

Heather Flores

From: Laurie C. Angel [REDACTED]
Sent: Thursday, October 6, 2022 1:29 PM
To: PlanningCommissioners
Subject: Agenda Item 2 22-057PL for 10/6/22 5900 Cherry: Construction of a Warehouse and Office Building

-EXTERNAL-

Dear Planning Commission Members:

This proposed warehouse, that includes parking for 338 cars (up to 547), 45 trucks and 44 dock doors indicates a substantial project, not small one,

I am very concerned about the undeniable impacts to the surrounding residential neighborhood west of Cherry and the one just north of the 'tank farm' as well as heavy / weighted traffic on city street infrastructure and paving.

Truck traffic on this street will bring:

- Significantly more pollution to one of the most polluted regions in the country, specifically, to adjacent neighborhoods that experience some of the worse asthma and health related conditions in the in the LA Basin;
- Increased noise due to laden truck traffic going in and out of the property dropping off and picking up very heavy, LOUD, containers that land with a heavy thud and vibrations that will disturb residents at all hours;
- Visual pollution can be foreseen with containers stored and stacked 4 to 5 or even greater;
- Extensive wear and tear on our city streets;
- A decline in residential property values.

I call into question the traffic assessment in Attachment E page 8 of 8 that states "The City of Long Beach has historically established a screening threshold of 50 peak (h)our trips for requiring a traffic study. For most land use types, approximately 10 percent of daily trips occur during the busiest peak hour. Therefore, a project generating fewer than 50 peak hour trips would generate approximately 500 average daily trips (ADT).Therefore, this threshold of 500 ADT is being retained to screen small projects"

This is not a 'small project.' It is a warehouse distribution center that includes trucks and cars (delivery vehicles??) that will generate over 500 additional trips per day, up to 51 per hour, for a total of **658 daily trips** per the brief report. Given the known health issues associated with vehicular traffic and emissions, a more indepth traffic analysis must be done to include mandatory mitigation measures. This area of Long Beach has some of the worst air IN THE COUNTRY,

Air Quality: the air in this area is the worst in the country. ANY incremental increase in air pollution of any kind, no matter how slight is contributing to an already dire air quality situation. I do not accept that there are no significant findings. There already are. It isn't just tailpipe emissions, it is also the dust from tires as they wear.

Hydrology: If possible, I would recommend semi permeable parking surfaces for cars and throughout the area, aside from the truck uses, to allow for water to drain into the soil, unless previous contamination prohibits.

Conditions of Approval: v. Regarding hydrology. Can efforts be made to recapture any runoff or grey water for reuse such as landscaping for the property and the adjacent areas?

Pavement: Cherry needs to be resurfaced as it already has an alligatored texture. Since the increase in vehicle and truck trips will compromise the street condition, the developer should resurface the street to better accommodate their intended use and to maintain the streets for public use.

The City of Carson is in the process of trying to restrict this same type activity as it is causing all of these same documented issues. The proposed project on Cherry is no different.

Please note the restrictions being proposed by the City of Carson and use them as a guideline for this project.

- Allow for and install and expandable EV charging infrastructure as a part of the project for both cars and trucks.
- Limit access in and out of the facility to the hours of 6 a.m. to 10 p.m.
- Limit diesel idling to 3 minutes and post signs regarding the idling restriction.
- Limit wall heights.
- Limit storage and stacking of containers to inside the facility and no higher than 3 units.
- Must use low-noise asphalt only within the property.
- Must have traffic routing restrictions to forbid traffic in residential areas and restrain trucks and vehicles from clogging up important commuting routes used for busses and other vehicles such as Artesia Blvd and various North South routes such as Long Beach Blvd.
- Determine appropriate overnight parking restrictions and limit to facility parking only. Do not permit overnight parking of RVs. Restrict parking of Trucks, Trailers, Containers on the street during hours of operation.
- Clearly post on the facility and on the city website how the public can make complaints of facility truck traffic outside of hours excessive dust, fumes, or odors as well as report parking issues.
- Recommend the city council Institute a system of substantial fines to help constrain abuses and inform the public of how to make complaints regarding excessive: truck idling, dust, fumes, or odors, parking issues, stacking containers in excess of height permitted.

An article in the Daily Breeze dated October 3rd, 2022 states:

"As for truck pollution, the proposed zoning amendments would require electric vehicle charging stations and EV-ready spaces for cars and trucks; the ports have a plan to convert to an entirely zero-emissions truck fleet by 2035, so charging stations for trucks will become increasingly necessary.

"The new rules would also require businesses to post signs informing folks about a three-minute diesel truck idling restriction, and about how to make complaints of excessive dust, fumes, or odors, as well (as) other truck and parking issues.

"The CUP meanwhile, would limit truck access in and out of a given business facility to the hours of 6 a.m. to 10 p.m., in an effort to address complaints about noise and vibrations at night. It also establishes standards for wall heights, low-noise asphalt and landscape setbacks from 'adjacent sensitive' uses.

"Lastly, businesses would be required to submit a plan of its trucking routes that avoids sensitive uses to the greatest extent possible and cannot locate their truck entries on a residential street. "

<https://www.dailybreeze.com/2022/10/03/carson-considers-new-rules-to-tackle-trucking-noise-traffic-and-pollution/>

The General Plan for neo-industrial use place types infers that these properties would be very light, less impactful uses with live work spaces for anticipated clean start ups. There is absolutely no mention nor consideration for a distribution warehouse center that will have substantial truck traffic coming and going all hours.

The staff report states: "The site plan review process is intended to review projects for their consistency with community goals which are, among others, to ensure that the highest quality of land planning and design are incorporated into development projects, to ensure that new projects are compatible with existing neighborhoods in terms of scale, style and construction materials...." What about compatibility with the existing neighborhoods for the actual land use?

By continuing to introduce land uses that adversely impact the community you are going to lose the community. This activity is detrimental to nearby residential uses and effective traffic flow to and from the freeway on Cherry and surrounding areas. Undoubtedly issues with soot, litter and prostitution will follow.

The UPLAN process advocated for neo-industrial in North Long Beach. Meaning small warehouse complexes for businesses to serve the area such as print shops, tiles outlets, et. Not large shipping and receiving warehouses. The process NEVER conceded to major warehousing and trucking operations. Port operations have effectively decimated much of the westside and now the city is allowing the same to occur in North Long Beach. This is not what the community wants.

Please include noted limitations, restrictions and constraints as noted and recommend a method to fine for infractions.

Perform a full traffic study. This is not average traffic. It is intensified.

You must balance the impacts to the public and residents against those of business. You can not favor one over the other. They both require deep and thoughtful deliberation and consideration. Please do the right thing.

Regards,

Laurie Angel
Community Advocate
Jane Addams Neighborhood

Heather Flores

From: kirk davis [REDACTED]
Sent: Thursday, October 6, 2022 12:52 PM
To: PlanningCommissioners
Subject: October 6th Agenda item #2

-EXTERNAL-

Dear Planning Commission Chair and Commissioners,

In regard to October 6th 2022 Agenda item #2

The plans and reports for the proposed new 303,972-square-foot warehouse project located at 5900 Cherry Ave show a lack of concern for community health in a disadvantaged, environmental justice community. With equity becoming a driving force in policy and decision-making, this project should be viewed through the many lenses that pertain to the diversity, health, and environment of the surrounding neighborhoods.

Nowhere in the project reports is the community's health part of the decision making process. It addresses how nice it will look, the numbers for estimated traffic flow, a weak estimate at air quality impact, scenarios that may affect construction approvals, and many favorable outcomes projected to move the project forward. It does not mention how it can reduce the current and future health impacts of an area with the highest unhealthful air quality in the state and nation. Its residents are also beset by having the 2nd lowest life expectancy and 2nd highest hospitalizations of children with asthma as stated in the LBDHHS Community Health Assessment.

These are the CalEnviroScreen pollution burden percentiles for the project area and adjacent Neyham and Cherry Manor neighborhoods. These areas also fall under California bills SB 550 and AB 1550 as disadvantaged communities.

[CalEnviroScreen 4.0 | OEHHA](#)

Project Area

Pollution Burden Results

Census Tract 6037570502

Pollution Burden:	98
Population:	6588

CalEnviroScreen 4.0 Percentile: 99

Ozone:	30
PM 2.5:	83
Diesel PM:	65
Pesticides:	41
Toxic Releases:	95
Traffic:	53
Drinking Water Contaminants:	35
Lead in Housing:	94
Cleanups:	73
Groundwater Threats:	98
Hazardous Waste:	97
Impaired Water:	67
Solid Waste:	93

When large construction projects that can have long lasting effects on community health are being planned, the current environmental conditions of the project area are never considered. Only the effects of construction and the pollution impact of the project itself.

Until a plan is presented that shows how this development will benefit the community and protect the health and welfare of the surrounding neighborhoods, the commission should deny this application at this time.

Sincerely,

Kirk Davis

Past Co-chair Coalition for a Healthy North Long Beach



Long Beach, CA 90805 (District 9)