complement our existing single-use developments and match broader development patterns in the city.

The community in South East Long Beach is currently disconnected from one of our most important local resources – the waterfront. Every effort should be made to better incorporate and activate this incredible community asset.

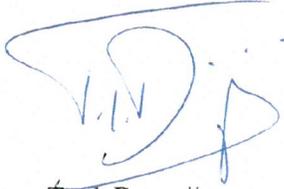
R117-1

Finally, SEASP provides for restoration of valued wetlands as well as new public gathering spaces, recreational opportunities and open space, which will serve as the focal point for the community and promote more social interaction and community connectivity.

R117-1
Cont'd

Thank you for your consideration of my comments.

Sincerely,



Tarek Damerji
The Gulf American Co., Inc.

From: Phil Dandridge
Sent: Sunday, April 02, 2017 11:15 AM
To: Craig Chalfant
Subject: SEASP

LETTER R118

As a resident of the 2nd district I am very concerned about the trend toward reducing the ability for traffic to move through our community. I believe the city has attempted to give these poor decisions the feel-good label of “traffic calming”. Recently there have been changes made to Broadway, Alamitos and Ocean that all reduce the number of lanes on these major thoroughfares. These actions combined with the projected increase of VMT are a recipe for unprecedented gridlock.

R118-1

Please make sure any plan prioritizes the efficient movement of vehicles through our city without regard to other issues.

Regards,

Phil Dandridge
714 746-6076

LETTER R119

From: W H Davis
Sent: Friday, March 31, 2017 1:30 PM
To: Craig Chalfant
Cc:
Subject: NIA Comment

March 31, 2017

Dear Craig,

The following is the Naples Improvement Association's Comment,
Looking forward to being involved.

Mike O'Toole, President

SEASP Conundrum

We are currently faced with a conundrum – we will do good, but we will do harm.

It comes with the SEASP.

The good part of the SEASP is the aid in providing lots of housing and various benefits of expanded commercial enterprises.

The bad part is, the places selected to do the good part, are already in traffic trouble.

Where is the balance in this conundrum?

In the SEASP area, do we need the proposed 5,439 new dwellings?

Do we tolerate a 57% and 47% increase in AM and PM traffic?

Both seem to be extremes of good and bad.

Realistically, should the City Mothers and Fathers redo the SEASP – looking for a balance?

R119-1

From: Julie Dean
Sent: Monday, April 03, 2017 9:21 PM
To: Craig Chalfant
Subject: SEASP

LETTER R120

Craig,

I do not understand how we can move forward with the proposed increase in density at 2nd & PCH when we haven't even been able to get the CalTrans and LB systems to communicate. The back-ups that occur turning left from PCH onto 2nd Street, when the Marina Drive light is red, must be eliminated. And many of us feel that this must be done before we consider any increase in density.

I'm also concerned that the city refuses to listen to the residents who own homes already in our great city, but is willing to cater to businesses who only care about making more money. The city should care about its existing residents, their home values (that will be negatively impacted by additional traffic) and NOT further degradation of that corner with congestion, back-ups and gridlock, thus frustration, irritation and anger.

Thank you, Julie Dean

Julie Dean
Belmont Shore
julz.travels@yahoo.com

R120-1

From: tami donald
Sent: Thursday, March 09, 2017 8:14 AM
To: Craig Chalfant
Subject: SEADIP

LETTER R121

I strongly oppose any rules being circumvented (Building height, etc). I also would like to know how the developers are going to address the horrible traffic situation. And I am thoroughly opposed to putting a lane through the wetlands. They should be preserved and we should be allowed to enjoy them (a big park and nature center like at Bolsa Chica would be ideal).

R121-1

Tami Donald
Belmont Shore Home Owner

From: Charley Durnin
Sent: Wednesday, March 01, 2017 10:03 AM
To: Craig Chalfant
Cc: Suzie Price
Subject: SEASP traffic

LETTER R122

I have reviewed the new traffic analysis for SEASIP and it remains the stumbling block for development. Last night I traveled to Newport via PCH and was impressed with how smoothly traffic moved past all the new development in Huntington Beach just past the pier. It appears that they solved some of their problems with ingress and egress on the back streets. As I have mentioned before Marina Drive could be better utilized to solve some of the 2nd St bridge congestion with more Southbound PCH traffic moving that way. In view of our current lack of housing in S. California perhaps more residential and less commercial would also allow development with less traffic impact. We have had 2 retail developments at that corner which have not been as successful as one would have hoped to see. In view of decreased retail throughout our country and more on line sales shouldn't we push for more housing over retail which would in it self allow for a community within the development

R122-1

From: Bruce Foat
Sent: Sunday, April 02, 2017 11:23 AM
To: Craig Chalfant; Council District 3
Subject: SEASIP Comment

LETTER R123

Craig,

I have reviewed the plans and am concerned. I live in Naples and my greatest concern for the long term for my home is sea level rise. The new proposal is creating lots of new high-density housing on some of the most vulnerable property in the city. The development is going on historic low level wetlands area. Is there a real moral question here? I've been attending the Peninsula meetings on Sea Level rise. Once the Peninsula gets breached, Naples is next. If the property is to be built out, it will need sea walls, a complex proposition moving through the coastal commission. They are not allowing the old process of sea wall build, followed by dredge and fill. So most likely any housing will be on low land. High tides, storms or an earthquake induced tsunami will threaten us all. Now doubling the density and number of homes that will be threatened. It has not been mentioned anywhere. Clearly the developers will get their money but leaving the home owners and the City dealing with the after-mat.

R123-1

Words that are now showing up in the studies of effects of sea level rise and how to deal with it are "Graceful retreat", instead the current plans are full speed ahead.

Sincerely,

Sue and Bruce Foat

From: Bruce Foat
Sent: Thursday, March 30, 2017 11:24 PM
To: Craig Chalfant
Subject: SEASP

R123-2

In regards to "5,439 new dwellings" in the area, we certainly do not need any more traffic at PCH and Second streets. I already takes me three lights to get through the intersection at 4:30 in the afternoon.

Bruce

From: Douglas Forasté
Sent: Thursday, March 30, 2017 8:12 PM
To: Craig Chalfant
Cc: Council District 3
Subject: SEASP

LETTER R124

Dear Mr. Chalfant--

I have to admit I am conflicted about the SEASP. The Seaport at 2nd and PCH has been in a blighted condition for as long as I can remember and new construction would provide good jobs for some construction and other tradespeople. However, really, there must some solution to the ridiculous proposed increase in traffic. I consciously avoid the intersection now, but sometimes am forced to use it. I am sure I am not the only one. I suspect that the SEASP as proposed will make it less accessible for both commuters and visitors to Naples and Belmont Shore. It makes little economic sense to strangle one of city's most important tax bases to help one developer. There is no reason that we need 5400+ new dwellings at that site. Nor should we in the Third District have to absorb all the increased housing needs of LB. I recommend reducing the number of units allowed and making the developer set back the property to support more traffic lanes around the property. Obviously, I am not a traffic engineer, but I find it hard to believe that every viable solution has been proposed.

R124-1

Sincerely,

Douglas Domingo-Forasté
Professor of Classics
Cal State Long Beach
CWL & Classics
1250 Bellflower Blvd.
LB, CA 90840-2404

Chapter President
California Faculty Association
Long Beach Campus

From: John Fries
Sent: Monday, April 03, 2017 10:55 AM
To: Craig Chalfant
Subject: SEASP traffic section

LETTER R125

Dear Mr. Chalfant:

I am writing concerning the traffic section of the DEIR for SEASP. As a resident of Southeast Long Beach, I struggle with traffic at a number of intersections on a daily basis. The increased density called for in SEASP, per the DEIR, will cause worsening traffic, to failure levels, at a number of intersections, especially 2nd and PCH.

The solution, to me, is obvious. We should choose the Reduced Density Option in the final adaptation of SEASP. My understanding is that the proposed density level of SEASP would allow for more than 5000 additional residential units in this very small section of Long Beach. That is too much (and is only achieved by allowing medium rise buildings of 5 to 7 stories, also too much).

I have been perusing the Long Beach general plan, and the SCAG housing recommendations for Long Beach. Both indicate a need for 5000 to 9000 new housing units (in the time frame from now to 2021), for the ENTIRE city of Long Beach. An increase of 5000 units only in the SEASP area is obviously excessive, in my opinion and that of many of my neighbors.

To control traffic and the coastal development, we need to restrict development to a lower density. This is certainly feasible, and without any NIMBYism, since the numbers above indicate the higher density in this small part of Long Beach is not needed. Since the SEASP area must be less than 10 % of the area of Long Beach, I see no reason why more than 10 % (or whatever reasonable allocation might be) should be assigned to SEASP. That would be 500 to 900 new units, far less than the 5000 being proposed.

I attended many of the SEASPP planning meetings. The extremely high density, and height, was proposed only at the end of the process, and when at several of the later meetings I and others attempted to have a discussion, we were told the meeting was only a presentation, and discussion of density was shut down.

Traffic is bad, and getting worse. We need to be reasonable on what density is appropriate in this section of Long Beach. Please consider the Reduced Density Option as the appropriate method to control traffic.

Sincerely, John Fries
259 Bennett Ave., Long Beach, 90803

R125-1

From: Janice Furman [<mailto:j.furman1@verizon.net>]
Sent: Monday, April 03, 2017 3:52 PM
To: Craig Chalfant
Cc: Council District 3
Subject: SEASP

LETTER R126

This project needs to be reduced due to traffic at multiple cross-sections in the area. REDUCE
MAXIMUM DEVELOPMENT before it's too late.

R126-1

From: Brent Griffin
Sent: Thursday, March 30, 2017 8:59 PM
To: Craig Chalfant
Subject: SEASP

LETTER R127

I have lived in Naples my entire life, The City of LB has ignored the SE side area for my entire life, 60 years. Now SEASP wants to develop the Sea Port / Hyatt Hotel property in my opinion they have miss the opportunity to develop that property and score big money / investment.

Lets have the **City of LB first prove they can mitigate** the traffic which has been ignored, add side walks, and a bike lane. Upgrade the roadway and bridges along Studebaker and 2nd street. Right now there just patching holes no plans for road pavement replacement.

R-127-1

They have done all these studies but aren't willing to upgrade the area until they can skim money and political leverage in over developing the area. Funny how no mitigation / fixes are done until someone wants to build.

Wetlands project (well consolidation), AES power plant project, Colorado Lagoon, Street Mitigation, Naples sea wall reconstruction (a joke - has anybody looked at the joint rust early failure) And many other southeast side projects **needs to be completed before adding any new business or occupancy** should be considered.

Traffic and congestion in the area is at a critical level the public cant take it any more. Debris from rain storms and winds left in the streets for 3 to 4 weeks before cleaning up. Oh, but Belmont Shore, the beaches pushing sand around , and revenue crime syndicate street sweeping ignore it, the shore has cleaners out daily sweeping and cleaning Money money money.

The City of LB wants a 100+ million dollar pool but cant maintain the collapsing Belmont Pier. The Queen Mary lease mismanagement is an excellent example of the cities stellar management skills (300 million in repairs) but no one held accountable, again tax payers just loose.

Wake up and prove you can handle the simple things Roads and Structures, and effective management of the over taxed under served public.

NO ON SEASP

Brent Griffin 56 Rivo Alto canal LB CA 90803

From: Jon Hales
Sent: Thursday, March 30, 2017 3:03 PM
To: Council District 3; Craig Chalfant
Subject: SEASP TRAFFIC

LETTER R128

I urge you to give priority consideration to minimizing traffic congestion under any new plan or project. Traffic in this area has already reached the point of gridlock for much of the day.

Also, I believe traffic in the area could be improved by extending Studebaker road to connect with PCH. While i am all for protecting and preserving the environment, the so called Cerritos wetlands will most likely never be restored and is an eyesore which could be put to better use.

R128-1

Jon Hales
5590 La Paz

From: Jeff Hoffman
Sent: Monday, April 03, 2017 2:34 PM
To: Craig Chalfant
Subject: SEASP Feedback

LETTER R129

Craig,

I am in favor of the SEASP plan as presented. I live on Naples Island (as well as have a business located on 2nd street on the Island) just under a mile from the intersection of PCH & 2nd. If it takes me a little longer to get through the streets in exchange for first class development, I am up for that compromise. Heights of 5 to 7 stories makes sense for the SEASP area.

R129-1

Thank you!

Jeff



Global Philanthropy & Civic Engagement

JEFF HOFFMAN
5500 East Second Street | Suite Five | Long Beach, California 90803 USA
562.438.5333
www.JeffHoffmanAssociates.com

From: Glenn Ihrke
Sent: Wednesday, March 01, 2017 4:48 PM
To: Craig Chalfant
Subject: 2nd & PCH Traffic Studt

LETTER R130

Mr. Chalfant:

Why is yet another traffic study being discussed? The intersection is a nightmare now and any new major development in that area cannot be supported without an extensive traffic mitigation plan. Just go look at it in the morning or late afternoon now. Traffic backs up over the bridge and in all other directions too. It takes several light cycles to get through.

Instead of wasting the money on another plan, why not use the money to start developing the mitigation plan? The city seems determined to support development at that corner and it is their responsibility to plan it right. I hope the plan is not just continue to do traffic studies until you find somebody who claims it will work. My message is simple, 'do your job'.

Glenn Ihrke
5305 E Appian Way
562-708-1132

Sent from my iPad

R130-1

From:

Sent: Wednesday, March 01, 2017 9:08 AM

To: Craig Chalfant

Subject: PCH/2nd Street proposed development

LETTER R131

I am very concerned that additional development at that intersection will not be able to be adequately mitigated. I have been through the intersection for over 45 years and it is already mostly congested, especially during am and pm commute hours with little or no development at the corner being proposed for development.

Unless Studebaker Road can be extended with a direct connection to PCH to eliminate some of the traffic at the intersection of PCH/2nd Street, there are no traditional mitigation measures at the intersection that will achieve an acceptable level of Service.

I fully expect that the developer proposed studies will show that the traffic can be mitigated (as did the prior study), but it can not without significant and very costly mitigation measures which may make the proposed development financially infeasible.

Please protect the people in both Long Beach, Seal Beach and others from a project density that can not be mitigated as to traffic congestion.

Thank you,

Gary Johnson
120 Third Street
Seal Beach, CA 90740

Sent from [Mail](#) for Windows 10

R131-1

From: Jody Kirkwood <jodykirkwood@verizon.net>
Sent: Saturday, March 04, 2017 7:39 PM
To: Craig Chalfant
Cc: Suzie Price
Subject: traffic concern

Dear Mr. Chalfant,

I live on Broadway in Belmont Park and I would like to express my concerns about the impact of traffic at the PCH / Second St intersection.

Getting over the Second St. bridge in order for me to get home is a nightmare. It is bumper to bumper in the late afternoon... often stopped.

The planned development for that intersection will only increase this problem.

There has also been an increase in traffic on Appian Way and Broadway. Placing a "road diet" on Ocean Blvd has pushed traffic into our neighborhoods.

There must be a traffic solution for this area that will not have a negative impact on the residents. The PCH project needs to be put on hold until there is a suitable plan to address this daily traffic problem.

Sincerely,

Marta Kirkwood

R132-1

From: Donna Kraus
Sent: Wednesday, March 29, 2017 10:25 AM
To: Craig Chalfant
Subject: SEASP TRAFFIC

LETTER R133

Hi Craig,
Sending you this email regarding the intersections that are going to be impacted with heavy traffic. This is unacceptable. Traffic must be reduced.
Concerned resident,

R133-1

Donna Kraus

From: Bob Lane
Sent: Monday, April 03, 2017 2:46 PM
To: Craig Chalfant
Subject: SEASP

LETTER R134

Hello Craig,

I'm writing to express my approval of the SEASP plan as presented. I live and work on Naples Island not far from the intersection of PCH & 2nd. If it takes a little longer to get through the streets in exchange for first class development, I am up for that compromise. I also am not opposed to heights of 5 to 7 stories in selected SEASP areas. I think we are way past due for enhancing the east gateway into Long Beach.

R134-1

Thank you,

Bob Lane
238 Campo Drive
Naples Island

From: James Lent
Sent: Tuesday, February 28, 2017 8:22 AM
To: Craig Chalfant
Subject: seasp traffic

LETTER R135

I support both extension on Studebaker Rd to PCH and Shopkeeper Rd to PCH. Many years ago, as you are aware, the city wanted to extend Studebaker Rd to PCH to cut the traffic at PCH and Second. It makes perfect sense but got shot down by the 'greenies'. Please don't let them do it again. One has to think how the city will need to be 50 or more years out and by not extending Studebaker when first proposed, traffic has just gotten worse at PCH & 2nd. Extending Shopkeepers road would create a measure of safety so you do not have to back parking lots to get to PCH to go to either Seal Beach or the marina. Every once in a while I encounter people while doing this myself. I live in Belmont heights. Thank you. Hope it happens.

R135-1

From: Michel Litt
Sent: Wednesday, March 01, 2017 6:49 AM
To: Craig Chalfant
Subject: Seadip traffic study WE NEED IT MORE!!

LETTER R136

Craig

A More intensive and detailes traffic study is needed at 2nd and pch for seadip. If you dont believe me try driving there between 4-7 pm any day. I am a homeowner and a business owner with employees. It is is not a solution to move ahead without this vital step unless you live over here and have truly lived this you wouldn't know.

Please take some action here and do not take this lightly! It appears you all have and its not right!!

Sent from my Windows Phone

R136-1

From: Elena Marty
Sent: Thursday, March 30, 2017 4:12 PM
To: Craig Chalfant
Subject: SEASP and Traffic

LETTER R137

Mr. Chalfant:

As long time residents and property owners in both Belmont Shore and Naples we have watched the property located at the corner of PCH and 2nd Street decline over the past 45 years. Along with the deterioration of the Marina Hotel property, we've seen an upswing in traffic congestion at that particular intersection. We're pleased that at last something will be done to address the eyesore that is the Marina Hotel and environs. We know you can't please all the people all of the time, but in this case, traffic gridlock will become significantly worsened if we proceed down the SEASP road (no pun intended). Have traffic mitigation studies offered any options such as overpasses, underpasses, left and right ramps, other entrances or exits, road extensions or enhancements in addition to the land use development? Would lessening the number of residences in the overall development plan make a dent in the quagmire that this intersection promises to become? Shouldn't we, as a quaint community of vested residents, be offered some solution to the anticipated traffic nightmare that will soon become one of the most frequently used entrances to Long Beach's beach communities? Please consider this email a request to enlist alternatives to the traffic problems that are already plaguing the PCH - Second Street corridors and the anticipated problems that will come with SEASP.

R137-1

Thank you,
Elena & Jerry Marty

Sent from my iPad

From: Kerry Maxwell

Sent: Friday, March 31, 2017 10:50 AM

To: Craig Chalfant

Subject: SEASP - Please reconsider City plan that will increase traffic to unreasonable levels

LETTER R138

Dear Mr. Chalfant,

My husband and I moved from Santa Monica/West LA area to Naples back in May 2000. We moved to get away from the traffic conditions that were unreasonable for daily life. It was a quality of life decision for us, and I know, a decision many of my neighbors share as well.

Since 2000 we have seen an increase in traffic at PCH and 2nd Street. We have wondered if this is due to changes in the traffic light pattern, or just an increase to the number of drivers using side streets and routes off the freeway (now that Waze and other apps are available) at our neighborhoods peril. Traffic is already bad. In the evening it often takes me 3-4 lights just to get through the PCH and 2nd Street intersection.

R138-1

If the new SEASP allows for 5,439 new dwellings, what is being done to mitigate new traffic for 5439 new cars, probably more likely two cars per dwelling (over 10,000 new cars daily)? Will changes be made off Lyones to move traffic off Studebaker and Westminister? Will Studebaker Rd. be built behind the shopping center to PCH past 2nd Street? Will work be done to add lanes to already crowded roads before a large housing project is approved?

How can the City justify the increased traffic to our small community? The City is already reducing roads in our area. The City had turned 2nd street's 2nd lane into a shared

bike lane, and reduced the two lanes on Ocean Blvd. Something seems seriously WRONG here. As we increase in the number of people we have living and commuting here, we are reducing the size of the roads/lanes.

I believe in providing new housing in Long Beach. Proving new units downtown makes a lot more sense, where the metro and 710/110 freeway entrances exist. We want to encourage City living downtown. We do not believe the roads in the east area of Long Beach can support 5,439 new dwellings. Our crowded roads cannot add 57% and 47% increases in traffic in the morning and evening hours. Will changes be made to the freeway intersection at Studebaker and the 22 Fwy. to accommodate increased traffic?

Please be realistic. Our City leaders need to take the current residences in consideration. We did not move here to have traffic conditions like those in Santa Monica, West LA, Redondo Beach, Manhattan Beach, etc. Please do not ruin the beauty that is East Long Beach.

Your consideration of my request for reconsideration of increased residential units in east Long Beach is most appreciated.

Sincerely,
Kerry Maxwell
Naples Resident

From: keith mccllellan
Sent: Wednesday, March 01, 2017 3:48 PM
To: Craig Chalfant
Subject: 2nd and PCH

LETTER R139

I live in the Marina Pacifica condo complex. My concern is the traffic flow, like in the movie you build it they come. Granted the hotel is an old eyesore, and the revenue is good for everyone involved, including the city. However how is the egress and ingress going to work for the PCH and 2nd street intersection and Marina Drive?
Keith McClellan

R139-1

From: Karen Mcdonough
Sent: Friday, March 03, 2017 12:54 PM
To: Craig Chalfant
Subject: Traffic

LETTER R140

I can't believe that a thorough and realistic traffic flow plan for the development at 2nd & PCH hasn't happened. This will affect the 300+ homes on Bixby Village.

R140-1

Karen

From: Craig McLaughlin
Sent: Friday, March 10, 2017 10:13 AM
To: Craig Chalfant
Subject: PCH and 2nd Traffic

LETTER R141

Mr. Chalfant,

Among many other East Long Beach residents, I too am concerned about additional traffic loading onto 2nd Street and PCH. The traffic and that intersection is terrible and will surely get worse if additional development is approved. Just yesterday, I sat through three cycles at the light before barely making it across. The car behind me was stuck in the intersection blocking adjacent traffic from going through when the light turned green for them. I don't support additional development and certainly not without a clear, measurable traffic mitigation plan.

R141-1

Thank you.

Craig McLaughlin
Long Beach

From: Donna Medine
Sent: Wednesday, March 01, 2017 3:36 PM
To: Craig Chalfant
Subject: Development at PCH and 2nd

LETTER R142

I live in Belmont Heights, and I am thrilled that the Seaport Mildew Hotel is finally being torn down. I don't care how much more traffic is created, at least we won't have to see that huge eyesore any more.
Thanks!,

R142-1

Sent from my iPad

From: Linda Merrill
Sent: Wednesday, March 01, 2017 10:42 AM
To: antonella.schauba@lb.gov; Craig Chalfant

LETTER R143

Subject: 2nd St / PCH

First, I do not support a new development at 2nd St / PCH without a clear, measurable traffic mitigation plan. I have written openly about the dangerous panhandlers (druggies) at this intersection. Wait until one's stuck at that light for 2-3 cycles- it will present a prime opportunity for panhandlers and criminals to get more money out of your pockets- you'll see spot crimes such as 'smash and grabs' while you're left helpless in a traffic snarl. These panhandlers are druggies and not harmless. If I could leave my home driving South / East without using that intersection I would now. Please consider my plea.

R143-1

Second, are there any plans that have not made public to ease this problem?

Third, to Suzie Price office. What is being done to rid us of the panhandlers at this intersection and 7th / PCH?

R143-1
Cont'd

Linda Merrill
[562-896-7190](tel:562-896-7190)

Craig Chalfant

From: Linda Merrill <linda.finch@verizon.net>
Sent: Wednesday, March 01, 2017 10:28 AM
To: antonella.schauba@lb.gov; Craig Chalfant
Subject: 3rd / PCH TRAFFIC

I do not support development of 2nd / PCH without a clear, measurable traffic mitigation plan.

Traffic is bad now without a new structure at this intersection. you think panhandling is bad now- wait until you're stuck at that light for 2-3 cycles- it will present a prime opportunity for panhandlers and criminals to get more money out of your pockets- you'll see spot crimes such as 'smash and grabs' while you're left helpless in a traffic snarl.

R143-1
Cont'd

Linda Merrill
Linda.finch@verizon.net
[562-896-7190](tel:562-896-7190)

From: Diane Moos
Sent: Thursday, March 30, 2017 9:34 AM
To: Craig Chalfant
Subject: Traffic Study Comments

LETTER R144

Hello, Craig.

I appreciate the effort that went into creating the traffic documents, and did my best to wade through them.

I am a frequent user of the intersections of 7th and Park and 2nd and Bayshore. Under the proposed project, the traffic situation at these intersections will materially deteriorate. It's wonderful that sidewalks will be implemented in some nearby locations, but unless people get out of their cars and start walking, this remedy will do nothing to improve the proposed impact of the project.

I may be more sensitive than some to the impact of traffic, as I live at the corner of Park and Broadway. Particularly in the summer vacation/tourist season (and when I have my windows open), the traffic is obnoxiously loud and unending. Also, most folks do a "California roll stop" through this intersection, resulting in horn blasts and shouted obscenities from angry drivers, and actual accidents. I can imagine that with the proposed project, this traffic situation will only get worse.

So, for what it's worth, I am not in favor of this project due to its negative impact on the quality of life in the surrounding areas, i.e. more traffic, more noise, more pollution.

Thanks for listening.

Diane C. Moos
250 Park Avenue
562-493-4707

R144-1

From: Mike Muttart
Sent: Thursday, March 09, 2017 8:54 AM
To: Craig Chalfant
Subject: SEADIP Plan

LETTER R145

I live in Naples and the traffic at PCH and 2nd can be horrendous. I'm all for redeveloping the area but NOT without a workable traffic mediation plan. Studebaker needs to go through to PCH or something.

R145-1

Mike Muttart
130 Geneva Walk

FROM, Bill Napier APT #106
5465 E. 2ND. ST. Phone 562-438-9578
Long Beach, CAL. 90803

LETTER R146

DATE 2-27-17

TO, Development Services Office

Craig Chalfant, Senior Planner.

Sir, it is very important that the
City of Long Beach NOT make a ass
out of itself, # Destroy the Los Cerritos
Wetlands with more Roads.

IF THE Wetlands in Long Beach get any
smaller, you won't legally be able
to call them Wetlands, you ill
Have to call it a back-lot.

Thank you

Bill Napier

R146-1

From: Kate
Sent: Monday, March 13, 2017 6:06 PM
To: Craig Chalfant
Subject: Traffic at 2nd, Marina Drive and PCH

LETTER R147

Hello Craig

There are 3 issues that I would like to mention.

First, I would really like to see the area between Marina and PCH, south of 2nd developed. However, traffic is such an issue now that an alternative route to serve that area would need to be created, maybe another throughway from Marina to PCH within the area? Currently, it is really bad with cars blocking the intersection regularly on PCH and second.

Also, I would like to ask why the traffic lights on Ocean turn red with no cars or pedestrians wanting to cross? Is it for traffic flow control? My husband refuses to take Ocean, this being one of the reasons.

Finally, I would like to propose a "Pull Up" campaign. Many situations are created by cars leaving way too much room between them and the car in front of them. We have too many cars on the road to leave so much room and drivers need to be aware that they are leaving others either blocking an intersection or without the ability to either enter a blocked turn lane.

Thanks for your time!

Kate Olsen
7231 Marina Drive
Long Beach, CA 90802
310-413-2633

Sent from my iPad

R147-1

From: Margo Parmenter
Sent: Wednesday, March 29, 2017 8:26 PM
To: Craig Chalfant
Subject: Congestion

LETTER R148

Dear Craig,
I have a Major concern about the Traffic Report (of the SEASP Draft Environmental Impact Report). Apparently the traffic will increase by 57% in the morning and 46% in the evening if SEASP goes through as currently stated. The trip reduction would only reduce the congestion by 10% and that is if many people walk, bike, ride share, etc. What if trip reduction does not work?-- which is very likely. My husband and I are retired, and already we try to avoid running any errands Monday through Friday in the morning or evenings when people are headed to and from work due to the awful traffic. Now there is a possibility of traffic increasing hugely. NO!!!!!! What about dropping the population density plan? Drop the population density plan and try for the trip reduction. Who wants to visit, let alone live or shop, in an area where you are guaranteed to get totally stuck in a traffic snarl????? I guess the homeless who panhandle on the medians will like it. Lots of people who can't move their cars means that unless it is outlawed to panhandle on the medians, the homeless can have many opportunities to harass the people in cars. Wow! What a selling point for Long Beach! All of that should really encourage people to live/visit Long Beach. Questioning the wisdom of the current SEASP Plan,
Margo Parmenter

R148-1

From:
Sent: Wednesday, March 01, 2017 6:37 PM
To: Craig Chalfant
Subject: Unbearable Traffic

Dear Craig,
I have been a resident of Long Beach for over 50 years. The traffic has continually increased on PCH/2nd. Since my husband and I are retired, we can avoid PCH/2nd between 4-7pm and afternoons on weekends. I truly feel sorry for the poor souls who have to contend with that traffic. I do NOT support the SEADIP development without a clear and specific traffic mitigation plan. Without that, I can't even imagine the horrible traffic that people will have to battle. PLEASE know that traffic on PCH/2nd is already bad at too many times during the day. PLEASE do NOT make it worse.
Thank you,

Margo Parmenter
A very concerned resident

From: Diane Paull
Sent: Wednesday, March 29, 2017 10:08 PM
To: Craig Chalfant
Cc: Suzie Price
Subject: Traffic

LETTER R149

Dear Craig and Suzi,

I posted this on nextdoor and I thought I should send it directly to both of you.

Have you ever gotten an F minus? No. Why? There is no bottom part of failure.
Traffic

In the City of Long Beach traffic and intersections get graded - A through F. The problem for people that live here is that we have no idea how impacted an intersection is if it gets an F evaluation. Is it 59%, 34% or 2%? We don't know.

While my daughter may give me an "epic fail" for something in traffic terminology we call it "gridlock."

I have been to meetings that discuss the various density proposals and one person advocating for more density suggested that sitting though a signal for four cycles was acceptable. That translates to this mom as actually having to sit thought eight cycles - four going, four returning for my visit to the market. In my thinking - that is epic fail.

The intersection at PCH and Second has already had it's improvements and this is before any additional density . We have been told numerous times that if we don't have increased density that businesses will not make a profit. However, the plan for Seaport Marina Hotel complies with current density plans and has been well accepted and somehow businesses are coming in.

We all know that traffic will increase, development will happen and the ultimate goal is balance between growth, density, and the livability of our city. April 3, is the end point for your comments about the SEASP process. Share your opinion, if you don't have time now just consider the time you will spend when you are stuck in gridlock wishing you said something when you have the chance! Craig Chalfant, email craig.chalfant@longbeach.gov

R149-1

Thanks -
Diane Paull

From: Diane Paull
Sent: Wednesday, March 01, 2017 5:28 PM
To: Craig Chalfant
Cc: Suzie Price
Subject: traffic pch/second seasp (sea dip)

Dear Craig,

I have noticed an increase of traffic all around Long Beach. Now even when I use Redondo I am having to wait for more than one cycle at a signal. Yes, we know there will be an increase in the population in our city, however I think managing the increase is important.

I have heard about the ideas of increasing around transit area - however there is no good way to handle the traffic increase at PCH/2nd Street, There have already been improvements and yet we know of the F ratings around that area.

We have heard through this process that businesses needed to have several stories to have an economic gain. Thankfully the plan for the Sea Port Marina Hotel shot a hoe in that story. The fact the made a plan that complies with current zoning is an example of a conscious plan that is a win win.

I have followed the SEADIP planning from the onset and have felt that the business community is well armed to present their ideas and generally dominate the conversation. It takes a lot of energy for the people that actually live here to have a voice.

My voice is to have similar solutions to planning to what we currently have as the SeaPort Mariana came cup with a win win solution.

The problem with the rating system — there is no bottom to F rating — no F minus so it doesn't really indicate how bad it is. Please — traffic does affect our willingness to go to these locations so ultimately not a win for the business either.

Thank you,
Diane Paull

R149-1
Cont'd

LETTER R150

From: Amy Pearson
Sent: Wednesday, March 08, 2017 2:11 PM
To: Craig Chalfant
Subject: 2nd & PCH

Good afternoon, Mar. Chalfant.

This is a rather quick email regarding the development on 2nd and PCH.

As a life-long resident of the area, what is proposed on that corner seriously concerns me with regard to traffic.

If I recall, that intersection is one of, if not the, worst in the city/area.

With the number of stores/residential units proposed for the old Sea Port Marina hotel, this intersection/area simply CANNOT take any more traffic. It is congested beyond belief on a daily basis and even more on the weekends.

R150-1

Add the Belmont Shore Christmas parade and Naples Boat parade, it's nearly impossible to get anywhere near that area.

I travel up and down PCH on a weekly basis and need to get places at a certain time. MY time is valuable. I don't care to waste it by sitting on PCH waiting through signal cycles just to get down the street.

Unless this city can find a way to mitigate the already-horrible traffic, a development of that size cannot happen.

A two-to-three story boutique hotel and a restaurant is all we need in this area.

But before anything goes in, traffic needs to be handled. It is just a mess.

Thank you.

Sincerely,

A very concerned resident.

Amy Pearson
Independent Beauty Consultant
Mary Kay Cosmetics
www.marykay.com/AmyPearson

From: Linda Pemberton
Sent: Monday, April 03, 2017 3:24 PM
To: Craig Chalfant
Cc: Suzie Price
Subject: SEASP Recirculated Traffic Section RDEIR Comments

LETTER R151

Access to Essential Shopping

I live in Belmont Heights. I drive to the SEASP area daily. This is very much a part of what I consider my neighborhood. This is my prime area to shop for groceries. I also shop at the other retail outlets, eat at the restaurants, and visit the hotels for events, because it is convenient. Most of these places I can find in other parts of town since I don't need to go there so often. But, the grocery stores located here are not easily replaced. I want to continue to have convenient access to grocery stores. Major increases in traffic will make that difficult. Grocery shopping is not something I want to do on a bicycle or by walking or riding the bus. My shopping trips result in 5-10 bags of groceries each time. This is not easy to manage without a vehicle. It is also not convenient to use a parking lot at one end of the SEASP area and shop at the other end and have to carry or push a cart with a large number of bags in between or to enter and exit a shuttle with loads of groceries. As the new design guidelines encourage fewer parking spaces, I question how older or disabled people will manage?

R151-1

City within a City

I suppose if you have thousands of additional people who live on the spot and buy small amounts of items daily, you can make a financial argument for the viability of dense mixed use. But will you drive away others who use the area now? It seems the City's plan will create a small city within a city and the rest of the existing neighbors who shop there now and who have regularly supported these business over the years, will have to fend for themselves. And, they will suffer the consequences of an increase in traffic. I think new development should not be at the expense of existing residents.

Safety

I drive through 2nd and PCH to get to the 22, 405 and 605 freeways when I want to get in and out of Long Beach. This can be difficult now at peak hours or on weekends. I am concerned that if the Proposed SEASP is approved with the potential build out of 5,439 housing units, 8,648 people and 5-7 stories we will be gridlocked. It's more than just an issue of time... waiting at the intersection. It's a matter of safety as well.

I drove home the other night on PCH traveling north from Huntington Beach and ran into a dangerous situation at 2nd and PCH. I was in the left-hand turn lane. The light was green. The traffic was moving along. And then suddenly it wasn't. I was the second car out in the intersection when the traffic stopped. Our light was still green. I sat waiting for several minutes for the traffic to move through to no avail. Then our light turned red. I looked to see if I could move over to the second left turn lane. No chance, there was one car out into the intersection. The opposing four lanes of traffic watched their light turn green and then cars from each lane tried to outmaneuver the next to a position where they could get around me. Some were in a fury to get through the intersection and on their way. If you've ever been in a car accident and been hit, you know how nerve racking this situation can be. This is a problem. Since, there is no mitigation for 2nd and PCH in sight, what will it be like with the proposed high density development?

R151-1
Cont'd

Questions

The recirculated traffic report shows that traffic will increase by about 50% and more in some peak hours. It shows that all the freeway ramps will be heavily congested. It shows that 20 out of the 28 studied intersections will operate deficiently.

R151-2

1. Does the Traffic report analyze data from weekend travel? It seems the increase in traffic could be more than what you show in the study.

2. What are the consequences if the Traffic Demand Management Program doesn't prove to be effective in reducing traffic? Are there penalties? How will the results be measured?

R151-3

3. Can you name another community where a Traffic Demand Management Program has reduced traffic by 10% as you claim this one will do?

R151-4

4. If right-of-way and Cal-trans ownership is a barrier to traffic mitigation solutions at most intersections, how will the bicycle lanes and pedestrian sidewalks be put in place?

R151-5

5. What is the City doing to correct the existing dangerous intersections with traffic light problems?

R151-6

6. Is there a report on traffic accidents over time for the intersections in this study?

R151-7

7. Can a traffic accident report for the 28 intersections be compiled to reflect what the accident rate might be with the increased density in with the proposed SEASP?

R151-8

Request

I would like to see the City significantly reduce the amount of density allowed in the proposed SEASP. I would like to see the density reduced by 30%- 50% and the height reduced to 4 stories.

R151-9

Lower density and height would reduce traffic, improve air quality, maintain the character of the area, and preserve the quality of life for existing and new residents.

Thank you,

Linda Pemberton
243 Roycroft Avenue
Long Beach, CA 90803

From: Dorothy T
Sent: Monday, April 03, 2017 12:31 PM
To: Craig Chalfant
Subject: traffic

LETTER R152

Are there any traffic solutions? Underpasses, overpasses, ferries, making 2nd street a non-thoroughfare and using autopilot cars.

Can the project be phased to coincide with technology? Can the people in those homes/businesses not be given parking and all parking be offsite with shuttles etc. Parking for customers only?

Dorothy Perley

R152-1

From: Braden Phillips [<mailto:BradenP741@aol.com>]

LETTER R153

Sent: Sunday, April 02, 2017 6:08 PM

To: Craig Chalfant

Cc: Council District 3

Subject: Comments on Recirculated DEIR Traffic Section and Section J

Braden Phillips has shared a OneDrive file with you. To view it, click the link below.

 [SEASP Comments.docx](#)

Attached as a word document are my comments on the subject DEIR. While the scope of these comments relate to the recirculates Traffic Section, I was disappointed to learn that the height restrictions in the commercial core are still five to seven stories, at the discretion of the City. It is our opinion, and that of most of those to whom we speak about the SEASP, that three to five stories is much more in keeping with the character to the east Gateway to Long Beach, which this Plan proposes to create. With the development of the former Seaport Marina Hotel property now planned and nearing commencement, calls for three stories, any future development of up to seven stories would be very much out of character with the Naples/Belmont Shore/Peninsula neighborhoods. I hope the Planning Commission or the City Council will correct this inconsistency.

R153-1

As a general comment related to traffic in the Plan area, I applaud the efforts to create alternative mobility options with bike lanes, sidewalks, and a Traffic Management Association (with the obligatory Traffic Impact Fee provisions), but this is Southern California, and people are not likely to aver their cars to walk or bike to the development area. With traffic admittedly awful, who would want to walk or bike in that traffic? Predicted growth, with, or without the project, is going to make the traffic situation worse. This Plan should impose strict limits on future development to minimize further adverse impacts.

Thank you and all the staff for the diligence in taking on this very difficult project.

Braden and Susan Phillips
6125 East Ocean Blvd # 202
Long Beach, CA 90803

6125 East Ocean Blvd #202
Long Beach, CA 90803-5685
April 1, 2017

City of Long Beach
Development Services Department
333 West Ocean Blvd.
Long Beach CA 90802

Attn: Mr. Craig Chalfant

Dear Mr. Chalfant:

Thank you for the opportunity to comment on the Recirculated Draft Environmental Impact Report (DEIR), Traffic Section, for the Southeast Area Specific Plan(SEASP). We previously commented on the DEIR, with specific emphasis on the Traffic Section, so we are pleased that additional work was completed on that section. Unfortunately, the revised version further underscores the traffic challenges that currently exist and will be exacerbated in the future, with, or without any additional development.

R153-1
Cont'd

The numbers of freeways, on/off ramps and intersections with Levels of Service of E or F is shocking. With the only mitigation options involving restriping and hoping that Caltrans and the City of Long Beach can agree on improved sequencing of the traffic signals, does not bode well for the traffic congestion in the area.

While offering and facilitating alternative mobility options is an environmentally friendly accomplishment, we feel that it is simply unrealistic, particularly in Southern California, to expect people in Naples, Belmont Shore, or the Peninsula to bike or walk to Marina Pacifica, Marketplace, Gelson's or the newly planned Whole Foods complex. A person would be hard pressed to carry two bags of groceries home from Trader Joe's on a bicycle.

It is our hope that the following comments will be considered by staff, the Planning Commission, and the City Council before moving forward with the SEASP.

Page 5.16-5 – Balance the needs of all mobility users.

Issue: ...the City may accept a level of service below its standard of LOS "D" in exchange for pedestrian, bicycle, and/or transit improvements.

R153-2

Comment: Constructing sidewalks and striping bike lanes on already badly overcrowded streets offers people the opportunity to use alternative mobility options, but we are not aware of regional success stories, which document significant traffic reductions resulting from people foregoing their vehicles. Before spending the money on sidewalks and striping, please provide the community examples documenting the return on investment, in terms of traffic mitigation. Without such data, this effort is an expensive "feel good" attempt at mitigation.

Page 5.16-5

Issue: Implement a context-sensitive and multimodal approach to street planning and design

Comment: Creating a more balanced mobility system in the SAESP area, which attempts to link multiple venues across two of the busiest thoroughfares in Long Beach (Pacific Coast Highway and 2nd Street) is a noble objective, and it sounds good. Unfortunately, the additional transportation choices (walking and biking) will make the traffic worse. 2nd and PCH is a very wide intersection, in all directions. Signal timing to accommodate more pedestrians, including bike walkers, would increase the traffic wait times and the resultant backups. Unless the Plan anticipates pedestrian bridges, this “big move” will create more problems than it solves.

R153-3

Page 5.16-5

Issue: Increase the efficiency of the roadway and highway system through innovative facilities and programs

Comment: As stated above, relying on walking, biking, unspecified innovation, and technology to improve traffic flow along corridors sounds good, but without examples of successful implementation in areas like the built-out Southeast Area, this “big move” just sounds good, and provides no measurable traffic mitigation.

Page 5.16-6

Issue: Support active transportation and active living

Comment: Convincing people to be more physically active is an effort that our obesity statistics indicate is a lot more difficult than putting in sidewalks and bike lanes. This type of social experimentation is laudable, but is not a substitute for measurable mitigation of the traffic overloading the development area.

R153-5

Cont'd

Page 5.16-32

Issue: One of the Project Design Features is the creation of a Transportation Management Authority (TMA), which will be funded by Transportation Impact Fees (TIF), and implement strategies for trip reduction through Transportation Demand Management (TDM). The SEASP provides no insight into the makeup of the TMA, or to whom it would report. The strategies it might implement are likely not currently available, or they would be a part of this plan. The TMA could have a significant amount of money available, but there is no discussion of accountability or priorities for spending. The TDM, previously discussed in the DEIR, proposed alternative routing to reduce trips through the area on main arteries at peak periods. That means more traffic in the neighborhoods of Belmont Shore. That option is unacceptable from both a quality of life and safety perspective for the impacted neighborhoods.

R153-4

Page 5.16-32

Issue: Project Trip Generation Estimates

Comment: The number of estimated daily trips generated by the proposed project represents an increase of over 46%. Given the already adversely impacted freeways, on/off ramps, and intersections, it is vitally important that the SEASP not open the door to even more untenable traffic.

R153-5

Page 5.16-40

Issue: Cumulative Year (2035) With Project Conditions – Nineteen intersections are forecast to operate at a deficient LOS during one, or more peak hours

Comment: See Above. The SEASP should not encourage development that would further exacerbate a bad situation.

R153-5
Cont'd

Page 5.16-50

Issue: Freeway Mainline and Ramps Operations, Cumulative with Project – the prevailing LOS for all segments in the Southeast Area will be F, which is significant.

Comment: The lack of additional resources (land/money) to mitigate the increased traffic makes the impact “significant and unavoidable,” but not acceptable. The scope of future development must be constrained to reduce project-related traffic.

Page 5.16-62

Issue: PDF-1 – Reduction of Peak Hour Trips, Transportation Management Association (TMA)
PDF-2 – Reduction of Peak Hour Trips, Transportation Demand Management (TDM)
PDF-3 – Reduced Parking Requirements

Comment: These mitigation alternatives, as commented upon above, create a new administrative bureaucracy, which is charged with developing and implementing parking and mobility programs designed to reduce peak period trips. Unfortunately, there is no documented evidence presented to support the viability of these proposals as mitigation measures.

R153-6

Page 5.16-63

Issue: PDF-3 – Reduced Parking Requirements – a “park once” policy shall be promoted for SEASP.

Comment: Walking to multiple destinations within a development (i.e., Marina Pacifica, Marketplace, Whole Foods)

Page 5.16-63

Issue: PDF-5 Pedestrian Network - ...Midblock crossings are proposed across Pacific Coast Highway adjacent to areas designated as Community Core...

Comment: PCH is at least six lanes wide in the Community Core. Would additional Traffic signals be installed to regulate these midblock crossings? If so, the impact on traffic would be terrible.

R153-7

Page 5.16-64

Issue: PDF-7 – Traffic Light Synchronization – coordination with CalTrans

R153-8

Comment: Since the LOS at all the key intersections is already E or F, why hasn't there already been collaboration on the synchronization of Traffic Lights.

R153-8
Cont'd

Page 5.16-65

Issue: Mitigation Measures- Impact 5.16.1 – TRAF-1 – Traffic Mitigation Fees

Comment: As stated above, the establishment of a plan for fee collection for the Traffic Mitigation Association seems premature without any definition of to whom the TMA reports, the priorities for mitigation expenditure, etc. This isn't traffic mitigation, it's a money grab to collect fees.

R153-9

Page 5.16-70

Issue: Mitigation Measures Considered and Rejected. At the end of the second paragraph, there is an acknowledgement that there is no additional capacity for improvements to mitigate traffic. The paragraph closes with the statement that implementation of the proposed Specific Plan would improve mobility in the area through pedestrian and bicycle improvements and other TDM measures.

R153-10

Comment: The improvements for pedestrians and bicycles and the TDM Measures will be of little consolation to the hundreds of drivers backed up at any of the LOS E and F intersections.

Page 5.16.89

Issue: Paragraph 2 – TRAF-6 -This section acknowledges that the impact of the project and growth on traffic Levels of Service are significant and unavoidable.

Comment: If the SEASP makes that acknowledgement, how will future developers be held accountable for the traffic impact of their projects?

R153-11

From: Vince Q
Sent: Tuesday, March 07, 2017 8:41 PM
To: Craig Chalfant
Subject: Plans and traffic

LETTER R154

I live in seal beach and don't support development without a traffic development plan .

R154-1

Vince

Sent from my iPhone but wish I still had my blackberry keyboard.

From: Chris
Sent: Thursday, March 30, 2017 7:57 PM
To: Craig Chalfant
Subject: seasp

LETTER R155

Craig: I am a citizen of Long Beach and I am in favor of all of the development that has been proposed for the SW corner of PCH & 2nd. I saw the new designs/stores/artist renderings and I love them. If anybody is concerned about traffic, they can support connecting Shopkeeper to PCH; or better yet, connect Studebaker to PCH! In summary, please build it, and I will patronize. Yes to development.

R155-1

Chris Richgels
5360 E Appian Way
Long Beach

From: Michael Rinella
Sent: Wednesday, March 01, 2017 12:04 PM
To: Craig Chalfant; Council District 3
Subject: SEADIP and proposed development in my area

LETTER R156

Hello,

Regarding SEADIP and proposed development in my area:

I live in Naples, on 2nd St. I am writing because I do not support development in the area without a clear, measurable traffic migration plan.

Drive through PCH/2nd St. any day of the week between 4-7pm, or weekends in the afternoon to get a clear idea of how bad the traffic congestion already is in the area.

R156-1

Thank you for your time.

Regards,

Michael Rinella

From: Jeff Salisbury
Sent: Wednesday, March 01, 2017 6:44 AM
To: Craig Chalfant
Subject: PCH/2nd Traffic- SEADIP/SEASP plan

LETTER R157

Craig, many are very concerned about the development plan going forward without traffic mitigation.

No 'study' is needed. Simply drive into Belmont Shores heading West crossing PCH on 2nd street any day between 4pm-7pm or any Saturday or Sunday afternoon. The traffic snarl is intense.

Our concerns include:

- Traffic backed up on PCH all the way to Loynes (financially this will impact the Marina shopping center (Best Buy, B&N, Ralphs, Tantalum, AMC, etc...) because people will avoid it due to inability to 'get in' while waiting for cars to move forward.

- Traffic backed upon 2nd Street/Westminster well beyond Shopkeeper Lane- past Studebaker. This will impact revenue at the Trader Joe's shopping center for the same reason stated above.

- An increase in cars running the red lights and red turn arrows at the intersection (already a problem) further impacting traffic, frustrations and creating a significant safety hazard to pedestrians.

- An increase in panhandling (already a significant problem) and homeless 'camp-out's at First National Bank at the corner. This is due to the intersection 'parking lot' creating a captive group of prospects for the panhandlers (If I can't move forward you can walk up and down the aisles of cars knocking on windows asking for money).

- An increase in criminal activity in the area due to the situation above. Also consider the 'smash and grab' opportunity that such traffic jams would present.

- An increase in traffic in the more peaceful residential areas as hurried and frustrated drivers try to find alternatives to get around it. Side streets will become raceways as drivers speed through neighborhoods to get through. For examples of this kind of 'manic' and dangerous behavior simply google to find conversations during the marathon, parade and other events.

- Lastly, and most importantly: An increase in hit and runs and pedestrian injuries and fatalities as frustrated, hurried drivers speed through stop signs and crosswalks in surrounding areas. Simply observe areas such as the crosswalk at Mothers Beach (Attica and Appian Way) anytime between 5pm-7pm weekdays and you'll find speeding drivers not paying attention, blowing through the stop sign out of frustration and anger that they spent 20 minutes at that intersection, thus trying to 'make up lost time'. (I've personally almost been hit and I've seen the stop sign there hit and replaced at least a dozen times due to this.)

R157-1

I urge you to find a way to mitigate the traffic or change the plan. The plan as it stands is a prime example of 'short term smart, long term dumb' thinking. In the short term the local economy will improve however in the long term it will get worse and folks will have a more difficult time bringing their dollars into the area because of traffic. Also, your office will be flooded with complaints and the area will become significantly less desirable.

R157-1
Cont'd

Thank you,

Jeff Salisbury
Chief Executive Officer
 **LABEL IMPRESSIONS, INC.**

Ask me about our labeling equipment division!

714-634-3466, Ext. 11

Member - TLMI Environmental Health & Safety Committee

Member - FTA RCA Committee (Recycling Compatible Adhesives)



First Place Winner



Mr. Craig Chalfant, Senior Planner
Development Services Department
City of Long Beach, CA

LETTER R158

Copies: Ms. Linda Taira, CalTRANS, Mr. Yunus Ghausi, CalTRANS, Mr. Dale Benson, CalTRANS, Mr. Walid Haddadin, CalTRANS, Mr. Suresh Ratnam, CalTRANS, Mr. Thomas Moore, City Councilmember Seal Beach, Ms. Suzie Price, Councilmember Long Beach, Ms. Pat Towner, Long Beach, CA

Thank you for this opportunity to comment upon the Recirculated Traffic Section and Traffic Impact Analysis of the DEIR for the proposed Southeast Area Specific Plan (SEASP). I have submitted comments upon the specific traffic and transportation impact aspect of my serious concern previously related to this proposed project since no responses to previous public comment has been released to this point, I do not have the opportunity to offer any counter response. However, I do appreciate that public comments previously received have led to revisions and release of this recirculated Traffic component of the DEIR; I will utilize this information to comment only specifically about 3 related and contiguous intersections identified in this document that have been my ongoing very serious concern:

R158-1

--Intersection #3: Studebaker Road and SR-22 Westbound Ramps

--Intersection #11: Studebaker Road and SR-22 Eastbound Ramps

--Intersection #24: SR-22 and Studebaker Road and College Park Drive

I will start with some **GENERAL COMMENTS** that apply to all of these before specifically addressing each one as dealt with in the document.

1. This document does not at all address the most important aspects of these 3 interchanges making up the greater larger intersection at that location which is the severe physical and infrastructure deficiencies present at this area for many years which have not been adequately addressed. I believe for these reasons this greater interchange area is UNIQUE and has to be dealt with in a very different manner than any and all of the interchanges mentioned in this document. I have mentioned these serious problems in previous comments; unfortunately again here whoever did the evaluation of these the traffic flow and impact, while utilizing the LOS and flow aspects, etc., again "missed the forest for the trees". Note that Table 5.16-6 LOS ratings at Existing Project Conditions indicates Intersection #3 at D and F respectively for peak hours, and #24 at F for PM peak hour. Findings of A for #11 and C for #24 (AM) for peak hours do not seem plausible in my experience over many years and I take issues with these findings. However, even if accurate at this point, again a close actual inspection and evaluation of the infrastructure of these areas will reveal severe and prolonged deficiencies that actually need to be address now and have needed such for a long time. I have made these point multiple times in the past and invited anyone who might be inclined to tour the area directly and in person with me; I offer this again and would defy an argument against this opinion from anyone who views these areas up close and in detail. **I would suggest that in fact Intersection #11 (Eastbound Studebaker and SR-22 Ramps) may well be the most infrastructure impacted interchange in Long Beach!** I would truly relish the opportunity to make this case and comparison; sadly, no one has so far take me up on this request.

R158-2

By severely impacted physical assets and infrastructure, as previously I would list the following:

- very poor drainage with frequent flooding type occurrence even with moderate rain (I am of course aware that many areas flood when it rains around here but even with light or moderate rain, Westbound Ramps areas flood frequently and flooding was as bad or worse at compared to any freeway interchange in Long Beach during this last big rain, as can be seen in attached photos)
- poor lighting and visibility (including curve geography and angles)
- badly deteriorated roadway pavement decking in poor condition
- diminishing and narrowing roadway shoulders with very poor or absent curbing
- very poor striping and signage and deteriorated and aged signals and signaling
- absent or inadequate safety barricades and related structure
- very poor facility for pedestrians features and bicycle accessibility
- impacted and unsightly and even unsafe infield areas inside the roadways (bridge antiquated and lacking appropriate basic railings, etc., especially by comparison to other more current interchanges along the freeways in our areas)

All of the above most pronounced by far at Intersection #11 which does not seem to have had much attention for years (flooding more pronounced at Intersection #3 however, as **attached photos** related to recent heavy rains should attest). In fact, Intersection #3 and #24 did receive some improvement related to the WCC (West County Connectors) Project some years ago) and some of the above listed are certainly better than previously, although not optimal. The Eastbound Ramp areas (#11) are very severely involved with all aspects on the above list still.

2. I believe it is disingenuous to suggest that the SEASP project could actually be successful without careful and early significant and mitigation of this area. This greater intersection is a key one to this area of Long Beach and west Orange County and, as I have been trying to gain attention to for some time, actually needs much improvement, if only incremental as was done some at #3 and #24 in the past as mentioned above. This area already is an essential travel component for access to Long Beach State University, Long Beach VA hospital, the ocean and beach areas at Naples and Belmont Shore (including boat launch accessibility—there is quite a bit of boat trailer activity on these interchanges during the weekends especially), and for the residential areas and shopping centers overall for this part of Long Beach in particular. This area is designated as “Gateway”, “Public View Shed”, and “Corridor View” areas in the SEASP Conceptual Draft and actually may well be the most important freeway access point to residents and visitors to the project area. Would it truly be appropriate, let alone even feasible, to the success of this project if these areas are not mitigated extensively at least as to infrastructure, safety, and visibility issues, no matter what “traffic flow studies” alone say? Although the document indicates some mitigation at parts of the area are recommended soon and in future, ultimately the statements that ultimately this depends upon another agency and are beyond the control of planners (impacts “significant and unavoidable”) for this project does not make sense to me. Has not Planning been involved with CalTRANS? The SEASP Conceptual Draft describes a SEASP Community Advisory Committee that includes a CalTRANS agency representative from the earliest stages. Ultimately, it appears that some type of mitigation agreement for these areas with Long Beach Planning, CalTRANS, and other agencies must be attained for the success of this

R158-2
Cont'd

R158-3

project. Despite any traffic flow data findings and/or jurisdictional aspects to the area, would the planners for SEASP really wish for visitors and travelers to the project area enter and exit through this greater interchange with all the current serious deficiencies and problems? Just on the lighting aspect alone; please drive on the Interchange #11 (Eastbound Ramps) at night...it is very dark and (essentially) NO lighting! Very dangerous (despite the LOS A ratings). It is this type of very practical study that needs to be done for improvements as well as “delay”, “queue”, “density”, and etc. basic LOS and traffic flow studies. It is obvious this has not been done; given all this it would seem common sense that anything and everything to try to optimize mitigation at this greater interchange in general should be done rather than try to justify with these limited and narrow studies as to why mitigation is not necessary or can be postponed. I would again point out the collaborative effort a few years ago related to the WCC project back then involving City of Long Beach, City of Seal Beach, OCTA, and CalTRANS for incremental improvements at Intersection #3 (this can be researched if so desired and I have documents also having been involved at that time). Although not optimal, the improvements made make a great difference and have been much appreciated although there is still severe drainage and flooding problems there as noted. I would propose that a similar type of cooperative agreement be reached for this greater key interchange area overall, perhaps related this time to the proposed controversial 405 Widening Project also on the horizon that will further greatly impact this greater key travel nexus and the SEASP area as well and is barely addressed in the current report other than perhaps at the 35 years out.

R158-3
Cont'd

3. From personal perspective very close to me and those in my neighborhood and adjacent ones, I am a resident of the College Park West neighborhood of Seal Beach, literally just over the line from Long Beach in Orange County. However, many know that our ONLY access, in and out, for our particular neighborhood is on College Park Drive through that part of City of Long Beach and directly connecting to that part of the greater interchange (Intersection #3, Westbound Ramps). Further, our sphere of influence and our greater accessibility are dependent upon that intersection and this is exactly similar for the other business and residential areas actually in Long Beach around that area. This IS “the gateway” to our area and that part of Long Beach and is a very important feature of the traffic accessibility and the other neighborhood and commercial areas close by; hundreds if not thousands of commuters and students pass through the area every day. We (my family) own property in Long Beach and as well I have many neighbors at the AES facility and in the local Long Beach neighborhoods (University Park Estates, College Estates, Bixby Hill, Los Altos, Island Village, and etc.) that feel similar and would support these comments. We don’t just “pass through”; our families are dependent upon those roads and adjacent areas multiple times per day and it is our “lifeline”, literally and especially for those of us who can only get in and out directly through it as I mentioned. This also especially may have impact with respect to emergency services access. I would take issues with the narrative under Impact 5.16.-5, page 5.16-55, of the documents that “the proposed Project would not result in inadequate emergency access for College Park West, Seal Beach. I believe a careful look at the map and surrounding geography could certainly question that statement, especially if

R158-4

R158-5

both sides of the roadway is jammed at peak traffic time and despite the indication that "...emergency vehicles have the ability to use the entire roadway right of way, as is done under existing conditions." This is such a serious consideration that I would insist upon a separate, focused, and complete study as to emergency access considerations for the current proposal given that the Project is already situated in a congested area that experiences vehicle delay at intersections with and without the Project during peak hours, as is mentioned in the document. **It truly would be a shame if the opportunity is once again missed to finally make some decent and meaningful improvement to this greater intersection and its infrastructure as part of the larger SEASP. I write this to bring this to your attention and plead that, even in the larger and very complex planning with multiple very serious issues related to the SEASP, this area will not even once again be forgotten and/or ignored.**

R158-5
Cont'd

4. I would maintain (and at least hope) that any modern transportation/traffic engineer and professionals are trained to note any that any roadway, corridor, interchange, or intersection is more than just traffic flow, car trips, ratios, queue lengths, current LOS, etc., etc. The area and people surrounding that it serves and are indeed dependent upon it need to be taken into account as well; the engineers and planners need to "open their eyes" to the real current condition of the situation and impacts. None of the numbers surveys will matter if the pavement deck and other existing physical assets increasingly "crumble" with stress of even added impact of the project; I think any unbiased view of this greater area will reflect that a serious possibility. Again, I would be very happy to PERSONALLY present to anyone what I am discussing if they may be unfamiliar with the area and would wish further "proof" of the conditions there at present already. Of course, anyone could have another opinion but so far I have not met anyone with close knowledge of the area that did not agree that mitigation for upcoming projects can only help and would actually be essential for this area. Additionally, CEQA actually REQUIRES that that the current physical status of an area under evaluation be take into account as to possible need for mitigation. This has NOT been done here apparently; this is a serious oversight in my view. My opinion is that there is no inflexible rule I am aware of required for the review of "existing conditions baseline" and thus any lead planning agency in fact COULD utilize actual physical infrastructure, structural, and other engineering analysis for such assessments/evaluations (including project potential impacts) rather than solely utilizing traffic flow and related LOS data. This greater interchange, if any, in the study area absolutely deserves such treatment I deeply believe and I think any reasonable, unbiased observer would agree even without added professional expertise.

R158-6

5. I do not believe this revised traffic component is consistent with Long Beach City Mobility Element to promote complete streets and alternative transportation modes, especially MOP Policy 1-1 to consider walking (pedestrians) and bicyclists in particular. (Page 5.16-57). In addition, potential Construction Impacts (Page 5.16-88) are truly dealt with in a very abbreviated and cursory manner and need MUCH more expansion and detail in my opinion. There is not time here for me to detail this otherwise but I would be happy to further, given added opportunity. I would wish to state that for years the infields of these interchanges, especially those of the Eastbound Ramps, #11, have been utilized for construction projects up and down the freeways in the region; this has contributed to the damaged pavement decks,

R158-7

shoulders, and drainage. This needs to be seriously considered and halted, especially as might be related to other future planned construction. (I would be happy to offer more details here as well if given the opportunity).

R158-7
Cont'd

I would now offer SPECIFIC COMMENT upon document treatment for each Intersection at this greater Interchange:

--Intersection #3: Stuebaker Road and SR-22 Westbound Ramps—I am gratified that this intersection is deemed deserving of “Existing Plus Project Mitigation” and “Cumulative Year Mitigation” approach (Table 5.16-20), especially since this particular intersection, again, is particularly the one where upon our College Park West neighborhood is dependent as to ingress and egress access. I would stress and hope that the mitigation measures proposed/mentioned would include improvements especially to the drainage, flooding, and lighting aspects now deficient as well as enhanced and updated pedestrian and bicycle features. Again, designating adverse impact as “significant and unavoidable” because of CalTRANS jurisdiction does not make sense at all with the respect to multiple aspects, especially amazingly actual entrance and exit from the project area, of potential success of the greater project. Would the planners truly consider this project a success if visitors would have to enter and exit via the situation as it is now without at least minimal mitigation for safety, traffic flow, visibility, and landscape?

R158-8

--Intersection #11: Stuebaker Road and SR-22 Eastbound Ramps—Although there is listed recommendation for “Cumulative Year Mitigation” many years from now, I truly am astounded that “No impact; mitigation measures not required” is mentioned for this specific area. This interchange in particular encompasses currently the most severely degraded and deficient infrastructure involving all the aspects I list above, especially drainage, lighting, roadway pavement deck, and lack of roadway shoulder. I hope attached photos may demonstrate this for any who may be making decisions without first hand actual knowledge of the area, despite any LOS data. It would be truly a travesty in my view and a sad failure of the project if this were to proceed without significant mitigation here. And I reiterate my comments about the designation as to “significant unavoidable adverse impact” related to CalTRANS jurisdiction. It would be essential for the public agencies to work together to come to some type of solution for this; I again submit the previous agreement regarding the WCC Project some years ago regarding incremental improvements made to the area of Intersection #3 (Westbound Ramps) I referred to above.

--Intersection #24: SR-22 and Stuebaker Road and College Park Drive—This intersection is NOT even mentioned in Table 5.16-20! Exact reasons for this are not totally clear to me but I assume due to fact that there are predicted no significant changes for future LOS or that future LOS predicted to be “F” even without impact from the project even though current LOS already at “F” for some determinants! Furthermore, notes to Table 5.16-7 (Note 3) states that methodology “cannot accurately estimate the change in delay for intersections operating at an average delay of 80 seconds or more.” And Table 5.16-10 indicates “No significant impact” with Project in 2035 even though LOS is at “F” and “N/A” indicated for “Project Change” and Note 3 for this Table stating, “Intersection does not satisfy Peak Hour Volume Warrant for Traffic Signal Installation.” I would comment that this treatment does not do justice at all to the actual wait times and potentially dangerous efforts to maneuver this sub intersection at the stop sign for those of us who are dependent upon this for entry and exit to our neighborhood in CPW, Seal

R158-9

Beach, as I already tried to explain above. Further, I do not believe that CalTRANS necessarily agrees with this assessment (of course, I cannot speak for them for certain) because it is my understanding that signalization of this sub intersection (likely in concert with other improvement efforts at the larger interchange there (#3, Westbound Ramps) has been an ongoing potential consideration by CalTRANS as well as the fact that this was proposed as part of a possible mitigation measure back at the WCC Project but rejected due to expense as far as I know. I hereby request and believe essential a more detailed review and study of the potential project impacts that this intersection specifically with particular emphasis upon how this will effect the ability of residents of CPW to enter and exit their neighborhood, the impact of other neighbors and residential areas in Long Beach there who utilized these ramps and streets every day, often multiple times per day, and possible impacts upon necessary emergency services.

R158-9
Cont'd

Thank you again for the opportunity to submit my comments on this project in this setting. I do hope these will be seriously considered and responded to and that I might have the opportunity for rebuttal (so far this has not occurred with previous comments, as I have mentioned). Again, I remain available to further discuss any of the issues I raise above and my offer for direct on-site inspection of the areas of concern to anyone interest stands; feel free to contact me. Otherwise, thank you again for your attention to these matters and your efforts for an optimal traffic element and SEASP overall.

R158-10

Sincerely,

Kenneth H. Seiff

121 Yale Lane
Seal Beach, CA 90740
Cellular: 714-813-8267

Attachments: Photos of area, photos of flooding of area

From:

Sent: Monday, April 03, 2017 11:27 AM

To: Craig Chalfant

Subject: Seasip Plan

LETTER R159

Good Morning,

I was born and raised in Long Beach, and I feel very fortunate to live in our beautiful city. My husband and I presently live in Naples and love the "small town" atmosphere of our community.

When driving I travel through the Second Street and PCH intersection several times a day and it is very congested.

Our concern is that there will be absolute gridlock if the city allows an additional 4,000 + housing units to be built.

The traffic mitigation plan seems lacking and I have not heard of any other viable options. I don't believe this area's roads can accommodate a 57% increase in traffic.

Please protect our quality of life and property values, and rethink the current Seasip plan.

Thank you,

Lynn Shober

5645 Campo Walk

Long Beach, Ca

R159-1

From:

Sent: Monday, April 03, 2017 4:34 PM

To: Craig Chalfant

Subject: (no subject)

LETTER R160

Mr. Chalfant,

Please be advised that this letter will serve as my formal objection to the city's approval of the replacement of the Marina Hotel, located at 2nd and PCH, and the proposed SEASP plan for additional housing, it will turn the eastside into a parking lot. This area is already heavily congested. These projects will make the area unmanageable. The city should work harder on reducing the proposed residential expansion in an attempt to reduce the traffic density around Naples and the Marina. It appears that there was no real attempt to mitigate the increased traffic. Council person Susie Price's claim of mitigation that local residents should only shop one day a week, and ride their bikes, rather than using a vehicle, was completely inadequate. Therefore without real traffic mitigation, this project needs to be stopped. Therefore, I am filing this letter in protest of the SEASP traffic plan which includes both the increase projected residential housing and the increase residential traffic. As a local resident in Naples, the traffic now is horrendous, espically along both 2nd street and PCH. Thank you. Howard Shopenn

R160-1

From: Andrew Sienkiewich [<mailto:andrewsienk@verizon.net>]
Sent: Monday, April 03, 2017 10:56 AM
To: Craig Chalfant
Cc: district3@longbeach.com
Subject: SEASP

LETTER R161

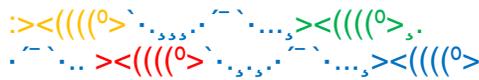
I oppose the proposed high density SEASP plan that would allow 5 to 7 story buildings. As an alternative I request that all residential buildings be single family structures limited to 2 stories in height to reduce proposed density.

I have lived in East Long Beach for over 40 years and currently drive PCH and Second Street several times a week. Traffic, associated air quality, noise and pedestrian and cyclist road hazards are bad now. They will become intolerable if the high density plan proceeds.

The eastside of Long Beach needs to remain a suburban type of development with the attendant open space, clean air and modest traffic levels. Currently, I can see the snowcapped San Gabriel and Santa Ana Mountains now when I drive PCH and want to be able to do so in the future. Should the high density plan advance the city must mitigate by providing right-of-way and installing a new light rail line connecting east Long Beach and Orange County with downtown Los Angeles much as the old Red Car did before it was dismantled years ago.

Long Beach has already chosen to focus high density development in its downtown area and it is working well. There are an abundance of sites downtown and along Long Beach Boulevard that would benefit from new 7 story plus buildings. The Blue Line, transit mall bus service, 710 Freeway and bicycle lanes are already in place to accommodate transportation needs of new higher density development in the downtown area. East Long Beach lacks those attributes and is already burdened with accommodating Orange County and Long beach State commuters in addition to its own resident commuters. Furthermore, Long Beach Police are already too shorthanded to enforce traffic laws under existing traffic conditions. It is getting scary to drive and cycle the streets of Long Beach with cars speeding and running red lights. Increasing traffic will create increased danger to current motorist residents.

R161-1



*Sincerely yours,
Andy Sienkiewich*

From: Sydney Simon
Sent: Thursday, March 30, 2017 3:33 PM
To: Craig Chalfant
Subject: Traffic/SEASP

LETTER R162

I am a resident of Belmont Heights and I worry about the increased traffic with the SEASP's projected density. I would rather see decreased density to alleviate some of the traffic issues. It's about quality of life. R162-1

Thank you,
Sydney Simon

From: daniel siskin
Sent: Wednesday, March 01, 2017 4:52 PM
To: Craig Chalfant
Subject: Traffic Study at PCH / 2nd Long Beach

LETTER R163

Hi Craig,

I have read that there are some people trying to stop the development of the property where the Seaport Motel is due to traffic. Although I am all for not causing more traffic, the Seaport Motel is an ugly wart on our community that attracts homeless, criminals, drug addicts, etc. Please do not stop the development of this property. The Seaport Motel has got to go. Feel free to contact me for more conversation about this.

R163-1

Thanks,
Daniel

From: Alyse Smith
Sent: Wednesday, March 01, 2017 5:05 PM
To: Craig Chalfant
Subject: Traffic mitigation plan at PCH and 2nd

LETTER R164

Hello Mr. Chalfant,

I am writing to let you know that as a Seal Beach resident I don't support development at PCH and 2nd street without a clear, measurable traffic mitigation plan. I would like to inquire what steps are being taken to investigate the implications of the development on area traffic in order ensure that the commutes of Seal Beach, Naples, and Belmont Shore residents, as well as others, will not be negatively and unduly affected. Please feel free to forward my concern to any interested and involved parties, and I look forward to a response in this matter.

R164-1

Thank you for your time and consideration,

Alyse Smith
Seal Beach Resident

From: Laurie Smith
Sent: Monday, April 03, 2017 4:51 PM
To: Craig Chalfant
Cc: Council District 3
Subject: SEASP - Reduced Density Option

LETTER R165

Mr. Chalfant

As a longtime resident of Long Beach and a homeowner in the 3rd district, I ask the city to seek the Reduced Density Option for SEASP.

Traffic is the number #1 concern of residents regarding SEASP.

There are not a lot of options for avoiding the SEASP area if you live nearby or seek to visit stores in the vicinity.

One option I'd like to see explored is the landowners/developers at the 2nd/PCH intersection to offer part of their land to expand lanes for traffic. This option would show a willingness on the part of developers to compromise in order to impose oversized development on the surrounding community.

The residents of Long Beach have been told repeatedly that the developers need to build something big enough to maximize their profit, however it is not the residents place to assure that developers make smart business decisions.

The City of Long Beach is the driving force for SEASP and making sure that it's constituents concerns are represented.

Considering that city officials pushed to impose the highest city sales tax of the nation upon it's residents and it behooves these same city officials to assure that the quality of life for residents is equitable.

This area of the city was never meant to have the high rate of density, that was planned for the downtown area.

I ask that the City respect how development was laid out originally for this area and reduce the maximum development in the proposed SEASP to the Reduced Density option.

Thank you
Laurie Smith
3rd District

R165-1

From: Todd Smith
Sent: Friday, March 31, 2017 1:13 PM
To: Craig Chalfant
Subject: SEASP Feedback

LETTER R166

Dear Mr. Chalfant,

As a resident of Naples (Long Beach, CA), I am firmly opposed to the proposed SEASP plan. The potential addition of thousands of housing units, building height increase of 5 to 7 stores, and resultant traffic density is not an acceptable alternative to the present SEADP zoning.

The local residents are not in favor of a high density district in the same family as Marina Del Rey or Huntington Beach (PCH near the pier).

I strongly urge the City of Long Beach to significantly scale back the proposed SEASP plan. Building heights should be constrained to less than four stories to maintain the existing low profile architecture of the Marina area. Residential and commercial zoning should likewise be managed to minimize impact to what is already a significant traffic problem at 2nd and PCH.

Thank you for considering my input,

Todd R. Smith
17 Savona Walk
Long Beach, CA 90803

R166-1

From: Rebecca Snellen
Sent: Monday, March 06, 2017 10:09 PM
To: Craig Chalfant
Cc: Council District 3
Subject: PCH & Second and SEASP

LETTER R167

Craig Chalfant
Planner
City of Long Beach

Dear Mr. Chalfant,

I am writing to express my concerns about and desires for the City of Long Beach to study and come up with viable options for the traffic surrounding the 2nd and PCH corridor. It is no secret that traffic going through the Shore, into Naples, over the bridge and into this intersection has gotten progressively worse over the past several years and the last 2-3 years have been the worst. I am not sure why, since zoning continues to be down sized in many communities. Regardless of where they all come from, they are coming and clogging our neighborhood. Just getting around for locals in this area has become exhausting at times. Don't even get me started about summer's. Let's just say that quality of life has diminished greatly over the past 30 years I have lived here.

When I attended the SEASP open house at Golden Sails last fall, I went around to every station and listened to the speakers and then asked what the plan was for traffic. No one had an answer, including the traffic engineer who was not an employee of the City of Long Beach. In fact he was a young man from the hired engineering firm who knew nothing about this area and had never driven the 2nd and PCH intersection in his life. Seriously! I asked him. He explained about bike lanes on Studebaker and 2nd street east of PCH. He showed me some nice diagrams and renderings. I explained how those bike lanes did not really help me get a carload of boys to soccer practice or carry my groceries home from Trader Joes. I continued to ask him what the plan was for traffic, not bikes, and he finally said there was no plan and that traffic was bad and that it would be worse after this project.

R167-1

The city has a responsibility to not bury this one under the rug. It is affecting everyone in this area and something needs to be done. All of those cars sitting their idling for several light cycles cannot sit well with the city's sustainability and clean air ambitions.

The continuation of Shopkeeper Road from 2nd to PCH around the back will create some relief (best to make it two lanes each way), but ideally and impossibly the continuation of Studebaker to PCH would be the best. I know the wetlands folks will cringe on that one. I am all for the outdoors, but have a hard time putting wetlands and oil derricks in the same sentence and yet that is what exists.

I appreciate your time in reading this and going to work for us, the residents who have loved and lived in this area for decades.

Respectfully,

Becki Snellen
6025 E. Ocean Blvd.
Long Beach, Ca 90803

From: Jason Stack

LETTER R168

Sent: Monday, April 03, 2017 8:27 AM

To: Craig Chalfant

Subject: SEASP DEIR Recirculated Traffic Section, Traffic Synchronization Technical Letter

Hello Mr. Chalfant,

Please find the attached Traffic Synchronization Technical Letter re-submittal in response to the Re-circulated Traffic Section for the Southeast Area Specific Plan Draft Environmental Impact Report comments.

R168-1

Thank you,

Jason Stack

STC Traffic

714-315-4640

www.stctrffic.com



April 03, 2017

Craig Chalfant
Long Beach Development Services
333 W. Ocean Blvd., 5th Floor
Long Beach, CA 90802
craig.chalfant@longbeach.gov

Subject: SEASP Recirculated Traffic Section, Traffic Systems and Operations

Dear Mr. Chalfant,

STC Traffic (STC) respectfully resubmits the technical letter dated September 19, 2016 regarding traffic systems and operations for the Southeast Area Specific Plan (SEASP) Draft Environmental Impact Report (DEIR), Recirculated Traffic Section.

R168-1
Cont'd

If you have any questions regarding this letter, please contact me at 760-602-4290 or jason.stack@stctrffic.com.

Sincerely,

STC Traffic

A handwritten signature in black ink that reads "Jason Stack".

Jason Stack, TE
President/ CEO



September 19, 2016

Mr. Craig Chalfant
Senior Planner
Long Beach Development Services
333 W. Ocean Blvd., 5th Floor
Long Beach, CA 90802
craig.chalfant@longbeach.gov

RE: SEASP Traffic Systems and Operations

Mr. Chalfant,

STC Traffic respectfully submits this technical letter regarding traffic systems and operations for the Southeast Area Specific Plan (SEASP) Draft Environmental Impact Report (DEIR). The SEASP DEIR is currently out for 60-day public comment which closes on September 19, 2016. Two SEASP documents were reviewed:

- *Southeast Area Specific Plan, City of Long Beach, Hearing Draft Updated July 2016, and*
- *Southeast Area Specific Plan Draft EIR, City of Long Beach, July 2016.*

The SEASP DEIR identifies area-wide transportation system issues, opportunities, and constraints based on existing and future development scenario analysis and public input. The analysis provides a basis for determining general and specific transportation system needs and recommendations for improvements.

The SEASP update provides a unique opportunity to approach and address current traffic issues through modernization of the areas legacy traffic signal systems. With this update, and its advancement of the City's ITS master plan through synchronization, emerging technologies can be employed that could effectively re-shape traffic management and operations in the community.

This letter expands on the SEASP DEIR recommendations related to synchronization and relinquishment of traffic signals to improve traffic flow on area corridors and intersections. Provided is a brief high-level look at the traffic systems and operations in Long Beach and specifically the SEASP area. This includes existing and planned traffic systems, traffic systems technology, and management and operation considerations.

Traffic Management and Operations Context

Traffic management and operations in the SEASP area is challenging. This is a heightened area of traffic congestion, particularly in the vicinity of PCH/ 2nd Street and PCH/ 7th Street. In this context, it's important to distinguish the difference between traffic congestion and gridlock. Traffic congestion describes limited or reduced traffic flow or progression and gridlock describes a jammed condition where traffic is at a complete standstill. Traffic moves in the SEASP area, albeit at a slow pace particularly during peak demand.

R168-1
Cont'd

R168-2

Caltrans (California Department of Transportation) ownership of PCH as a state highway through Long Beach adds to the complexity of managing traffic in the SEASP area. This is particularly acute given the proximity of adjacent State and City owned traffic signals. In many instances the adjacent signals are located within 500 feet. It is increasingly critical to implement uniform traffic systems management and operations in an area of dense signalized intersections and heightened traffic congestion.

The City of Long Beach and Caltrans District 7 operate different Advanced Traffic Management Systems (ATMS's). The agencies also operate and manage separate communication systems. There are unique provisions for traffic signal and systems construction and policies for operation and maintenance.

Staff at each agency manage each agencies own traffic system with separate maintenance staff for the upkeep of the traffic signal infrastructure. Coordination of traffic signal operations between the two agencies occurs via correspondence between agency's staffs. There are no permissions established between agencies for joint access or control of each agency's traffic systems.

Existing and Planned Systems

Experienced and professional personnel at the City and Caltrans actively manage the operations and components of the traffic signal system.

The City of Long Beach operates several legacy traffic systems including the City ATMS and traffic signal communications system. An Intelligent Transportation System (ITS) master plan is currently being developed that will identify upgrades to existing traffic systems and/ or implement new traffic systems infrastructure. The improvements identified in this plan will serve to increase City Traffic Engineer's ability to more actively and effectively manage R168-2 perations throughout the City. Elements of the traffic system that will be upgraded are listed below.

- New Citywide ATMS to replace the existing legacy system and the Douglas Park system.
- Citywide fiber optic communications system.
- Adaptive traffic control system.
- Parking management and guidance system.
- State-of-the-art Traffic Management Center in the new Civic Center.
- Traffic measurement systems.
- Traffic monitoring systems.
- Traffic information systems.

Caltrans operates its own ATMS from the Los Angeles Regional Transportation Management Center (LARTMC). The age of the traffic systems on PCH in Long Beach are unknown and it is expected that the systems are not the most up-to-date.

Caltrans is currently pursuing an FHWA grant (submitted June 2016) to implement an Advanced Transportation Congestion Management Technology Deployment (ATCMTD) Initiative and undertake innovative safety measures to enhance the pedestrian and bicycle facilities along PCH in the southern coastal region of Los Angeles County including Long Beach.

DEIR Recommendation

The SEASP DEIR identified the following design feature to reduce traffic impacts associated with the proposed Project:

PDF-7 Traffic Light Synchronization: *Traffic signal timing at intersections along the Pacific Coast Highway are controlled by Caltrans and the City of Long Beach. To better coordinate progression of traffic signals in the area, the SEASP identifies the following options:*

- *Enter into a cooperative agreement with Caltrans to maintain the signals.*
- *Have Caltrans relinquish sections of their facility to the City, so that the City can update the equipment and maintain the signals.*
- *Work with Caltrans on a comprehensive signal timing program that is implemented to coordinate and maintain the timings, including hardware to ensure that the signal clocks do not drift from one another.*

R168-3

In addition to the above recommendation, several intersection mitigation items include recommendations to optimize signal timing and improve synchronization.

In today's traffic environment it is critical that the City traffic signal operations engineers have at their disposal a toolbox of systems that provide the ability required to effectively manage and operate the system and improve synchronization. Staffing levels do not allow engineers to be on the street throughout the City to observe traffic conditions on a daily basis. It is necessary to bring information from the street to the engineer. Modern systems provide these capabilities and allow traffic engineers to monitor traffic throughout the City in real-time from their office enabling diagnosis of an issue and taking action to resolve.

The following two sections build on the recommendations in the SEASP DEIR related to City control of PCH and synchronization improvements.

PCH Relinquishment

The California Department of Transportation (Caltrans) owns and maintains PCH as a state highway. The City of Long Beach has no authority over the highway's operation, configuration, or up-keep. The Relinquishment Assessment Report (RAR) Guidelines (February 2015) provides the following definition:

Relinquishment is the act and the process of legally transferring property rights, title, liability, and maintenance responsibilities of a portion or entirety of a state highway or a park-and-ride lot to another entity.

Benefits of relinquishment include:

- More attention and responsiveness to community interests,
- Reducing bureaucracy for roadway improvements and development by eliminating State encroachment permits,
- Performing improvements to PCH to meet local needs and requirements,
- Reduced costs to taxpayers and the State in upkeep and liability, and

- Improved traffic signal timing and synchronization by bringing area traffic signals under one traffic signal system and management agency.

R168-3
Cont'd

The relinquishment process is detailed in Chapter 25 of Caltrans Project Development Procedures Manual (December 2014). The following is a brief summary of relinquishment procedures.

- Letter of interest from the City to Caltrans indicating the City's desire to take ownership and control of PCH. This requires deletion of PCH from the State Highway System by legislative enactment and the City must work with legislators to initiate legislation.
- Caltrans develops a Relinquishment Assessment Report (RAR) to determine the appropriateness of relinquishment. The RAR requires approval by Caltrans District 7 and Headquarters.
- The City assesses PCH and the cost of bringing PCH up to a "state of good repair" (i.e. ADA compliance, pavement deterioration, and curb, gutter, and sidewalk damage, etc.). Caltrans determines a benefit-cost analysis comparing the cost to relinquish compared to the cost to keep PCH over a 10-year period.
- If necessary, the City and Caltrans enter into negotiations and resolution procedures.
- Following successful negotiations, the City and Caltrans execute a relinquishment agreement and receive approval by the California Transportation Commission for programming.

It must first be determined in the RAR that PCH in Long Beach does not serve a regional or statewide transportation need. Numerous agencies throughout Caltrans District 7 and other districts statewide have successfully relinquished all or portions of PCH within their jurisdiction. The relinquishment process can take several years to complete. Caltrans is not obligated to provide financial compensation to the City to bring PCH up to a "state of good repair", however it has been their practice to do so. If successful, the state would provide to the City a one-time payment for the negotiated cost.

Initiating relinquishment soon would be beneficial considering the process may take several years. In the interim, the City and Caltrans may consider a phased approach to relinquishment with the City taking over operations and maintenance of PCH. This approach would require the existing Caltrans traffic signal management and control systems on PCH to be replaced with City compatible systems. The magnitude of the costs for replacement could vary widely depending on the requirements. At a minimum traffic signal controllers would be replaced and connected to the City's traffic management system. The City would also review existing traffic signal timing to make uniform with City standards and also review existing control strategies to improve synchronization.

Synchronization Improvements

Traffic signals must operate efficiently and reliably to provide progression through a series of signals to minimize congestion and maintain a high level of safety. Traffic signal synchronization is a comprehensive approach to improving the efficacy of traffic signal operations. A complete synchronization plan strategically utilizes various modes of operation, upgrades traffic systems, identifies personnel required for traffic management, and establishes the requirements for maintaining operations and equipment. Traffic signal synchronization is proven to provide the following benefits:

R168-4

- Improve the effective capacity of roadway(s),
- Reduce travel-time,
- Reduce exhaust emissions and fuel consumption,

- Improve roadway safety.

The components of a traffic signal synchronization program are not autonomous; thus, experienced and professional personnel actively manage the operational modes and components of each traffic system. Traffic management entails monitoring traffic conditions, monitoring traffic systems health, collecting system data, initiating control strategies, fine-tuning operations and signal timing, and continually evaluating the performance of the system.

In developing an ITS master plan, the City of Long Beach is planning state-of-the-art transportation systems infrastructure that will position the City to continually improve synchronization through emerging technologies.

SEASP DEIR recommendations for improved synchronization requires conceptual development of a plan for new systems and operations specific to the SEASP area to maximize synchronization improvements and comply with the City's forthcoming ITS master plan. The synchronization plan should include elements of the ITS master plan previously described in the "Existing and Planned Systems" section and the following:

- New state-of the art traffic signal control equipment.
- Fiber optic communications interconnect.
- CCTV traffic monitoring cameras.
- New emergency vehicle preemption systems and develop area emergency response plans and diversion strategies.
- Sensor based traffic measurement technology to provide real time data and analytics.
- Connected vehicle, connected infrastructure, and connected people for safe, informed, and efficient travel.

It's important to approach the SEASP area traffic systems and operations holistically. This will entail including systems and traffic signals located outside of the specific area that are contiguous to the roadways and area operations. This approach will provide the operational continuity expected by the traveling public and maximize synchronization benefits.

Summary

SEASP is a significant opportunity for the City of Long Beach to advance the forthcoming ITS master plan and relinquish PCH to the City. Investments in technology will be used to augment limitations in traditional roadway construction and optimize existing roadway capacity through improved synchronization and operations management. SEASP also represents an opportunity to privately fund traffic systems infrastructure improvements that are typically funded through the City's Capital Improvement Program (CIP). The privately funded infrastructure investments are necessary for the area to take advantage of emerging traffic technologies and more quickly improve near-term traffic operations. The SEASP community will realize improved travel times and roadway safety through the benefits of traffic signal synchronization and state-of-the-art traffic systems.

R168-4
Cont'd

R168-5



Sincerely,

STC Traffic, Inc.

A handwritten signature in black ink that reads "Jason Stack".

Jason Stack, TE
President/ CEO

About STC Traffic

STC Traffic (STC) is at the forefront of traffic solutions and has an exceeding reputation for solving the most complex traffic systems and operations. Our specialty is the design, implementation, and operation of high-tech Intelligent Transportation Systems (ITS) and Traffic Engineering and Control Applications. We are highly recognized for our unique and advanced expertise in traffic systems and operations and have successfully completed traffic signal synchronization programs for jurisdictions throughout Southern California.

Comments Regarding SEAS
Appendix J of DEIR

LETTER R169

R169-1

In Support of statement by
Mayor Garcia:

"building a climate Resilient
Long Beach by Creating bike
Friendly City

by creating bike friendly
paving miles of protected bikeways
p. 87 Shopkeeper Rd + 2nd St (P. 87)
additional light of way to accommodate
additional lanes may encroach upon
adjacent wet lands in coastal zone
also such encroachment upon
adjacent Wetlands by light of way
dedication along Studer Rd + 2nd St
19 Seal Bch Blvd + 2nd St. - Westminster
Blvd may require removal of
existing bicycle lane

Submitted by Anne Conneen Thompson
Long time Resident
Coastal zone

56 Park Ave 90803

From: Tiso, Susan
Sent: Thursday, March 02, 2017 12:07 PM
To: Craig Chalfant
Subject: PCH/2nd Street intersection traffic

LETTER R170

Dear Mr. Chalfant:

Just writing to express concern about the traffic at this intersection and the impact development at the old Seaport Marina Hotel area will create. Although I TOTALLY support redevelopment of that corner/area (so badly needed!) we really need a clear, measurable traffic mitigation plan in place prior to launch of the new development.

R170-1

Thank you for all you do,

Dr. Susan Tiso
Resident and homeowner, Belmont Park

Susan Tiso, DNP, FNP-BC
Clinical Professor; Associate Director MS/Post Graduate Nurse Practitioner Programs
Sue & Bill Gross School of Nursing
949-824-5056
stiso@uci.edu



University of California, Irvine
252 H Berk Hall
Irvine, CA 92697-3959

From: Lona Tucker
Sent: Wednesday, March 29, 2017 10:36 AM
To: Craig Chalfant
Subject: EIR/SEASP

LETTER R171

Dear Mr Chalfant,

Imagine that traffic in your neighbor increased by 50%. Would contact someone at City Hall?

The Traffic Report (of the SEASP Draft Environmental Impact Report) was “recirculated” which means it was modified. The neighborhoods in this area will see their streets have a **57% increase** in morning traffic and a **46% increase** in the evening. This is unacceptable.

Let's do this right, not before it is too late.

Personally I think the entire SEASP re-zoning would be put on hold until **AFTER** we assess the impacts of the the Seaport Marina Hotel on PCH and 2nd Street.

Thank you, Lona Tucker
197 Rivo Alto Canal
LB, CA. 90803
562-434-8665

R171-1

From: mwallner
Sent: Thursday, March 02, 2017 4:37 PM
To: Craig Chalfant; Council District 3
Subject: 2nd and PCH

LETTER R172

Dear Craig and Susie,

We are very concerned about the traffic congestion that will probably be much worse than it already is if the proposed SEADIP plan goes through. There are times every day and during the weekend where traffic is already backed up two or more red lights.

We are hoping that this project will not impact the quality of life of the Belmont Shore area neighbors in a negative degree. But we are very fearful that it will.

Thank you for your consideration of this concern.

R172-1

Melanie and Ernie Wallner
221 Covina Ave.
Long Beach, CA

April 2, 2017

LETTER R173

To: Mr. C. Chalfont, craig.chalfant@longbeach.gov

Fr: Charles F. Ward-153 Angelo Walk, Long Beach, CA 90803

Re: Reduced Density in the proposed SEASP plan

From 5439 housing units

8648 people

And

5-7 stories

To NO Additional Developments that add further increase in TRAFFIC Congestion that currently exists.

Find a way to reduce the current Traffic Congestion.

My Suggestion for the Record:

Create an environment like The Bolsa Chicca Wetlands in Huntington Beach with cycling paths, walking areas and parking area for guided walks.

R173-1

This is a good example to mitigate any increase in traffic congestion.

Note: I bicycled to work for 10 years. Reward was good physical conditioning.

File my OPPOSITION to the "Reduced Density Option in the proposed SEASP plan.

A response is requested.

Regards,

Charles F. Ward

Email response sent to Craig Chalfont- 4/2/17

From: charles f Ward

Sent: Sunday, February 19, 2017 2:54 PM

To: Craig Chalfant

Subject: DEIR Traffic Plan--Summary of Revisions to Recirculated Traffic Section

Make useable the SeaDip land areas that we can implement now.

To relieve the traffic mediation---Widen 2nd Street Bridge through Naples Is. to 8 lanes and continue same through to Ocean Blvd.

The above is feasible and workable--but no one will give and inch.

Regards,
C. Ward

R173-1
Cont'd

From: B. Waterhouse
Sent: Monday, April 03, 2017 4:24 PM
To: Craig Chalfant
Subject: COMMENTS ON SEASP REVISED TRAFFIC ANALYSIS

LETTER R174

COMMENTS ON SEASP RECIRCULATED TRAFFIC SECTION

April 3, 2017

Mr. Craig Chalfant, by email

Long Beach Development Services

Dear Mr. Chalfant:

Additional Traffic Mitigation Measures Need to be Studied in the DEIR

The proposed project would increase the number of residential units by over 8,000 additional residential units and add over 570,000 square feet of commercial space in the “mixed-use community core” areas. However the traffic mitigation measures, to the extent they are identified, are found infeasible, unavailable, or both, and do not reduce traffic impacts to a level of insignificance at many intersections, notably including PCH and Second St. This enormous increase in density in the area should not be approved without mitigating traffic impacts to a level of insignificance and without identifying additional potential traffic mitigation measures.

R174-1

It is plain from the traffic analysis that approval of this plan, based upon the current EIR analysis, would be premature because the actual design of the new commercial and residential developments in the mixed-use community core is completely unknown, including the traffic circulation within the new developments. As a result of this wholly vague project definition, it is impossible to identify or study the additional traffic mitigation measures that could be potentially implemented through redevelopment of the mixed-use community core areas.

For example, if the Market Place area properties were redeveloped at the high density of the proposed plan a new grid pattern could be created inside that property. The new interior street could potentially alleviate traffic impacts at the intersections of PCH and Second St and Second St and Shopkeeper Road. A number of mitigation measures could be available depending upon the new design of the development.

First, a new Shopkeeper Road could be located inside the property, well to the west of the current Shopkeeper Road and much farther away from the wetlands, traversing diagonally across the property from the current Shopkeeper Rd/Westminster Blvd intersection to the current

R174-2

intersection of PCH and Studebaker Rd. This relocated Shopkeeper Road, if developed as a four-lane highway, would allow traffic on PCH going to and from Seal Beach to the freeway interchange to completely bypass the highly impacted PCH/Second Street intersection.

R174-2
Cont'd

Second, the PCH/Second St intersection could be redesigned utilizing a portion of the Market Place area. At the August 18, 2016 Planning Commission hearing a grade separation for this intersection was discussed but apparently rejected from any study on grounds of inconvenience to pedestrians and bicycle riders and inconsistency with other specific plan goals. It is unclear why this mitigation measure, which obviously would mitigate vehicular traffic impacts, was never analyzed in the updated traffic analysis. Pedestrians and bicycles successfully navigate the bridge between Naples and the mainland. One would expect they could similarly navigate a smaller bridge over an intersection. VMT increases from the project results in LOS F for both AM and PM peak hour traffic at this intersection in 2035. Under these circumstances CEQA does not allow the EIR to simply ignore an obvious mitigation measure of a grade separation that would eliminate all impacts at the PCH/Second St intersection. A grade separation could and should be funded by the developer receiving the enormous benefit of the density increase as part of the "fair share" mitigation fee discussed in the EIR -- it is the increase in density that creates the need for the mitigation. A grade separation must be fully discussed in the traffic analysis of this EIR.

R174-3

Third, if a grade separation is not desired on other planning grounds, then more radical redesign of the PCH/Second St intersection should be considered. This could include a roundabout at the northwest corner of the Market Place property. Again, all potential mitigation measures must be explored before overriding a significant adverse impact. The developer of the Market Place property should be prepared to dedicate the land necessary to create the roundabout as a part of the fair share traffic fee, in exchange for the increased density. Relocation of Shopkeeper Road, as discussed above, and extension of Marina Drive, discussed below, would reduce VMT through the PCH/Second St intersection, making a roundabout potentially more feasible. If a roundabout is not feasible, other potential changes to the roadways within the large Market Place property should be evaluated as traffic mitigation measures.

R174-4

As a further example, if the parcels containing the Marina Pacifica Mall and Gelsons market were redeveloped at a higher density, new internal roads could be created on those properties to relieve traffic impacts at PCH/Second St. One obvious example would be a northward extension of Marina Drive connecting to entry road at the Mall which has an existing signalized intersection. This road extension would allow better access to the Mall for travelers eastbound on PCH, reducing left-turn traffic from Second St northbound onto PCH. Other traffic improvements from creating new internal roads in this area could and should also be identified in the traffic analysis.

R174-5

An objection might be made that the traffic mitigation measures suggested above cannot be fully evaluated now because the details of the new development are not yet known. However, the City staff is proposing approval of the plan now, not later when more detailed plans are known. If the plan must be approved now, notwithstanding the huge significant unmitigated traffic impacts identified in the updated traffic study, then all conceivable traffic mitigation measures must be identified and fully explored now. The traffic mitigation measures identified in the EIR to date -

R174-6

- essentially just adding more and more lanes on existing roads and better signalization -- shows a paucity of imagination for what has been billed as a master plan for 2060.

R174-6
Cont'd

Significant New Other Information Requires Revision of the DEIR

Two significant events have occurred affecting the DEIR analysis. First, a new Second and PCH development, consistent with the existing planning and zoning, has been proposed and will be apparently constructed. It is unclear how this development will affect the traffic analysis presented in the DEIR, including not not limited to how the development will affect the future ability to mitigate traffic impacts at the PCH/Second St intersection. The traffic analysis should be updated to include this new proposal.

R174-7

Further, the fact that the new Second and PCH development will be consistent with current zoning and planning calls into question the foundational economic analysis prepared for the SEASP that asserts that new development will not occur in the area without an increase in allowable density. It also calls into question the overall need to proceed at all with the SEASP as presently conceived.

R174-8

Second, a widely reported new USGS study of the Newport-Inglewood fault has found that this fault is longer than previously thought because it is connected with the Rose Canyon fault zone. Together these two faults are capable of producing an earthquake up to 7.4 magnitude, far larger than previously predicted. In addition, the USGS study found that during prior large earthquakes on this fault portions of the wetlands in the Seal Beach Naval Weapons Station *abruptly sank three feet*. The SEASP area needs to be studied to determine if this abrupt sinkage has occurred in Long Beach as it did in Seal Beach. The DEIR needs to be updated to reflect this significant and serious concern about earthquake hazards and new building design.

R174-9

Conclusion

It is premature to proceed with adoption of the SEASP at this time. First, the new Second and PCH project demonstrates it is possible to redevelop the commercial properties without an increase in density, notwithstanding the economic analysis that contends new development will not occur without additional density. The preparers of the SEASP incorrectly assumed that it was necessary to dramatically increase allowable density to make new development feasible. Plainly, the SEASP analysis now be revised to focus upon how the commercial areas could be redeveloped to provide community benefits at or near current densities.

R174-10

Second, the lack of detail of new street designs within the proposed new commercial areas frustrates any ability to develop and study all potential traffic mitigation measures that new development of the commercial areas could provide. Increased density should not be allowed without full mitigation of significant traffic impacts and identifying the site plans and internal street patterns for the new development.

If the SEASP process is to proceed, the DEIR should be revised to now identify -- and require implementation of -- measures to mitigate all significant traffic impacts. The DEIR analysis should include discussion of the possible new street patterns discussed above in these comments as well as other options the planners may identify. No increased density should be permitted without full mitigation of traffic impacts.

Finally, the DEIR should be revised to study the newly identified earthquake risks from the Newport Inglewood fault, including the possibility the entire SEASP area could abruptly sink three feet during a major seismic event.

R174-10
Cont'd

Respectfully submitted,

William L. Waterhouse

Belmont Shore

Long Beach, CA

From: Alaine Weiss

LETTER R175

Sent: Monday, April 03, 2017 3:37 PM

To: Craig Chalfant

Subject: SEASP - Comments - Transportation & Traffic and Appendix J (Traffic Study) of the DEIR

Dear Mr. Chalfant:

I am writing to submit comments on the Section 5-16: Transportation & Traffic and Appendix J (Traffic Study) of the DEIR.

The buildout of the SEASP would allow a 57% increase in dwelling units and persons and a 22% increase in commercial / employment use over existing conditions.

With this anticipated growth stipulated, I have reviewed Section 5-16: Transportation & Traffic and Appendix J (Traffic Study) of the DEIR and have the following concerns which I wish to have considered in finalizing the SEASP:

Our quality of life will be impacted on a daily basis as commutes from our home in Naples to any of the local grocery stores and other retailers and entertainment in the SEASP area become increasingly more difficult and time-consuming. The current Levels of Service (LOS) at nine intersections already have been evaluated with LOS E or F during peak hours under existing conditions. These intersections already function below the “lowest acceptable level for operations of intersections that fall under the jurisdictions” of Long Beach, Seal Beach, and Caltrans. Under Project Conditions, 13 of the study intersections would operate at unacceptable levels of service and 14 Without Project Conditions.

R175-1

The proposed changes to streets, intersections, bike paths, and sidewalks do not appear to be adequate to mitigate the anticipated impacts to traffic. While I appreciate the plan to require “Complete Streets” and improve multi-modal mobility, the increases in housing density, population, and commercial uses will quickly place those streets and intersections at or beyond capacity even with improvements.

R175-2

Within the SEASP area, I am primarily a driver, frequently a walker, and occasionally a bicyclist. I would walk and bicycle more frequently if it felt safe and pleasant to do so. However, **traffic speeds along 2nd Street between Naples Plaza and PCH, or PCH and Shopkeeper, are so fast that they make walking unpleasant and bicycling unsafe.** The width of streets at the PCH and 2nd Street intersection is so great (6 - 7 lanes), that it is intimidating to cross them on foot. Drivers already push the limits of the traffic signals, frequently running red lights — especially to turn left — or stopping mid-intersection, blocking traffic from other directions. **I am concerned that increased traffic flows can only exacerbate these existing problems.**

With the SEASP, we have a great opportunity to improve infrastructure and development to support a great quality of life. However, with the allowance for significant growth in the area, the opportunity to build and maintain quality is at great risk. I believe the traffic increases anticipated with this additional growth will have detrimental impacts on our air quality, greenhouse gas emissions, and noise in addition to the stress and inconvenience of traffic.

R175-3

There is much to be applauded in the draft SEASP and I would like to see all the improvements to traffic and creation of Complete Streets be implemented first, then evaluated, before any new permits for development to the area be allowed.

R175-3
Cont'd

Thank you for considering my concerns.

Sincerely,
Alaine M Weiss
Naples

From: John Weiss
Sent: Monday, April 03, 2017 4:23 PM
To: Craig Chalfant
Subject: SEASP - Comments - Transportation & Traffic and Appendix J (Traffic Study) of the DEIR

LETTER R176

Dear Mr. Chaffant:

I am writing to submit comments on the Section 5-16: Transportation & Traffic and Appendix J (Traffic Study) of the DEIR.

The further study is very useful and provides data in support of the many concerns already expressed by members of the community.

In short, the report confirms that traffic conditions currently are substandard and will continue to deteriorate even in the absence of the projects that the plan would allow. The 57% increase in dwelling units and persons and the 22% increase of commercial / employment uses will accelerate and exacerbate the deterioration.

The congestion will not just frustrate residents and cross town commuters. Congestion is inconsistent with the goals for pedestrian and bicycle friendly streets (the streets will be less appealing and less safe for pedestrians and bicyclists). Inefficiently idling vehicles also will worsen air and noise pollution in the region.

The mitigation outlined should be undertaken to the extent feasible with or without the projects allowed by SEASP. This is simply a matter of agencies collaborating to perform the work they were created to perform. The mitigations recited therefore are not incremental and are illusory. Unfortunately most mitigation measures are noted as not feasible due to lack and unavailability of required right of ways or lack of control of implementation by the City of Long Beach; therefore, the report concludes that the adverse impacts from projects permitted by SEASP in most cases will be significant and unavoidable.

The significant adverse impacts and the lack of effective, feasible mitigation argue for further scrutiny of SEASP. Residential and commercial / employment expansion should be further limited. The types of uses allowed and the mix of uses should be calculated to minimize associated vehicular visits.

While I support the overall approach of SEASP, I consider that the information provided by Section 5-16 argues for further refinements to reduce adverse impacts.

Thank you for making the information available for review by the public and for taking public comments into consideration. I am a resident of the Alamitos Bay / Naples community living adjacent to SEASP who must pass through the SEASP area for most trips to or from my home. The elements of the final SEASP therefore are of great concern.

John Weiss

R176-1

From:
Sent: Sunday, April 02, 2017 9:46 AM
To: Craig Chalfant
Cc: Council District 3
Subject: SEASP traffic impact

LETTER R177

Good Morning,

Regarding the proposed SEASP development: I am highly concerned about its negative impact on surrounding neighborhoods. The magnitude of this development far outstrips nearby areas and where two story buildings are the norm. Traffic is already at capacity and the report's projections only indicate worsening conditions.

R177-1

It seems that the development is optimized for greed and not functionality. The proposed project reminds me of what occurred during the 1980s when there was an overdevelopment of numerous 8-12 unit apartment buildings from demolished single family homes on the east side of Long Beach. As a result, neighborhoods were destroyed due to overcrowding and lack of parking. Ultimately this zoning fiasco was revised due to its negative consequences.

I strongly urge the Reduced Density Option for SEASP.

Sincerely,
Janice Wierzbicki
286 St. Joseph Ave.
Long Beach 90803

From: Carol Williams
Sent: Wednesday, March 01, 2017 7:44 AM
To: Craig Chalfant
Cc: Woody Williams; Bill Williams
Subject: 2cd and pch

LETTER R178

Dear Craig,

Please do a serious traffic mitigation study and please don't let this project move ahead if it is going to cause a difficult time for the residents here with traffic.

I am a long time resident of Naples as are my brothers two families as well.

Thank you so much,

Carol Williams
5928 Appian Way
Long Beach California
562-754-8224

Sent from my iPhone

R178-1

From: Paul
Sent: Wednesday, March 01, 2017 9:15 AM
To: Craig Chalfant
Subject: Traffic on PCH second

LETTER R179

Am a resident of Seal Beach and request a traffic mitigation study before moving forward with development that would worsen an already bad traffic situation Paul Yost MD

R179-1

Sent from my iPhone