

AGENDA ITEM #2

RECEIVED CORRESPONDENCE

To: Mr., Patrick H. West
Co: City of Long Beach, Manager
Email: citymanager@longbeach.gov
Phone: 1-562-570-6711

Date: 12-02-17

RE: Proposed CSULB Technology Park

Dear, Mr., Patrick H. West

Please accept this letter as an introduction of West Coast Valve Services and Ron Calkins.

WCVS has been doing business in Long Beach for 35+ years and over these many years we have noticed an increase in the number of trucks traveling within the City, and its many Districts.

Specifically Pacific Coast Highway between the 710-Fwy and the 47/103-Terminal Island Fwy, with an increase in traffic accidents and fatalities due to left hand turns from PCH onto Cota, Seabright and Hayes Avenues.

Of these, many block traffic within this same major corridor easement via Cota, Seabright and Hayes Avenues as they take advantage of any available alternate thoroughfares between Anaheim and PCH.

Some continue to block traffic while they stop for fuel at the two locations between the 710-Fwy and the 47/103-Fwy on PCH. Other commercial vehicle operators have been spotted changing tires on these various roadways and still others performing cross dock operations such as the exchange of tractors to respective trailers in open view and within or on this corridor.

Let's not forget about the many businesses that offload incoming freight and outgoing work-loads already completed and that have been doing so for years. These companies have worked hard to build up their businesses within this same corridor. Those businesses will have to constrict accessibility because of the increase of traffic flow as a result of this project. I know many of these businesses have worked with the City of Long Beach to operate within the prescribed use permits available and have done so in safe manner in order to defeat traffic congestion by spending a lot of money to train roadway loading safety personnel, many of which are seen daily competently ensuring vehicle access and clearance in as fast a manner as possible.

I assure you that these many businesses who operate within this corridor have not been given the proper notice of opportunity to redress this committee on this project in a timely manner and thus should be given the opportunity to heard from today. Keeping in mind that each of the businesses within these corridors all have complied with City and State Licensing requirements in order to operate a business within "The City of Long Beach" and that the city does a very good job mailing a standard notification letter to as many property owners as possible, what it fails to do, is send this same letter of Notification to every one of the various businesses' who both occupy and operate within this corridor.

Traffic wise, these corridors are currently impacted therefore adding an additional and in our impression an (underreported) number of vehicles into this area without further review and public comment is at best dangerous and a decision which will have major consequences to both the safety and financial wellbeing to pedestrians and businesses alike.

There have been a number of times when it would take 7-10 mins to travel (Eastbound) from Hayes Ave in order to get to Santa Fe Ave due to the alarming amount of time these trucks block the entire roadway (i.e.) both lanes. Obstructing Busses & delaying passengers without regard for either a safe entry or impedance of regular motorist traffic flow.

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Unless something is done to evaluate, restructure and/or enforce existing traffic laws regarding an appropriate level of conveyance we will continue to be overwhelmed with a constant barrage of commercial vehicles on these avenues.

Neither, Cota, Seabright or Hayes Avenues have any (Stop Signs) between Anaheim and Pacific Coast Highway, making it an easy target for that one truck driver who is in a hurry.

Too many times the Drivers of these Commercial Vehicles either stop to sweep out the beds of their cargo vans (onto the street) directly in front of our businesses with little or no regard for those businesses or stop to sleep in front of our drive ways.

For the City of Long Beach to state that there will be no significant impact to travel & safety to the public who utilize these corridors' of approach towards the 710-Fwy to the East or the 110-Fwy to the West is frankly absurd. Especially since the City of Long Beach has acknowledged that there is a problem for these Avenues (Hayes and Seabright) in your Traffic Impact Study. In that study a suggestion was made for the use of signs for certain hours as a solution.

This area is currently impacted with unusually high levels of conveyance and associated truck noise not to mention an increased number of traffic accidents that have already been noted to have occurred to parked vehicles on these streets.

The proposed location site with its constricted avenue of approach for an additional 943 vehicles per day is unacceptable and will not only further congest traffic, it will devastate, quality of life and will also pose as a long term disruptive & divisive impact on emergency services that move through this zone. Without a more comprehensive look at current infrastructure support services within this corridor (Anaheim & PCH and up-to Willow) between Fwy 47/103 (which is in dire need of a complete resurfacing) and the 710 Fwy, we must voice our concern and condemn this project in its entirety.

Let us not forget that, what we do today will impact us and our community over the next 100 years.

Thank You Very Much,
Ron Calkins

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Heidi Eidson

From: Craig Chalfant
Sent: Wednesday, December 06, 2017 12:40 PM
To: Heidi Eidson
Subject: FW: Prologis Development PCH & Cota Ave

Please distribute to Planning Commissioners for tomorrow' hearing. Thanks!

From: Ruby Richard (US Partners) [mailto:richard.ruby@partners.mcd.com]
Sent: Wednesday, December 06, 2017 12:38 PM
To: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Subject: Prologis Development PCH & Cota Ave

Dear Mr. Chalfant,

I'm writing you today about the proposed Prologis Development at PCH and Cota on the West Side. I'm the owner of the McDonald's Restaurant on the corner next to the project.

I believe this project is a tremendous benefit to our neighborhood and our city. Since first hearing about the project, I've looked at other Prologis facilities and I've been impressed with the appearance of them as well as what they add to the neighborhood. It's great to see something so positive finally take hold at this long-neglected site. I believe it will improve the look of the area.

Additionally, I can see it being a strong boost to business in the area, including my own. It will bring many jobs to the area, along with tax revenue and commerce. Perhaps even more importantly, it will improve the appearance of the community and showcase the Westside as a great place to live, work and invest in. I think it is a tremendous project for our city and will provide benefits to us all for many years.

I enthusiastically support this project, and hope it succeeds. If there is anything I can do to help the project along, please let me know.

Many thanks,
Richard Ruby

Richard M. Ruby Owner
McDonald's of West Long Beach
1705 W. Pacific Coast Hwy, Long Beach, CA 90810
Office: 5554 Market Place, Cypress, CA 90630
Mobile: 714-478-3820 Office: 714-952-3821 eFax: 714-828-7164
richard.ruby@partners.mcd.com

Heidi Eidson

From: Craig Chalfant
Sent: Thursday, December 07, 2017 12:14 PM
To: Heidi Eidson
Cc: Linda Tatum; Carrie Tai; Christopher Koontz
Subject: FW: Development @ 1901 W Pacific Coast Highway

Item #2 on tonight's PC agenda. Please distribute to Planning Commissioners. Thanks!

From: Jon Masterson [REDACTED]
Sent: Thursday, December 07, 2017 11:38 AM
To: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Cc: Council District 1 <District1@longbeach.gov>; Council District 7 <District7@longbeach.gov>
Subject: Development @ 1901 W Pacific Coast Highway

Dear Sir:

I am writing to protest the proposed development project at 1901 W Pacific Coast Highway. I am a property owner on both Seabright Avenue and Hayes Avenue in Long Beach. The currently proposed project will negatively impact property values on both streets due to the projected traffic impact analysis. The access via Pacific Coast Highway to both Seabright Avenue and Hayes Avenue will become difficult due to increased semi-truck and passenger car traffic on Pacific Coast Highway. Pacific Coast Highway is a major artery in Long Beach and is already has heavy traffic throughout the day. Since Pacific Coast Highway is a California Department of Transportation Facility have they been involved in the Traffic Impact Analysis and mitigation proposals for this project? Would Caltrans be required to do a study and generate proposals to mitigate the impact of these 943 daily vehicle trips that are projected? Has a formal traffic study including the details of semi-truck traffic for Pacific Coast Highway and the 710 Freeway been completed and presented to Caltrans?

The proposed project also calls for a 50 foot height on the building. Is this within the current zoning for this area? And if not is this going to be allowed for all future building on the Westside? This proposed project also includes a significant increase in semi-truck density for building site. What is the long range plan with regards to density on the Westside?

I am also concerned about the environmental impacts having a facility with the ability to accommodate truck loading/unloading activities for up to 45 parked semi-trailers, and associated loading docks. How many semi-truck trips in and out of the facility would be possible on a daily basis and what would the environmental impact potentially be to the surrounding community? Have the safety concerns been addressed with regards to the public with this increase and the turning radius at various corners?

The use of Hayes Avenue, Seabright Avenue and 16th Street have already become work around streets for the heavy traffic on both Pacific Coast Highway and the intersection of Santa Fe Avenue and Pacific Coast Highway. The proposed project will significantly add to the problem with little or no planned (or budgeted) mitigation improvements.

Sincerely,

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Heidi Eidson

From: Craig Chalfant
Sent: Thursday, December 07, 2017 12:20 PM
To: Heidi Eidson
Cc: Linda Tatum; Carrie Tai; Christopher Koontz
Subject: FW: Development @ 1901 W Pacific Coast Highway

Please distribute to Planning Commissioners. Thanks!

From: Debra Fults [mailto:dfults@wallboardinc.com]
Sent: Thursday, December 07, 2017 11:04 AM
To: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Cc: Council District 1 <District1@longbeach.gov>; Council District 7 <District7@longbeach.gov>
Subject: Development @ 1901 W Pacific Coast Highway

Dear Sir,

We are writing to protest the proposed development at 1901 W Pacific Coast Highway in its present form. Our business is located at 1697 Seabright Avenue, Long Beach CA 90813. We have been operating in Long Beach since 1951. The Notice of Public Hearing we received regarding this project indicates that both Seabright Avenue and Hayes Avenue will operate at unacceptable levels of service due to the proposed development of the property at 1901 Pacific Coast Highway. This will obviously have a negative impact on our ability to effectively and efficiently run our business at our current location. The potential traffic gridlock will disrupt both our employees and vendors in their ability to use Pacific Coast Highway or 16th Street to access our business.

Pacific Coast Highway is used as a major artery in Long Beach and is already heavily impacted by the semi-truck traffic. Just the egress and exit at the Shell station located at Pacific Coast Highway and Santa Fe Ave illustrates the disruption to traffic flow caused by semi-truck traffic. 16th Street has already become a work around for westbound traffic on Pacific Coast Highway due to the constant backups at the Pacific Coast Highway/Santa Fe Ave intersection. We are also experiencing increased semi-truck traffic cutting through on Hayes Avenue between Anaheim and Pacific Coast Highway.

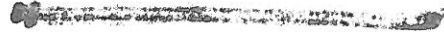
The Traffic Impact Report (revised) has indicated that there will be approximately 943 additional passenger car equivalents on Pacific Coast Highway with no plans for increasing the capacity of Pacific Coast Highway to accommodate this increase. The Traffic Impact Report does not seem to indicate additional traffic signals will be installed to deal with the proposed increase in traffic and to provide for safe egress/exit from Pacific Coast Highway or Santa Fe Avenue for any of the intersections. The passenger car equivalents would appear in this case to be a significant number of semi-trucks involved which have a different turning radius than a passenger car. The kind of traffic this proposed development will include a significant increase in weight load traffic and the resulting damage to Pacific Coast Highway and the surrounding streets due to the weight loads has not been accessed.

The Notice of Public Hearing also indicates that the environmental review was conducted that indicated the loading/unloading activities for up to 45 semi-trailers. If one considers a 2 hour window for loading/unloading this could result in 180 semi-truck trips in/out of this facility in an 8 hour time period. This would seem to be environmentally significant to the surrounding community/businesses in terms of air quality, noise, and traffic.

We feel that the currently proposed project has not addressed both the traffic and the environmental issues and would be detrimental to our ability to continue to do business in Long Beach.

Sincerely,

Debra Fults
Vice President
Wallboard Tool Co., Inc.

A horizontal line of blacked-out text, likely a redacted signature or name.