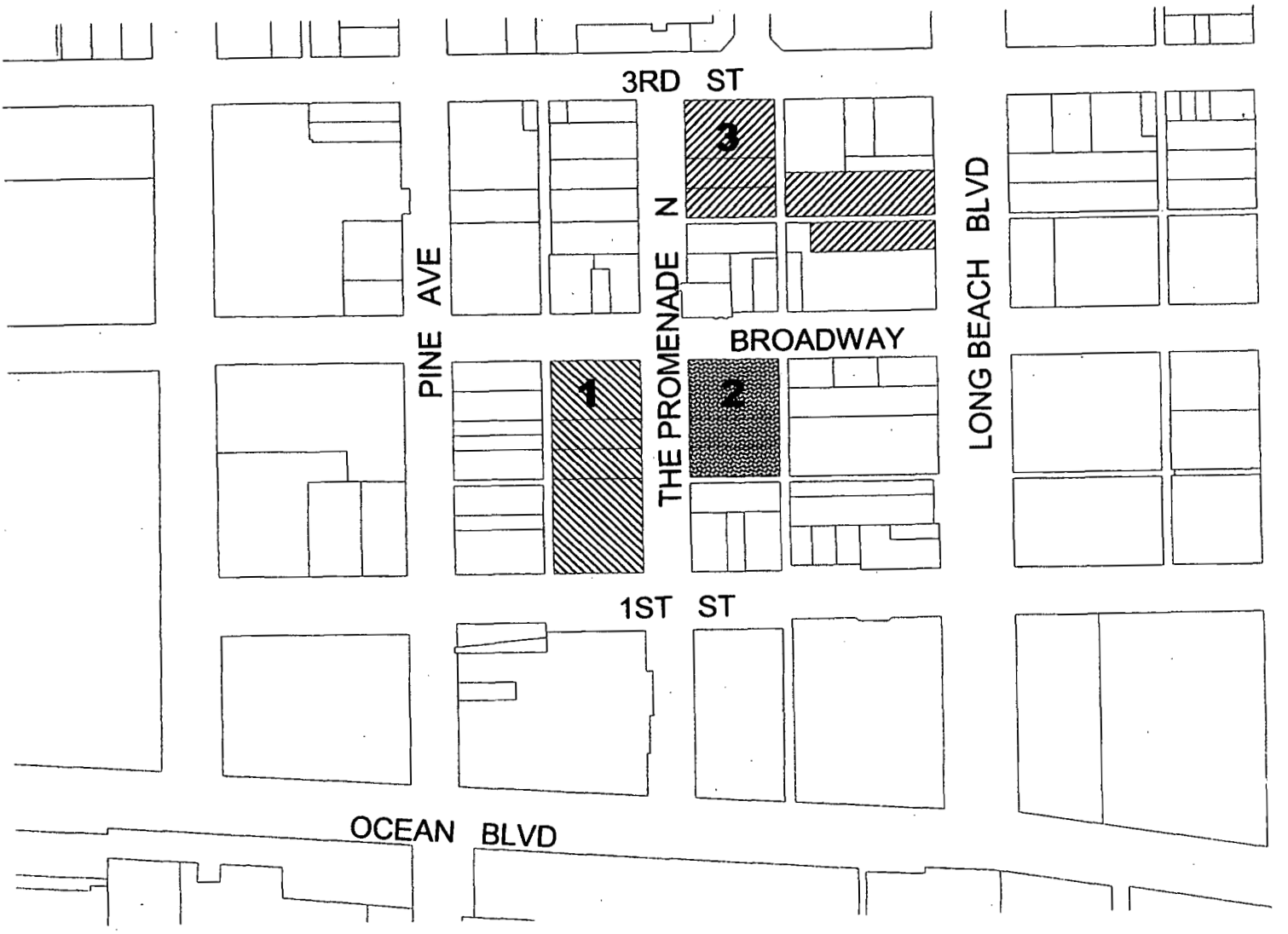
Exhibit A

H-3

PROMENADE DEVELOPMENT PROJECTS



Site #1 - The Olson Company - for sale condos
Site #2 - Lennar South Coast Homebuilding - for sale condos
Site #3 - Lyon Realty Advisors, Inc. - rental apts.

Assessor Parcels

N

Promenade.apr - B. Clark - 08/24/05

Exhibit B

CITY OF LONG BEACH

DEPARTMENT OF PLANNING AND BUILDING

333 West Ocean Boulevard, 5th Floor Long Beach, CA 90802 FAX (562) 570-6753

ENVIRONMENTAL PLANNING $25.00 FILING FEE

NOTICE OF PREPARATION

To: Office of the County Clerk
Environmental Filings
12400 E. Imperial Highway, #1101
Norwalk, CA 90650

From: Community & Environmental Planning Division
Department of Planning and Building
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Date Delivered: February 18, 2005

In conformance with Section 15082 of the State CEQA Guidelines, please post this notice for period of 20 days. Enclosed is the required fee of $25.00 for processing.

Notice is hereby given that the Long Beach Redevelopment Board, Lead Agency for purposes of CEQA, proposes to adopt a Mitigated Negative Declaration for the project listed below:

1. **Project Location:**

   200 E. Broadway

2. **Project Title:**

   Lennar Condominiums on The Promenade

3. **Project Description:**

   The proposed project would be a mixed-use development consisting of 62 for-sale units and 5,196 square feet of ground floor retail. The five-story development would provide parking on the ground floor and on one subterranean level.

4. Review period during which the Lead Agency will receive comments on the proposed mitigated Negative Declaration:

   Starting Date: February 19, 2005 Ending Date: March 11, 2005

5. Public Meeting of the Planning Commission

   Date: March 14, 2005

   Time: 9:00 a.m.

   Location: City Council Chambers
   Long Beach City Hall
   333 West Ocean Boulevard, Plaza Level

6. Copies of the report and all referenced documents are available for review by contacting the undersigned,or on the web at: **www.longbeach.gov/plan/pb/epd/er.asp.**

7. The site is not on any list as enumerated under Section 65965.5 of the California Government Code.

8. The Initial Study may find adverse impacts to occur to the following resource areas:

   NPDES and Recreation

9. The Negative Declaration has no significant impacts.

For additional information contact:

Jill Griffiths
Environmental Planner
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

CITY OF LONG BEACH
PLANNING COMMISSION

MITIGATED
NEGATIVE DECLARATION

PROJECT:

I. TITLE:

Lennar Condominiums on The Promenade

II. PROPONENT

Lennar South Coast Homebuilding
25 Enterprise, Suite 250
Aliso Viejo, CA 92656

III. DESCRIPTION

The proposed project would be a mixed-use development consisting of 62 for-sale units and 5,196 square feet of ground floor retail. The five-story development would provide parking on the ground floor and on one subterranean level.

IV. LOCATION

200 E. Broadway

V. HEARING DATE & TIME

March 14, 2005

VI. HEARING LOCATION

City Council Chambers
Long Beach City Hall
333 West Ocean Boulevard, Plaza Level

FINDING:

In accordance with the California Environmental Quality Act, the Long Beach Redevelpment Agency Board has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment. On the basis of that study, the Agency Board hereby finds that the proposed project will not have a significant adverse effect on the environment and does not require the preparation of an Environmental Impact Report because the Mitigation Measures described in the initial study have been added to the project.

Signature: Jill Griffiths Date: February 18, 2005

* If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references.

This document and supporting attachments are provided for review by the general public. This is an information document about environmental effects only. Supplemental information is on file and may be reviewed in the office listed above. The decision making body will review this document and potentially many other sources of information before considering the proposed project.

Lennar Condominiums on The Promenade

INITIAL STUDY

Prepared by:

City of Long Beach
Community and Environmental Planning
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

INITIAL STUDY

1. **Project title:**

   Lennar Condominiums on The Promenade

2. **Lead agency name and address:**

   Long Beach Planning Commission
   333 West Ocean Boulevard
   Long Beach, CA 90802

3. **Contact person and phone number:**

   Jill Griffiths
   Environmental Planner
   City of Long Beach

4. **Project location:**

   200 E. Broadway

5. **Project sponsor's name and address:**

   Lennar South Coast Homebuilding
   25 Enterprise, Suite 250
   Aliso Viejo, CA 92656

6. **General Plan:**

   Land Use District #7: Mixed Uses. According to the Land Use Element, LUD #7 "is intended for use in large, vital activity centers". The district is intended to include a combination of land uses, such as the higher density residential and retail square footage proposed in the project.

7. **Zoning:**

   Downtown Planned Development District (PD-30), adopted by City Council Ordinance, supersedes the Zoning Ordinance, and sets forth goals, objectives and specific criteria for the development of downtown Long Beach.

8. Description of project:

The proposed project would be the development of a mixed-use development on approximately .70 acres at the southeast corner of Broadway and The Promenade. The project would consist of 62 ownership dwelling units and 5,196 square feet of retail space on the ground floor. The development would be five stories in height with 146 parking spaces provided on the ground floor and on one level of subterranean parking. The parking would include 114 spaces for residents, 16 spaces for guests and 16 spaces for retail users. Please refer to Exhibits 1 through 6 following page 38 of this document.

9. Surrounding land uses and setting:

The project site is located along the eastern side of The Promenade, a pedestrian "street" in the heart of downtown Long Beach. The site is located within the Downtown Redevelopment Area. At present, there is a commercial parking lot on the site. The land uses surrounding the project site include:

NORTH: Broadway runs along the northern edge of the site. Across Broadway is the Insurance Exchange Building. a 1927 structure that is being renovated and converted into lofts. The Promenade continues beyond Broadway up to Fifth Street.

EAST: An alley named Waite Court runs along the eastern edge of the site. Beyond the alley is the American Hotel, a 1907 structure that is being renovated and converted into a mixed use development with 48 for-sale lofts. South of the structure is a commercial parking. lot.

SOUTH: An alley named Alta Way runs along the southern edge of the site. Beyond the alley is a public amphitheater and water element. Beyond the amphitheater is First Street.

WEST: The Promenade runs along the western edge of the site. Beyond the Promenade, from Broadway to First Street, is a 1.24 acre site that has been approved for a five-story mixed use development. The development will include 92 for-sale units and over 12,000 square feet of retail space.

10. Other public agencies whose approval is required:

City of Long Beach Planning Commission for Entitlements
City of Long Beach City Council on Appeal

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Aesthetics	Agriculture Resources	Air Quality
Biological Resources	Cultural Resources	Geology/Soils
Hazards & Hazardous Materials	Hydrology/Water Quality	Land Use/Planning
Mineral Resources	● National Pollution Discharge Elimination System	Noise
Population/Housing	Public Services	● Recreation
Transportation	Utilities/Service Systems	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

— I find that the proposed project **COULD NOT** have a significant effect on the Environment and a **NEGATIVE DECLARATION** will be prepared.

✔ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

— I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

— I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

— I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jill Griffiths — February 18, 2005

Jill Griffiths
Environmental Planner

EVALUATION OF ENVIRONMENT IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less than Significant with A Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration Section 1 5063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the score of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐
II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	☑
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☑	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☑
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?	☐	☐	☐	☑
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including Liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☑
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☑
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☑
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☑
f) Otherwise degrade water quality?	☐	☐	☑	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☑
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑
XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM – Would the project:				
a) Result in a significant loss of pervious surface?	☐	☐	☐	☑
b) Create a significant discharge of pollutants into the storm drain or water way?	☐	☑	☐	☐
c) Violate any best management practices of the National Pollution Discharge Elimination System permit?	☐	☑	☐	☐
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
b) Exposure of persons to or generation of excessive groundborne vibration or ground-borne noise levels?	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☑	☐
b) Police protection?	☐	☐	☑	☐
c) Schools?	☐	☑	☐	☐
d) Parks?	☐	☑	☐	☐
e) Other public facilities?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☑	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☑	☐
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☑	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☑	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
e) Result in inadequate emergency access?	☐	☐	☑	☐
f) Result in inadequate parking capacity?	☐	☐	☑	☐
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☑	☐
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑
d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?	☐	☐	☐	☑
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☑
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☑
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☑
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☑	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☑

DISCUSSION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS

a. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact.

The project site is located in the highly urbanized Downtown core. The site is currently paved for surface parking. The proposed project would create five stories of building mass where there is none. Because the project would alter the appearance of The Promenade, the response to the question cannot be "No Impact." The change in the appearance of The Promenade, however, would not be negative, nor would it be substantially adverse. Therefore, development of the proposed project would be less than significant in its impact upon The Promenade as a scenic vista.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact.

The project site is located in a highly urbanized area that does not contain any natural scenic resources. Moreover, the project site does not include any historic buildings, nor is it located on a State Scenic Highway.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact.

Please see I (a) above for discussion.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact.

The project site is located in an area that is already highly urbanized with substantial nighttime lighting. While the proposed project would introduce additional light sources into the vicinity over that which currently exists, the

light sources would not be expected to adversely affect the views in the area of The Promenade.

II. AGRICULTURE RESOURCES

No Impact.

The project site is not located within an agricultural zone, and there are no agricultural zones within the vicinity of the project. The proposed project is located within a sector of the city that has been built upon for over a century. Development of the proposed project would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

III. AIR QUALITY

The South Coast Air Basin is subject to possibly some of the worst air pollution in the country, attributable mainly to its topography, climate, meteorological conditions, a large population base, and highly dispersed urban land use patterns.

Air quality conditions are primarily affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The South Coast Air Basin generally has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside.

The majority of pollutants normally found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides,

reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are dominated by sources other than automobile exhaust.

a. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

Less Than Significant Impact.

The Southern California Association of Governments has determined that if a project is consistent with the growth forecasts for the sub region in which it is located, it is consistent with the Air Quality Management Plan (AQMP) and regional emissions are mitigated by the control strategy specified in the AQMP. By the year 2010, preliminary population projections by the Southern California Association of Governments (SCAG) indicate that Long Beach will grow by 27,680+ residents, or six percent, to a population of 491,000+.

The proposed project would introduce a residential population on a site where none currently exists. Using the average Long Beach household size of 2.77 persons per household, the project might accommodate 172 people. Therefore, the project is within the growth forecasts for the sub region and consistent with the Air Quality Management Plan (AQMP). In addition, the project is consistent with the goals of the City of Long Beach Air Quality Element that calls for achieving air quality improvements in a manner that continues economic growth.

b. Would the project violate any air quality standard or contribute to an existing or projected air quality violation?

Less than Significant Impact.

The California Air Resources Board regulates mobile emissions and oversees the activities of county Air Pollution Control Districts (APCDs) and regional Air Quality Management Districts (AQMDs) in California. The South Coast Air Quality Management District (SCAQMD) is the regional agency empowered to regulate stationary and mobile sources in the South Coast Air Basin.

To determine whether a project generates sufficient quantities of air pollution to be considered significant, the SCAQMD adopted maximum thresholds of significance for mobile and stationary producers in the South Coast Air Basin (SCAB), (i.e., cars, trucks, buses and energy consumption). SCAQMD Conformity Procedures (Section 6.3 of the CEQA Air Quality Handbook, April 1993) states that all government actions that generate emission greater than the following thresholds are considered regionally significant (see Table 1).

Table 1. SCAQMD Significance Thresholds

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
ROC	75	55
NO_x	100	55
CO	550	550
PM_{10}	150	150
SO_x	150	150

Construction emissions would involve the development of one level of subterranean parking and five levels of structure. Because the project site is presently an at-grade parking lot, construction emissions would not include the demolition of any structures. Construction emissions would be estimated to be below threshold levels. The sources of these estimates are based on CEQA Air Quality Handbook, revised 1993, Table 9-1 Screening Table for Estimating Total Construction Emissions. The table below indicates the results.

	ROC	NO_x	CO	PM_{10}
Construction Emissions	3.72	49.55	10.77	3.51
AQMD Thresholds	75	100	550	150
Exceeds Thresholds	No	No	No	No

The primary long-term emission source from the proposed project would be vehicles driven by residents, their guests and patrons of the retail square footage. A secondary source of operational emissions would be the consumption of natural gas and the use of landscape maintenance equipment. As a parking lot, the project site currently generates trips and operational emissions. Estimated automobile emissions from the project are listed in the table below. The sources of these estimates are based on the CEQA Air Quality Handbook, revised 1993, Table 9-7 Screening Table for Estimating Mobile Source Operation Emissions. Based upon these estimates, the proposed project would not exceed threshold levels for mobile emissions. The table below indicates the results.

	ROC	NO_x	CO	PM_{10}
Project Emissions	8.88	5.28	87.36	.72
AQMD Thresholds	55	55	550	150
Exceeds Thresholds	No	No	No	No

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact.

Please see III (a) and (b) above for discussion.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

No Impact.

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. The proposed project would not be anticipated to produce significant levels of any emission that could affect sensitive receptors.

e. Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact.

The proposed project would be a mixed use development, including residential units and retail square footage. The project would be required by code to comply with City requirements applicable to the maintenance of trash areas to minimize potential odors, including storage of refuse and frequency of refuse collection at the site.

IV. BIOLOGICAL RESOURCES

No Impact:

The proposed project site is located within a highly urbanized portion of the city, and is adjacent to commercial and office land uses. The

vegetation is minimal and consists of common horticultural species in landscaped areas. There is no evidence of rare or sensitive species as listed in Title 14 of the California Code of Regulations or Title 50 of the Federal Code of Regulations.

The proposed site is not located in a protected wetlands area. Also, the development of the proposed project is not anticipated to interfere with the migratory movement of any wildlife species. The biological habitat and species diversity is limited to that typically found in highly populated and urbanized Southern California settings.

No adverse impacts would be anticipated to biological resources.

V. CULTURAL RESOURCES

No Impact: (for a, b, c and d)

There is some evidence to indicate that primitive people inhabited portions of the city as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient people have been destroyed as the city has been developed. Of the archaeological sites remaining, many of them seem to be located in the southeast sector of the city. No adverse impacts are anticipated to cultural resources.

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section §15064.5?

The project site is a paved parking lot and the proposed project would not have an impact on any historical resource.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?

The project site is located outside the area of the City expected to have the higher probability of latent artifacts. While the proposed project would involve excavation, it would not be expected to affect any archaeological resource.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Please see V. (b) above for discussion.

d. Would the project disturb any human remains, including those *interred outside of formal cemeteries*?

Please see V. (b) above for discussion.

VI. GEOLOGY AND SOILS

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact.

Per the Seismic Safety Element of the General Plan, no faults are known to pass beneath the site, and the area is not in the Alquist-Priolo Special Studies Zone. The most significant fault system in the vicinity is the Newport-Inglewood fault zone. Other potentially active faults in the area are the Richfield Fault, the Marine Stadium Fault, the Palos Verdes Fault and the Los Alamitos Fault. Because faults do exist in the City, "No Impact" would not be an appropriate response, but a less than significant impact could be anticipated.

ii) Strong seismic ground shaking?

Less Than Significant Impact.

The relative close proximity of the Newport-Inglewood Fault could create substantial ground shaking at the proposed site if a seismic event occurred along the fault. However, there are numerous variables that determine the level of damage to a given location. Given these variables it is not possible to determine the level of damage that may occur on the site during a seismic event. The project, however, would be constructed in conformance to all current state and local building codes relative to seismic safety. No significant impact would be anticipated.

iii) Seismic-related ground failure, including Liquefaction?

No Impact.

The proposed project is outside the area for potential liquefaction based upon the Seismic Safety Element of the City's General Plan. The Long Beach Seismic Safety Element also identifies the project site as outside the tsunami influence area. No Impact is anticipated.

iv) Landslides?

No Impact.

Per the Seismic Safety Element, no landslides are anticipated to occur on the site of the proposed project. No impact would be anticipated.

b. Would the project result in substantial soil erosion or the loss of topsoil?

No Impact.

The proposed project would not result in any soil erosion. The project site is relatively flat and, at present, functions as a paved parking lot that will be replaced by subterranean parking and five-story structures. No impact would be anticipated.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact.

Please see VI. (b) above for discussion.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

No Impact.

Please see VI. (b) above for discussion.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

No Impact.

Please see VI. (b) above for discussion.

VII. HAZARDS AND HAZARDOUS MATERIALS

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact:

The proposed project would be the development of residential units and retail square footage. The function of the project would not involve the transport, use or disposal of hazardous materials. Therefore, the proposed project would not be anticipated to create any significant hazard to the public or the environment via the use, transport or disposal of hazardous materials.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact.

Please see VII (a) above for discussion.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact:

Please see VII (a) above for discussion.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact:

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply

with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The Cortese List does not identify the proposed project site as contaminated with hazardous materials.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact:

The proposed project site is not located within the airport land use plan.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact.

Please see VII (e) above for discussion.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact:

The proposed project would include the development of both residential and retail square footage. The project would be required to comply with all current Fire and Health and Safety codes and would be required by code to have posted evacuation routes to be utilized in the event of an emergency. The proposed project would not be expected to impair implementation of or physically interfere with an emergency evacuation plan from the building or any adopted emergency response plan.

h. Would the project expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?

No Impact:

The project site is within an urbanized setting and would not expose people or structures to a significant risk of loss, injury or death involving wild land fires.

VIII. HYDROLOGY AND WATER QUALITY

The Flood Insurance Administration has prepared a new Flood Hazard Map designating potential flood zones, (Based on the projected inundation limits for breach of the Hansen Dam and that of the Whittier Narrows Dam, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers) which was adopted in July 1998.

The proposed project would comply with all state and federal requirements pertaining to preservation of water quality.

a. Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact:

While development and operation of the proposed project involves the discharge of water into the system, the project would not be expected to violate any wastewater discharge standards. The project site is in an urbanized area, which is not adjacent to any major water source.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact.

The proposed project would be developed in an urban setting with water systems in place that were designed to accommodate development. The operation of the proposed land use would not be expected to substantially deplete or interfere with the recharge of groundwater supplies.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact.

The project site is in an urban setting and is not near any stream or river. The site is a paved parking lot where water currently drains off. The proposed project would not result in any new erosion or siltation on or off the site.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?

No Impact:

The project is already an impervious surface that experiences runoff. The proposed project would be constructed with drainage infrastructure in place to avoid a situation where runoff would result in flooding or upset.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

No Impact:

Please see VIII (c) and (d) above for discussion.

f. Would the project otherwise degrade water quality?

Less Than Significant Impact.

During construction and operation, the project would be expected to comply with all laws and code requirements relative to maintaining water quality. The project would not be expected to significantly impact or degrade the quality of the water system.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact:

While the proposed project does include residential dwelling units, the project site is located outside of the 100-year flood hazard area. Therefore, there would be no impact.

h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact.

Please see VIII (h) above for discussion.

i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact.

The project site is not located where it would be impacted by flooding, nor is it located within proximity of a levee or dam. There would be no impact.

j. Would the project result in inundation by seiche, tsunami or mudflow?

No Impact.

Per the Seismic Safety Element (Plate 11), the project site is not within a zone influenced by the inundation of seiche, tsunami, or mudflow.

IX. LAND USE AND PLANNING

a. Would the project physically divide an established community?

No Impact.

The proposed project would be located in the Downtown core and within a redevelopment area. The project would not physically divide any established community.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact.

The proposed project would be located in the City's General Plan Land Use District, #7, Mixed Uses, and in the PD-30 Zoning district, which is the designation for a defined portion of downtown Long Beach. The proposed land use would be compatible with other similar uses in the Downtown core and would not violate any plan or ordinance that was adopted to avoid and/or mitigate effects upon the environment.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact:

Please see IX (a) above for discussion.

X. MINERAL RESOURCES

The primary mineral resource within the City of Long Beach has been oil. However, oil extraction operations within the city have diminished over the last century as this resource has become depleted due to extraction operations. Today, oil extraction continues but on a greatly reduced scale in comparison to that which occurred in the past. The proposed site does not contain any oil extraction operations and development of the proposed project would not be anticipated to have a negative impact on this resource. There are no other known mineral resources on the site that could be negatively impacted by development.

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact.

The project site is located in an urbanized setting. Development of the proposed project would not impact or result in the loss of availability of any known mineral resource.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact.

Please see X (a) above for discussion.

XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

The proposed project would involve the development of five-story structures over one level of subterranean parking. The project site is already an impervious surface covered by hardscape.

a. Would the project result in a significant lose of pervious surface?

No Impact:

The project site is currently paved as a parking lot with hardscape and landscaped areas. The proposed project would not result in a significant loss of pervious surface.

b. Would the project create a significant discharge of pollutants into the storm drain or water way?

Less Than Significant Impact With Mitigation.

The proposed project would not be a land use that would be associated with significant discharges of pollutants. Due to the urban setting and the size of the project site, the following mitigation measure shall apply:

XI-1 Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.

c. Would the project violate any best management practices of the National Pollution Discharge Elimination System permit?

Less Than Significant With Mitigation.

It would be necessary for the applicant to practice Best Management Practices during all phases of development of the mixed-use project. This would include site preparation, excavation, grading and each phase of construction. The following mitigation measure shall apply:

XI-2 Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."
(Source: Section 18.95.050 of the Long Beach Municipal Code).

XII. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Measuring noise levels involves intensity, frequency, and duration, as well as time of occurrence.

Some land uses are considered more sensitive to ambient noise levels than other uses, due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA CNEL for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City of Long Beach has an adopted Noise Ordinance that sets exterior and interior noise standards.

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

Less Than Significant Impact:

Development of the proposed project is not expected to create noise levels in excess of those established by the Long Beach City Ordinance. During the period of construction, the development may cause temporary increases within the ambient noise levels but it is not expected to exceed established standards. Project construction must conform to the City's Noise Ordinance. As stated in §8.80.202, "no person shall operate or permit the operation of any tools or equipment used for construction, alternation, repair, remodeling, drilling, demolition or any other related building activity which would produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m."

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Less Than Significant Impact.

The proposed project could expose persons to periodic ground borne noise or vibration during construction phases. However, this expected type of noise would be typical for a construction site and would be expected to have a less than significant impact.

c. Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact.

Although the proposed project could result in a permanent increase in ambient noise levels in the project vicinity above levels existing without the project, the permanent increase would not be expected to be substantial. Such an increase would not be expected to require mitigation.

d. Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact.

Development of the proposed project would involve temporary noise typically associated with new construction. Such noise could create a temporary increase in the ambient noise level along The Promenade. Once the proposed project is completed, the noise levels created by the project would be expected to consistent and non-disruptive.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact:

The proposed project is not located within any airport land use plan.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area excessive noise levels?

No Impact:

The proposed project is not located within the vicinity of a private airstrip.

XIII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. According to the 2000 Census, Long Beach has a population of 461,522, which presents a 7.5 percent increase from the 1990 Census. According to the 2000 Census, there were 163,088 housing units in Long Beach, with a citywide vacancy rate of 6.32 percent. It is projected that a total population of approximately 499,705 persons will inhabit the City of Long Beach by the year 2010.

a. Would the project induce substantial population growth in an area, either directly or indirectly?

Less Than Significant Impact.

The proposed project would involve the development of 62 new dwelling units in the Downtown core. The project would cause an increase in the population of the area but the increase would not be significant or require mitigation.

b. Would the project displace substantial numbers of existing housing , necessitating the construction of replacement housing elsewhere?

No Impact.

The proposed project would create housing rather than displace housing. The project site does not contain any residential structures or house any people at present.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact.

Please see XIII (b) above for discussion.

XIV. PUBLIC SERVICES

Fire protection is provided by the Long Beach Fire Department. The Department has 23 in-city stations. The Department is divided into Fire Prevention, Fire Suppression, Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

The Long Beach Police Department serves the project site. The Department is divided into Patrol, Traffic, Detective, Juvenile, Vice, Community, Jail, Records, and Administration Sections. The City has four Patrol Divisions; East, West, North and South.

The City of Long Beach is primarily served by the Long Beach Unified School District, which also serves the Cities of Signal Hill, and most of Lakewood. The District has been operating at or over capacity.

Would the proposed project have an adverse impact upon any of the following public services:

a. Fire protection?

Less Than Significant Impact.

The proposed project would create 62 dwelling units and nearly 5,200 square feet of retail square footage. The development would be plan checked by the Fire Department to ensure compliance with all applicable Fire code requirements. The proposed project would not be expected to have an adverse impact upon Fire services.

b. Police protection?

Less Than Significant Impact.

The proposed project would be served by the Police Department's South Division. During staff review of the proposed project, the Police Department would have the opportunity to provide written input to the applicant regarding security lighting and locks, defensible design and other related issues. The proposed project would not be expected to have an adverse impact upon Police services.

c. Schools?

Less Than Significant Impact With Mitigation Incorporated.

The proposed project would include the development of 62 new ownership dwelling units. Although the units would likely be marketed to buyers who do not necessarily have school age children, i.e. singles, young professionals, empty-nesters, etc., the completed project could include some school age residents. At the time of issuance of building permits, the project would be required to pay the required per square foot school impact fee. The City calculates and collects such fees for the Long Beach Unified School District along with other permit fees. The impact of the

proposed project upon the local schools would not be anticipated to be adverse.

d. Parks?

Less Than Significant Impact With Mitigation Incorporated:

The proposed project would create 62 new ownership dwelling units. Because the project site is located in one of the most park deficient portions of the City, there is no neighborhood park nearby. Cesar Chavez Park would be the nearest community park for the new residents. Every new residential development has an impact upon the City's park system. As a result, the City began collecting Park Impact Fees from residential developers in 1989. While perhaps not fully mitigating the impact upon the existing parks, the fees do help to maintain the existing system.

e. Other public facilities?

No Impact.

No other public facilities have been identified than would be adversely impacted by the proposed project.

XV. RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact With Mitigation Incorporated.

Please see XIV (d) above for discussion.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact.

The proposed project would include a 4,479 square foot landscaped courtyard on the second level of development, the lowest level where residential units are located.

XV. TRANSPORTATION/TRAFFIC

Since 1980, Long Beach has experienced significant growth. Continued growth is expected into the next decade. Inevitably, growth will generate additional demand for travel. Without proper planning and necessary transportation improvements, this increase in travel demand, if unmanaged, could result in gridlock on freeways and streets, and jeopardize the tranquility of residential neighborhoods.

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less than Significant Impact.

According to the traffic and parking study prepared for the proposed project by KAKU Associates, the project would not have a significant impact at any of the eight intersections analyzed for the study. No mitigation would be required of the project at any of the study intersections.

b. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less than Significant Impact.

Please see XV (a) for discussion.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact.

The proposed project would have no impact upon air traffic patterns and would be unrelated to air traffic in general.

d. Would the project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact.

The proposed project would not substantially increase hazards. The access to the project would be on Waite Court along the eastern side of the project site. The applicant, the City's Traffic Engineer and Zoning staff would work in consort to resolve any access issues prior to the issuance of building permits. Therefore, any impact would be less than significant.

e. Would the project result in inadequate emergency access?

Less Than Significant Impact.

The Fire Department and Police Department would both have input into the design and access of the proposed project. As a result, the proposed project would not be expected to result in inadequate emergency access.

f. Would the project result in inadequate parking capacity?

Less Than Significant Impact.

The proposed project would provide parking for the residential and retail portions of the project. According to the traffic and parking study prepared by KAKU Associates, the parking to be provided would adequately accommodate the demand created by the project.

g. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact.

The proposed project would be located along a pedestrian "street" in the Downtown core. The project would be located near two light rail stations. The development, as designed, would not obviously conflict with any type of alternative transportation. Therefore, it would be expected to have a less than significant impact upon with any policies supporting alternative methods of transport.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project::

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Require or result in the construction of new water or wastewater

treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d) Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed?

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact:

The proposed project would not be expected to place an undue burden on any utility or service system. The project would occur in an urbanized setting with all utilities and services in place. In addition, newer, innovative services would be installed as amenities in the project. Such development was taken into account when the surrounding utility and service systems were planned.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact.

The proposed project would be located within an established urbanized setting. There would be no anticipated negative impact to any known fish or wildlife habitat or species.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact.

The proposed project is not anticipated to have a cumulative considerable effect on the environment.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact.

There are no adverse environmental effects to human life either directly or indirectly related to the proposed project..

MITIGATION MONITORING PLAN
MITIGATED NEGATIVE DECLARATION
LENNAR CONDOMINIUMS ON THE PROMENADE
200 E. BROADWAY

XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

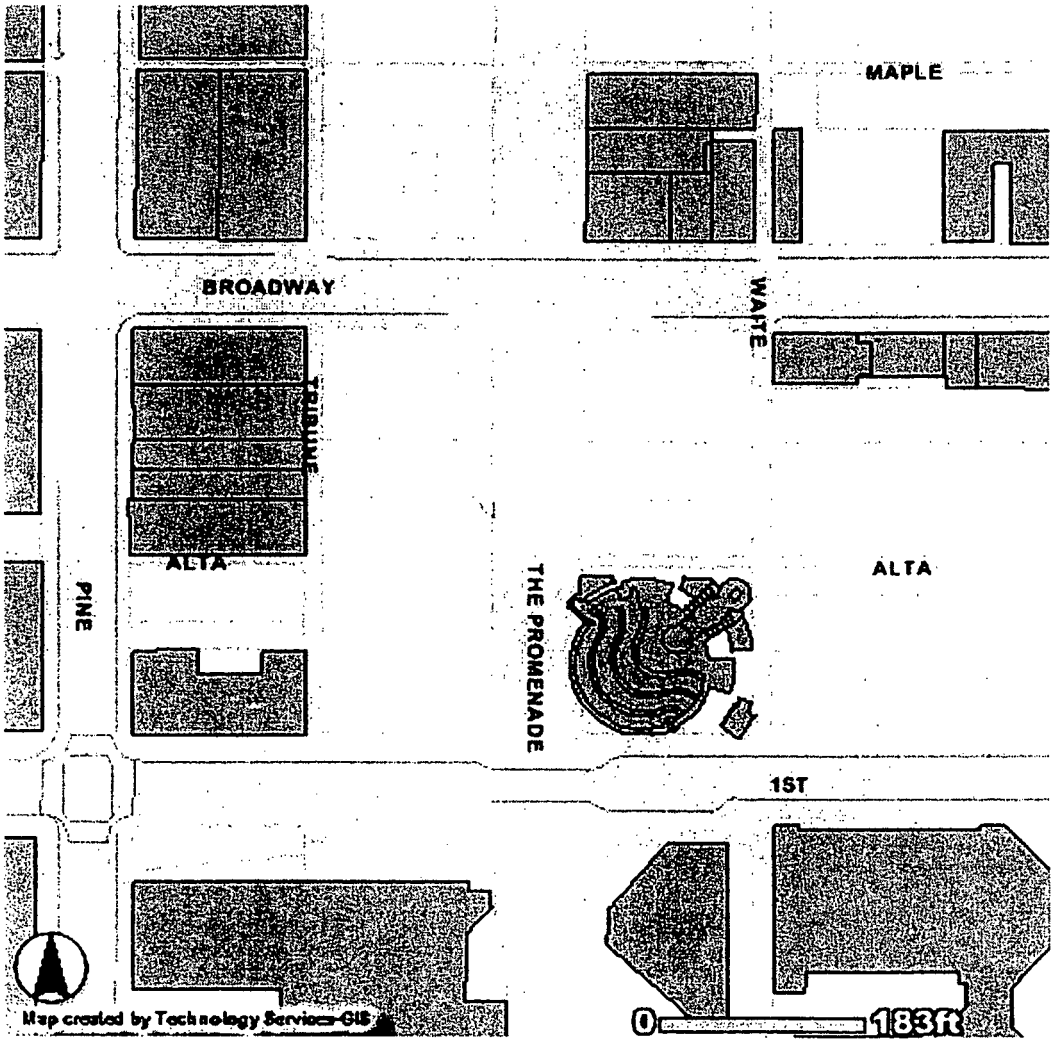
XI-1 Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The Plan shall be approved by all impacted agencies.

TIMING: Prior to issuance of the grading permit.
ENFORCEMENT: Planning & Building Department

XI-2 Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: "As the architect/engineer of record, I have selected appropriate BMPs to effectively minimize the negative impacts of this project's construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities."
(Source: Section 18.95.050 of the Long Beach Municipal Code).

TIMING: Prior to issuance of the grading permit.
ENFORCEMENT: Planning & Building Department

VICINITY MAP



PROJECT	**Lennar Condominiums on The Promenade** **62 attached ownership units** **5,196 square feet of retail space**	
PROJECT SITE	**.68 acres**	
BOUNDARIES	**North**	**Broadway**
	East	**Waite Court (alley)**
	South	**Alta Way (alley)**
	West	**The Promenade**

Exhibit 1

UNIT SUMMARY

TYPE	QTY.	UNIT AREA
UNIT 1.1 (F)	12	717 SF
UNIT 1.2 (F)	8	811 SF
UNIT 2.1 (F)	4	1015 SF
UNIT 2.2 (F)	8	1043 SF
UNIT 2.3 (F)	4	1021 SF
UNIT 3.1 (F)	4	1390 SF
UNIT 3.2 (F)	8	1298 SF
UNIT 4.1 (TH)	6	1612 SF
UNIT 4.2 (TH)	4	1830 SF
UNIT 5.1 (TH)	4	2169 SF
TOTAL	62	73,192 SF

BUILDING AREA CALCULATIONS BY FLOOR

I. GARAGE LEVEL (LOWER LEVEL)	
A. PARKING AREA:	28, 406 SF
B. CIRCULATION:	976 SF
C. ADDITIONAL SUPPORT ROOMS:	1,757 SF
	31,139 SF
II. 1ST FLOOR (RETAIL)	
A. PARKING AREA:	16,225 SF
B. CIRCULATION:	1,643 SF
C. LOBBY AND SUPPORT ROOMS:	2,272 SF
D. RETAIL SPACE:	5,196 SF
	25,336 SF
III. 2ND FLOOR	
A. RESIDENTIAL UNITS:	18,587 SF
B. CIRCULATION:	3,058 SF
C. COMMON OPEN SPACE:	4,479 SF
	26,124 SF
IV. 3RD FLOOR	
A. RESIDENTIAL UNITS:	18,734 SF
B. CIRCULATION:	2,335 SF
	21,069 SF
V. 4TH FLOOR	
A. RESIDENTIAL UNITS:	18,724 SF
B. CIRCULATION:	2,335 SF
	21,059 SF
V. 5TH FLOOR	
A. RESIDENTIAL UNITS:	18,558 SF
B. CIRCULATION:	2,335 SF
	20,893 SF
TOTAL BUILDING AREA:	145,620 SF

BUILDING AREA TOTALS

TOTAL PARKING	44,631 SF
TOTAL CIRCULATION	12,682 SF
TOTAL SUPPORT	2,521 SF
TOTAL RETAIL	5,196 SF
TOTAL RESIDENTIAL	74,603 SF
TOTAL PRIVATE OPEN SPACE	4,479 SF
TOTAL COMMON	1,508 SF
TOTAL BUILDING AREA	145, 620 SF

NORTH

ENNAR

Withee Malcolm Architects, LLP
1983 W. 190th Street, Suite 200
Torrance, Ca 90504
Tel. (310) 217-8885
Fax (310) 217-0425

PROMENADE CONDOMINIUMS
LONG BEACH, CALIFORNIA

APPLICANT
LENNAR
25 Enterprise, Suite 250, Aliso Viejo, CA 92656
tel: (949) 399-2241

JOB NO. A3070.200
SCALE: 1" = 30'-0"
September 27, 2004

Exhibit 2

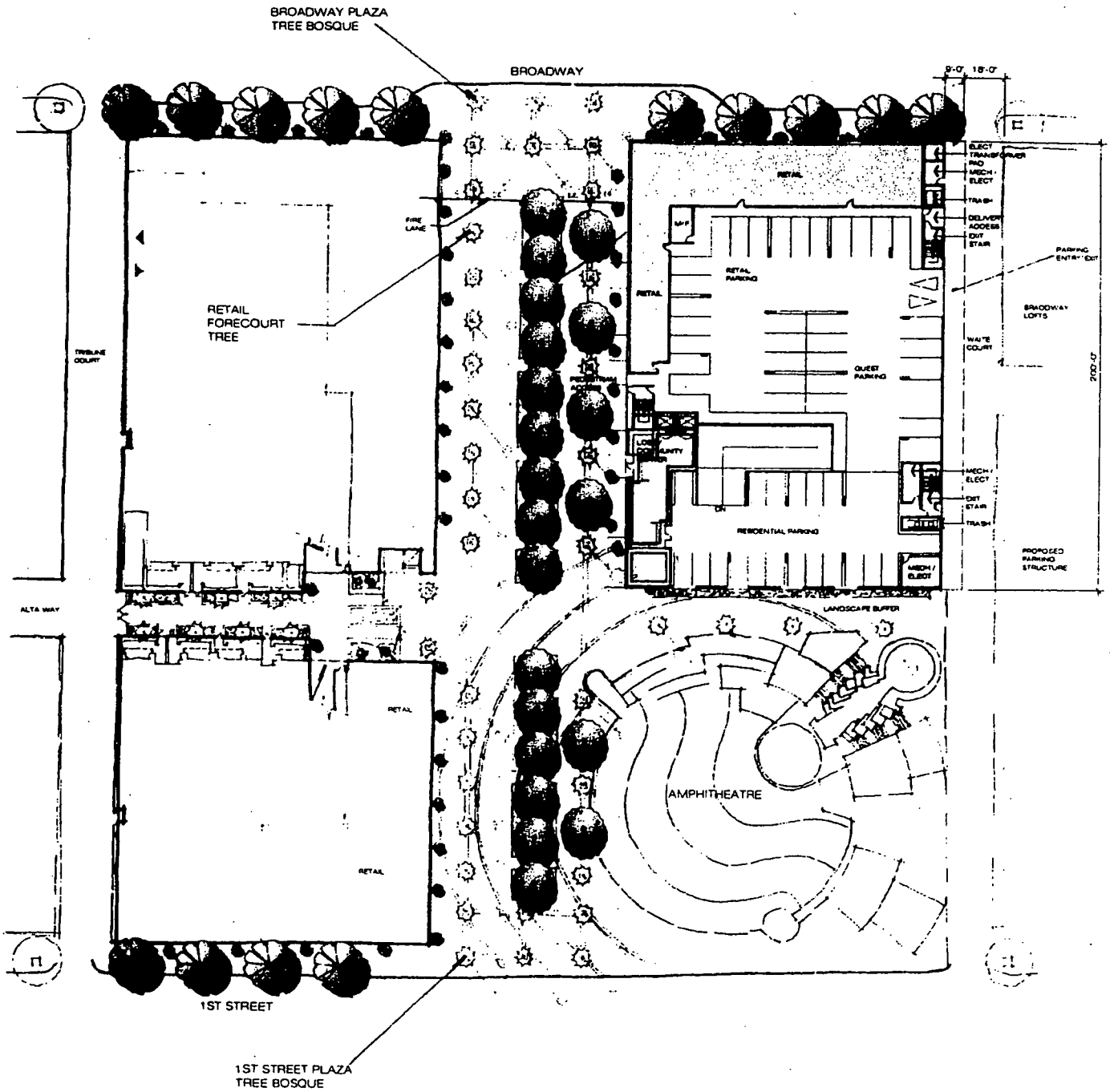
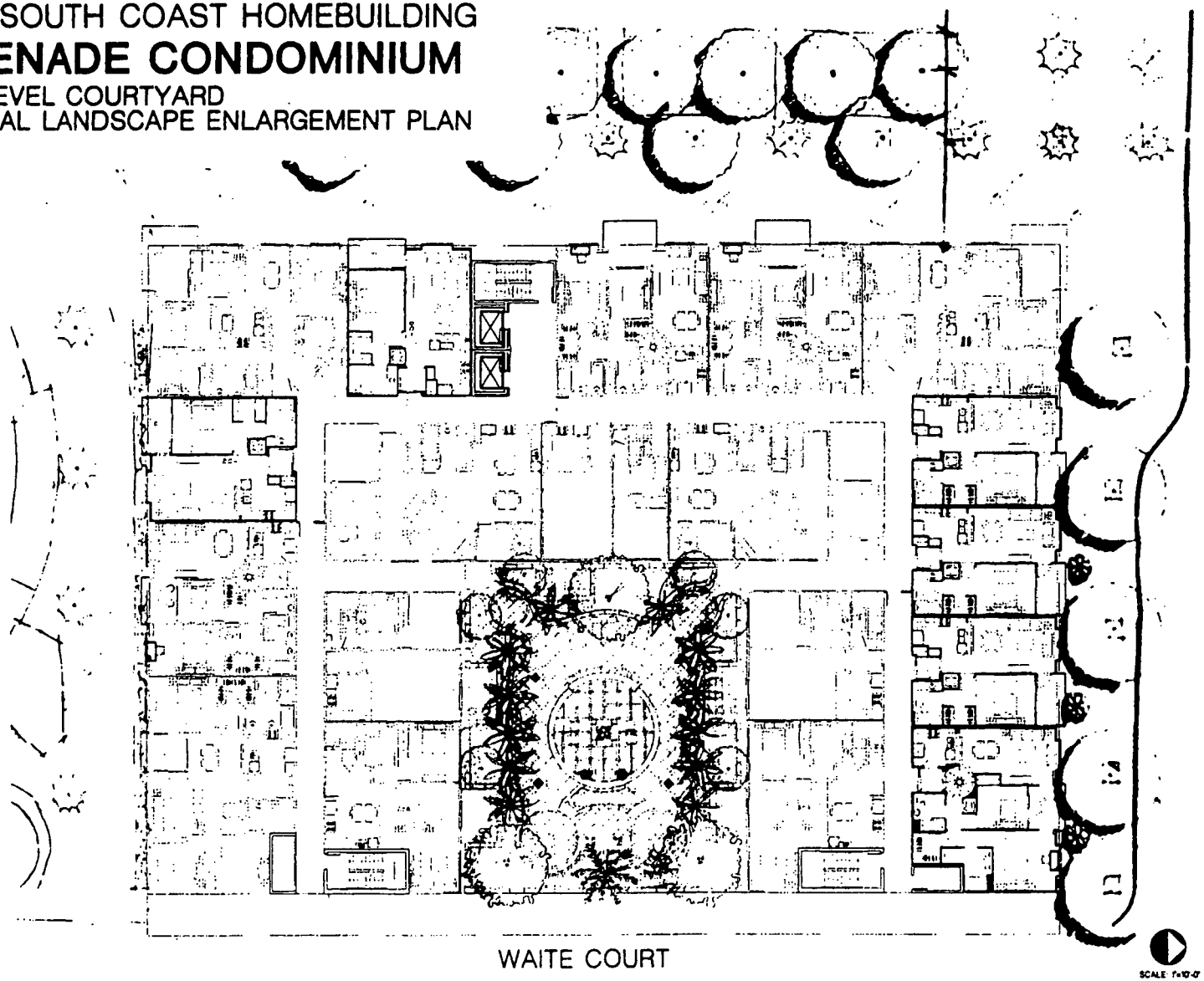

BROADWAY PLAZA
TREE BOSQUE
BROADWAY
RETAIL
FORECOURT
TREE
FIRE
LANE
TRIBUNE
COURT
ALTA WAY
RETAIL
RETAIL
RETAIL
RETAIL
PARKING
ENTRY / EXIT
BROADWAY
LOFTS
WASTE
COURT
GUEST
PARKING
RESIDENTIAL PARKING
MECH /
ELECT
TRASH
PROPOSED
PARKING
STRUCTURE
LANDSCAPE BUFFER
AMPHITHEATRE
1ST STREET
1ST STREET PLAZA
TREE BOSQUE

Exhibit 3

LENNAR SOUTH COAST HOMEBUILDING

PROMENADE CONDOMINIUM

SECOND LEVEL COURTYARD
CONCEPTUAL LANDSCAPE ENLARGEMENT PLAN

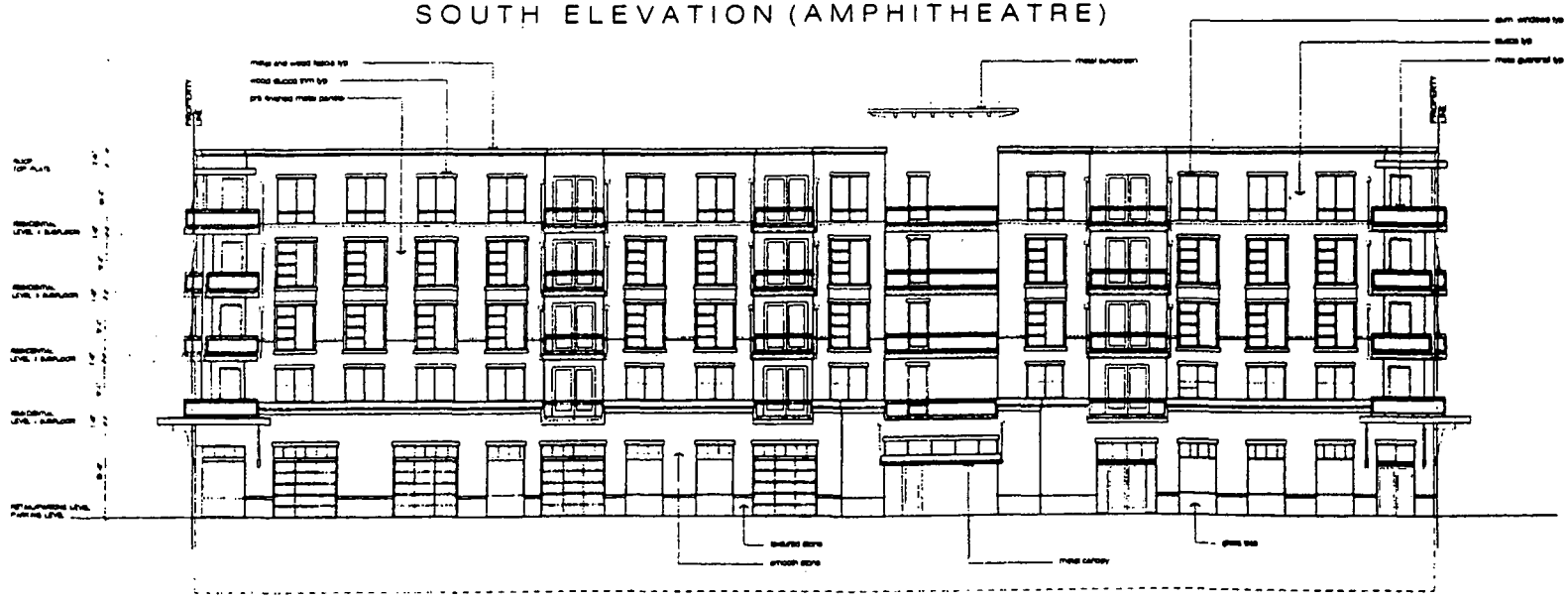


HRP LANDESIGN

JOB NO: C4600
DATE: SEPT. 30, 2004

Exhibit 4

SOUTH ELEVATION (AMPHITHEATRE)



WEST ELEVATION (PROMENADE)

LENNAR

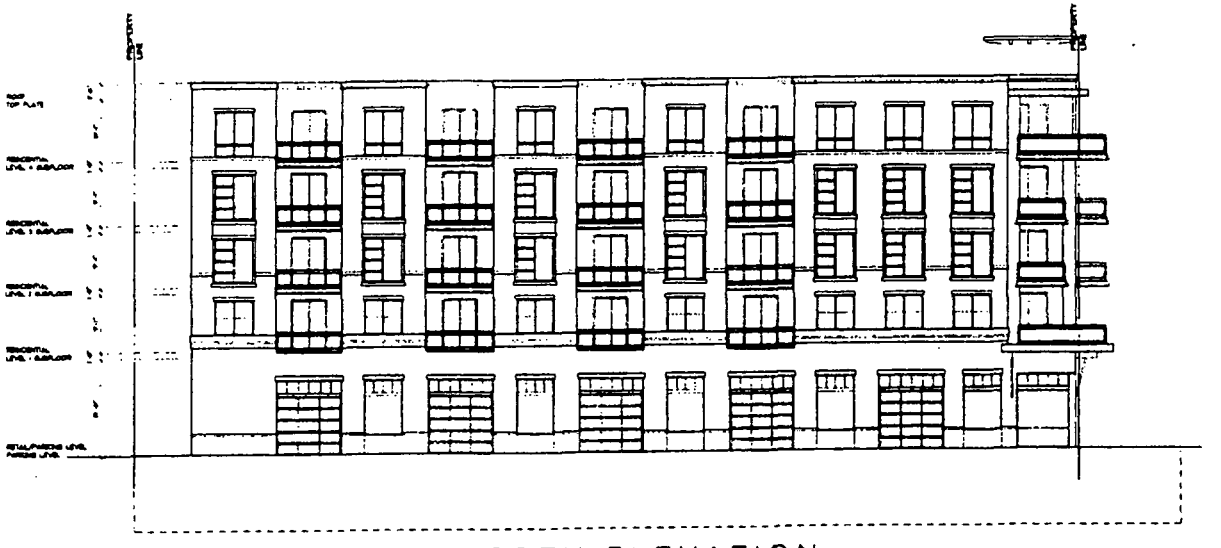
Withee Malcolm Architects, LLP
1983 W. 190th Street, Suite 200
Torrance, Ca 90504
Tel (310) 217-5885
Fax (310) 217-0425

PROMENADE
CONDOMINIUMS
LONG BEACH, CALIFORNIA

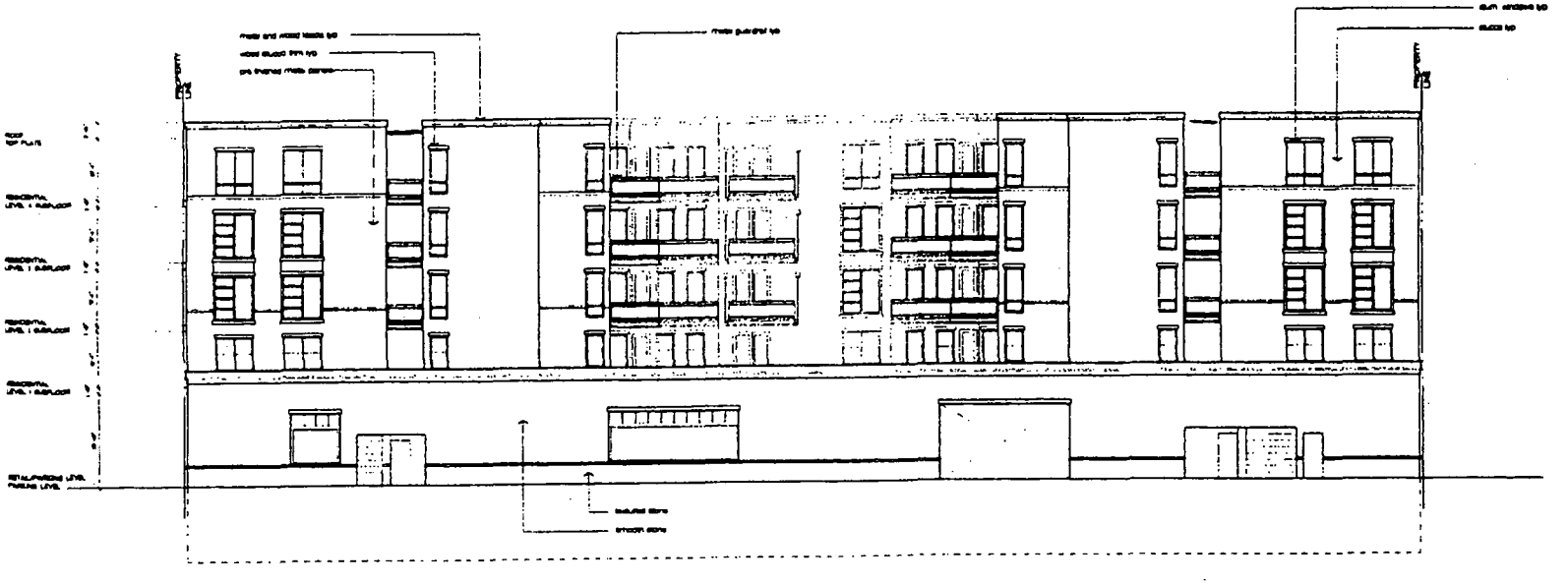
APPLICANT
LENNAR
25 Enterprise, Suite 250, Aliso Viejo, CA 92656
tel. (949) 398-2241

JOB NO. A3070.200
SCALE: 1"= 10'-0"
September 27, 2004

Exhibit 5



NORTH ELEVATION



EAST ELEVATION

LENNAR

Withee Malcolm Architects, LLP
1983 W. 190th Street, Suite 200
Torrance, Ca 90504
Tel (310) 217-6665
Fax (310) 217-0425

PROMENADE
CONDOMINIUMS
LONG BEACH, CALIFORNIA

APPLICANT
LENNAR
25 Enterprise, Suite 250, Aliso Viejo, CA 92656
tel (949) 399-2241

JOB NO A3070 200
SCALE 1 = 10'-0"
September 27 2004

Exhibit 6

TRAFFIC AND PARKING STUDY
FOR THE
LONG BEACH PROMENADE RESIDENTIAL PROJECT
GREYSTONE - BUILDING B

LONG BEACH, CALIFORNIA

MAY 2004

PREPARED FOR

LONG BEACH COMMUNITY DEVELOPMENT DEPT.

PREPARED BY

KAKU ASSOCIATES
A Corporation

TRAFFIC AND PARKING STUDY
FOR THE
LONG BEACH PROMENADE RESIDENTIAL PROJECT
GREYSTONE – BUILDING B

LONG BEACH, CALIFORNIA

May 2004

Prepared for:

LONG BEACH COMMUNITY DEVELOPMENT DEPARTMENT

Prepared by:

KAKU ASSOCIATES, INC.
1453 Third Street, Suite 400
Santa Monica, California 90401
(310) 458-9916

Ref: 1524

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I. INTRODUCTION

This report documents the results of a study evaluating potential traffic and parking impacts of the proposed Long Beach Promenade residential project Greystone – Building B. Kaku Associates, Inc. conducted the study for the Long Beach Community Development Department.

PROJECT DESCRIPTION

The proposed residential project Building B involves the construction of a 62-unit condominium project with 7,125 square feet of retail and 2,375 square feet of restaurant. The retail/commercial square footages quoted above are based on gross building area. The number of units and retail/commercial square footages are expected to change slightly as the project site plans are refined. The project sizes, however, are likely to decrease slightly, so the previous numbers can be considered conservative for the purposes of evaluating the project's traffic and parking impacts. The proposed project Building B is expected to be fully operating in 2005. The traffic impact analysis will test the impacts of the project for the opening year of 2005.

In addition to the proposed Project Building B, the Redevelopment Agency is proposing two other residential projects: Building A and Building C in the immediate vicinity of the Project Building B:

- Project Building A, an 87-unit condominium project plus 10 residential units intended for the shopkeeper of the retail stores within the development, 12,000 square feet of retail space and 2,071 square feet of exercise gym for tenants only.
- Project Building C, a 96-unit apartment building with 10,500 square feet of retail, 3,500 square feet of restaurant and 3,400 square feet of gym that will be available to tenants only.

Building B is located along the east side of the Promenade in downtown Long Beach between Broadway and First Street, south of Broadway and north of First Street. It has driveways accessing Waite Court, the alley east of the Promenade. Vehicles entering and exiting Building B would enter and exit Waite Court via Broadway.

The project proposes to provide 154 parking spaces, consistent with the requirements of the Long Beach Zoning Code

The location of Project Building B is illustrated Figure 1. Further project description data is presented as appropriate in the discussions of trip generation and parking impacts later in this report.

STUDY SCOPE

The study analyzes the potential project generated traffic impacts on the street and highway system in the vicinity of the proposed project. The following traffic scenarios are analyzed in the study:

- Existing (Year 2004) Conditions - The analysis of existing traffic conditions provides a basis for the remainder of the study. The existing conditions analysis includes an assessment of street characteristics, traffic volumes, operating conditions, transit services, and onsite parking conditions.

- Cumulative Base (Year 2005) without the Project Conditions - This scenario represents traffic and operating conditions in the opening year of Project Building B. It does not include traffic generated by Project Building B. Forecasts for this scenario add the estimated ambient traffic growth and traffic generated by related projects to existing volumes.

- Cumulative Base with Project (Year 2005) Conditions - This scenario is compared to the Cumulative Base without the Project scenario to identify potential traffic impacts of the proposed Project Building B. Forecasts for this scenario add the estimated traffic generated by Project Building B to the cumulative base traffic forecasts.

This study evaluates the potential impacts for the proposed project during the weekday a.m. and p.m. peak hours of traffic. Eight intersections in the vicinity of the proposed project were analyzed. Their locations are illustrated in Figure 1. They are as follows:

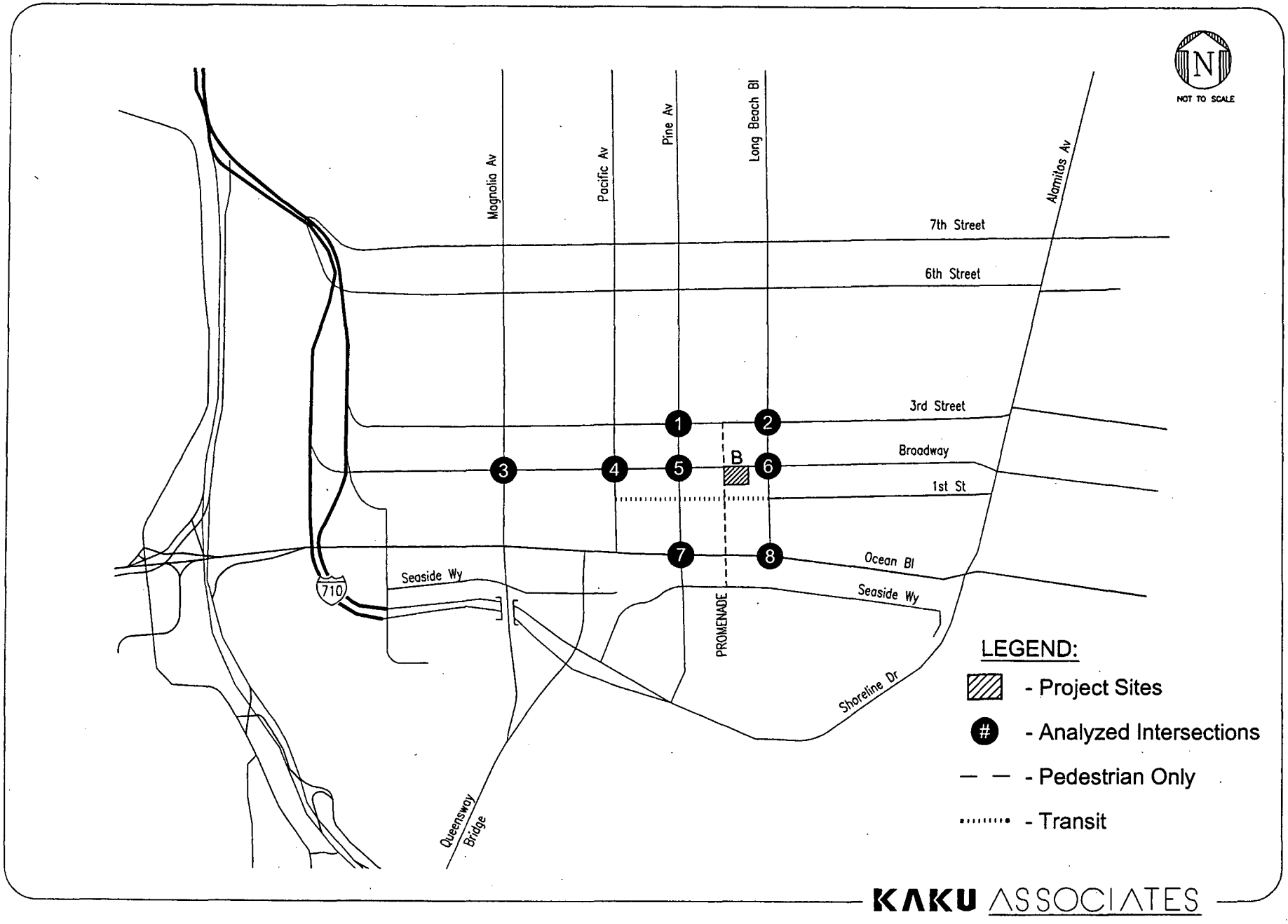


FIGURE 1
PROJECT LOCATION & ANALYZED INTERSECTIONS

1. 3rd Street and Pine Avenue
2. 3rd Street and Long Beach Boulevard
3. Broadway and Magnolia Avenue
4. Broadway and Pacific Avenue
5. Broadway and Pine Avenue
6. Broadway and Long Beach Boulevard
7. Ocean Boulevard and Pine Avenue
8. Ocean Boulevard and Long Beach Boulevard

The study also includes an analysis of potential project impacts on the regional highway and transit systems in accordance with requirements of the Los Angeles County Congestion Management Program (CMP).

Finally, the study evaluates the adequacy of the proposed project parking supply to accommodate parking demands.

ORGANIZATION OF REPORT

The remainder of this report is divided into six chapters:

- Chapter II, Existing Conditions, describes the existing circulation system, traffic volumes, traffic conditions, and transit services within the study area.
- Chapter III, Future Traffic Projections, describes the methodologies used to forecast future cumulative and project traffic volumes, and the resultant forecasts.
- Chapter IV, Traffic Impact Analysis, presents an assessment of potential traffic impacts and identifies potential traffic mitigation measures.
- Chapter V, Congestion Management Program Analysis, presents the results of the Congestion Management Program regional transportation system impact analysis.
- Chapter VI, Parking Impact Analysis, contains an analysis of the proposed parking supply.
- Chapter VII summarizes conclusions and recommendations of the study.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing transportation conditions within the study area. The assessment of existing conditions relevant to this study included street system characteristics, traffic volumes, traffic operating conditions, and public transit services.

EXISTING STREET SYSTEM CHARACTERISTICS

The street system within the study area is illustrated in Figure 1 in Chapter I. The project site is bounded by the following roadways: Pine Avenue to the west, Long Beach Boulevard to the east, Broadway to the north, and First Street to the south. First Street, a pedestrian and transit-only corridor located between Broadway and Ocean Boulevard, is the street south of Building B. The Promenade, a north-south pedestrian-only corridor located between Pine Avenue and Long Beach Boulevard, fronts the west side of Building B.

Primary regional access to the area is provided by I-710, the Long Beach Freeway, which runs north-south and is located west of the project site. Long Beach Boulevard and Atlantic Avenue are north-south arterial facilities located adjacent to and about a quarter mile east of the project site, respectively. Ocean Boulevard is an east-west arterial facility located just south of the project site. Anaheim Street and Pacific Coast Highway (State Route 1) are east-west arterial facilities located approximately one and a half miles north of the project site, respectively.

Access to the study area is constrained by several natural and man-made barriers: I-710 freeway and Los Angeles River about one and a half miles to the west, as well as Long Beach Harbor/Pacific Ocean about half a mile to the south. A limited number of roadways cross the Los Angeles River and I-710 freeway.

Appendix A provides diagrams of the existing lane configurations at the study intersections. Characteristics of streets within the study area are described below.

- 3rd Street is a one-way westbound roadway providing three travel lanes. Parking is generally permitted on both sides, though it is prohibited in some areas. On the west, 3rd Street terminates into an on-ramp onto northbound I-710. The posted speed limit is 30 mph.

- Broadway is a one-way eastbound roadway providing three travel lanes. Parking is generally permitted on both sides, though it is prohibited in some areas. Broadway begins at the terminus of an off-ramp from southbound I-710. The posted speed limit is 30 mph.

- Ocean Boulevard is an east-west roadway providing three travel lanes per direction and intermittent curb parking within the study area. The posted speed limit is 30 mph.

- Magnolia Avenue is a north-south roadway providing two travel lanes per direction south of 3rd Street and one travel lane per direction north of 3rd Street. Parking is generally permitted on both sides, though it is prohibited in some areas. The posted speed limit is 25 mph.

- Pacific Avenue is a north-south roadway providing two travel lanes per direction. The Metrorail Blue Line travels northbound, at grade in reserved center lanes on Pacific Avenue from First Street to 8th Street. Parking is prohibited on both sides. The posted speed limit is 25 mph.

- Pine Avenue is a north-south roadway providing one travel lane per direction. Parking is generally permitted on both sides, though it is prohibited in some areas. The posted speed limit is 20 mph.

- Long Beach Boulevard is a north-south roadway providing two travel lanes per direction and intermittent curb parking. The Metrorail Blue Line travels southbound, at grade in reserved center lanes on Long Beach Boulevard from Willow Street to First Street. The posted speed limit is 35 mph.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

The following sections present the existing peak hour traffic volumes at the study intersections, a description of the methodology used to analyze intersection operating conditions, and the resulting level of service at each location under existing conditions.

Existing Peak Hour Traffic Volumes

The City of Long Beach provided weekday a.m. and p.m. peak period turning movement counts conducted in August 1998 at the eight analyzed intersections. The 1998 counts were expanded by 1% per year, a total increase of 6%, to reflect Existing (Year 2004) Conditions. Figure 2 summarizes peak hour turning movements at the analyzed intersections for Existing (Year 2004) Conditions.

Intersection Level of Service Standards and Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Table 1 provides level of service definitions for signalized intersections.

The City of Long Beach considers an intersection to be operating at an acceptable level of service if it is operating at LOS D or better. Any project that results in the degradation of an intersection to LOS E or F would be considered to impact that location significantly. If an intersection is projected to operate at LOS E or F before the addition of project traffic, then the project is said to have a significant impact if it causes the intersection volume/capacity (V/C) ratio to increase by more than 0.020.

The "Intersection Capacity Utilization" method of intersection capacity analysis was used to determine the intersection V/C ratio and corresponding level of service for the study intersections, all of which are signalized. A capacity of 1,600 vehicles per hour per lane, a double left-turn penalty equal to 10% of the lane capacity, and a lost time equal to 10% of the signal cycle were assumed. Given the high level of pedestrian activity in the study area, adjustments were made to ensure sufficient time was provided for pedestrians to cross the intersections.

Existing Level of Service at Study Intersections

The level of service methodology described above was used to determine existing operating conditions at each of the study intersections. The Existing (Year 2004) Conditions weekday a.m.

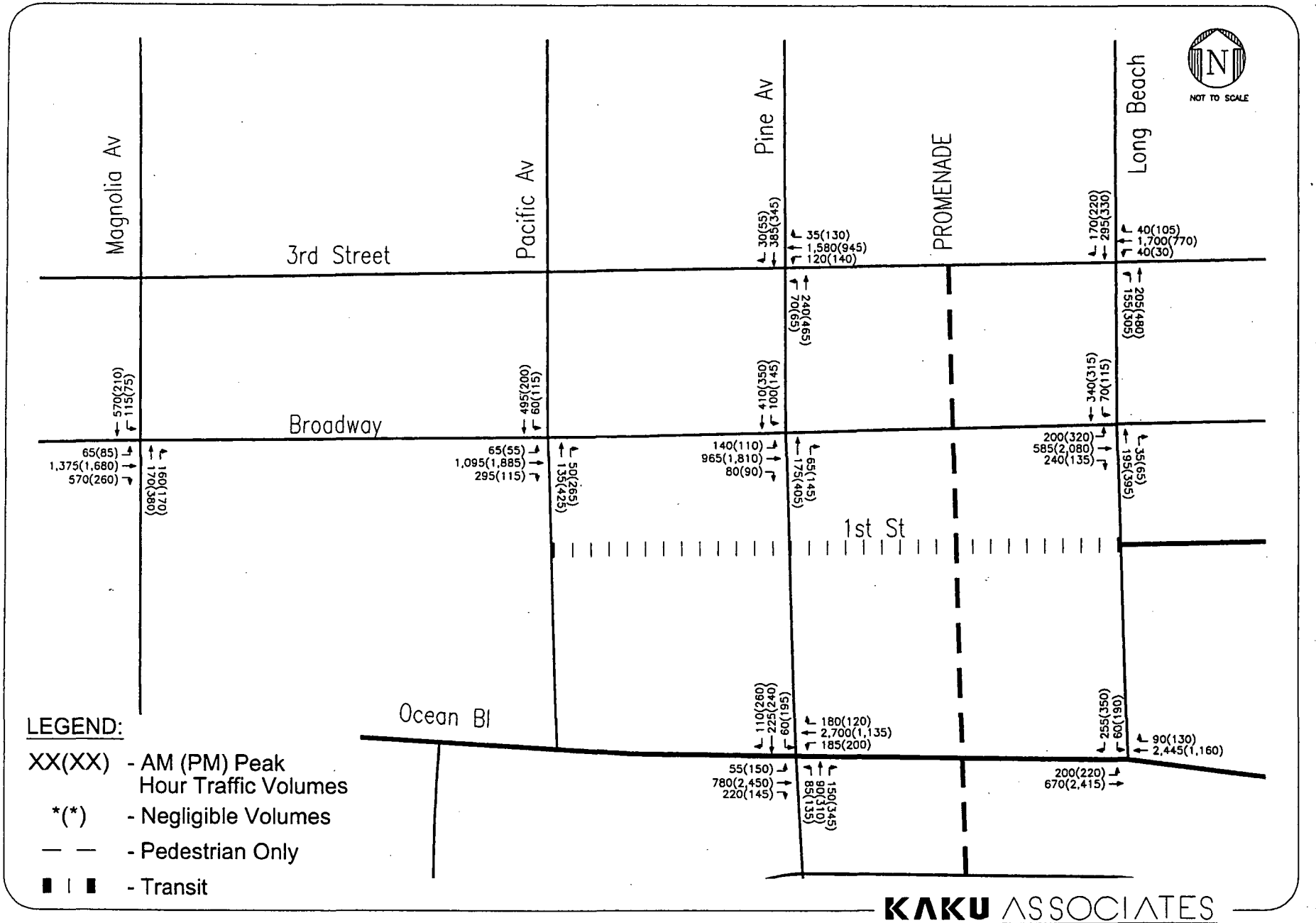


FIGURE 4
CUMULATIVE BASE VOLUMES

TABLE 1

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Ser-vice	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel some-what restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during por-tions of the rush hours, but enough lower vol-ume peri-ods occur to permit clearing of devel-oping lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tre-mendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, Highway Capacity Manual, Special Reoprt 209, 1994

and p.m. peak hour volumes summarized in Figure 2 and intersection lane configurations shown in Appendix A were key inputs to the methodology. Appendix B contains the level of service calculation worksheets.

Table 2 summarizes the existing a.m. and p.m. peak hour V/C ratios and corresponding level of service at each of the study intersections. Two of the eight intersections currently operate at a LOS the City of Long Beach considers unacceptable, LOS E, during one or both of the peak hours. These intersections are as follows:

- Ocean Boulevard and Pine Avenue
- Ocean Boulevard and Long Beach Boulevard

The remaining study intersections operate at a good to excellent level of service, LOS C or better, during both peak hours.

EXISTING PUBLIC TRANSIT SERVICE

The study area is currently served by an extensive transit system including bus, light rail, and water taxi. The project site is situated in the hub of transit activity in downtown Long Beach, adjacent to the Long Beach Transit Mall. The Transit Mall runs along First Street between Long Beach Boulevard and Pacific Avenue. Non-transit vehicles are not permitted to travel along the Transit Mall. Various amenities such as a transit information center and bike station are available at the Transit Mall. The Promenade, a pedestrian-only corridor fronting the project site, provides pedestrian access between the project site and the Transit Mall.

Long Beach Transit (LBT) provides the majority of bus service within the study area, as well as water taxi service. 32 of LBT's 37 bus routes stop at the Transit Mall. These bus routes are listed below. More detailed information on their schedules and routes is available at www.lbtransit.com.

TABLE 2
INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING CONDITIONS

Intersections	Peak Hour	Existing Conditions	
		V/C	LOS
1. 3rd St & Pine Ave	AM	0.594	A
	PM	0.480	A
2. 3rd St & Long Beach Blvd	AM	0.632	B
	PM	0.528	A
3. Broadway & Magnolia Ave	AM	0.631	B
	PM	0.597	A
4. Broadway & Pacific Ave	AM	0.519	A
	PM	0.682	B
5. Broadway & Pine Ave	AM	0.480	A
	PM	0.728	C
6. Broadway & Long Beach Blvd	AM	0.519	A
	PM	0.761	C
7. Ocean Blvd & Pine Ave	AM	0.989	E
	PM	0.952	E
8. Ocean Blvd & Long Beach Blvd	AM	0.975	E
	PM	0.859	D

- The Pink Avenue Link
- Passport A
- Passport C
- Passport D
- Village Tour D'Art
- 1 - Easy Avenue
- 5 - Long Beach Boulevard
- 7 - Orange Avenue
- 21 - Cherry Avenue
- 22 - Downey Avenue
- 23 - Cherry to Carson Only
- 45 - Anaheim Street Crosstown
- 61 - Atlantic Avenue to Artesia Station
- 62 – Atlantic to Alondra Boulevard
- 81 – 10th Street to Cal State University Long Beach
- 91 – 7th Street / Bellflower Boulevard
- 92 – 7th Street / Woodruff Avenue
- 93 – 7th Street / Clark Avenue
- 94 – 7th Street / Los Altos Only
- The ZAP
- 111 – Broadway / Lakewood Boulevard
- 112 – Broadway / Clark Avenue
- 172 – Pacific Coast Highway / Palo Verde
- 173 – Pacific Coast Highway / Studebaker
- 174 – Pacific Coast Highway / Ximeno Only
- 181 – Magnolia / 4th Street
- 182 – Pacific / 4th Street
- 191 – Santa Fe / Del Amo Boulevard
- 192 – Santa Fe / South Street
- 193 – Santa Fe via McHelen to Del Amo Station
- 194 – Santa Fe via Hughes Way to Del Amo Station

The Los Angeles County Metropolitan Transit Authority (MTA), Torrance Transit, City of Los Angeles Department of Transportation (LADOT), and the Orange County Transportation Authority (OCTA) provide additional transit services in the study area. The MTA Metrorail Blue Line, MTA Line 60, MTA Line 232, Torrance Transit Line 3, LADOT Community Connection 142, and OCTA Line 60 all stop at the downtown Long Beach Transit Mall adjacent to the project site. Detailed route and schedule information for these transit services can be obtained at www.mta.net, www.ci.torrance.ca.us, www.ladottransit.com and, www.octa.net. Brief descriptions are provided below:

- The MTA Metrorail Blue Line is a light rail transit service. It runs north-south between downtown Los Angeles and downtown Long Beach. Passengers can transfer directly to the Metrorail Green and Red Lines.

- MTA Line 60 follows a primarily north-south route between the downtown Long Beach Transit Mall and Union Station in downtown Los Angeles. It provides local service along Long Beach Boulevard, Pacific Boulevard, Santa Fe Avenue, and 7th Street in downtown Los Angeles.

- MTA Line 232 provides local service between LAX, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, Harbor City, Wilmington, and Long Beach.

- Torrance Transit Line 3 provides local service between Redondo Beach Pier, Del Amo Fashion Center Terminal, Torrance Civic Center, historic downtown Torrance, Harbor-UCLA Medical Center, and downtown Long Beach.

- LADOT Community Connection 142 provides service between San Pedro, Terminal Island, and downtown Long Beach.

- OCTA Line 60 provides service between Tustin, Santa Ana, Garden Grove, Westminster, Seal Beach, and downtown Long Beach.

III. FUTURE TRAFFIC PROJECTIONS

Future conditions with the project are compared to future conditions without the project in order to isolate the locations and magnitudes of project's impacts on the street system. To evaluate potential impacts, estimates of future traffic volumes in the study area both with and without the project were developed. This section discusses the methodology used to develop these volume forecasts.

Future traffic volumes were estimated for the opening year (2005) of Building B without the traffic generated by Building B. These future forecasts reflect traffic increases due to ambient growth and related projects. They represent cumulative base (no project) conditions and are referred to as opening Year (Year 2005) without the project volume forecasts.

Traffic generated by proposed Building B was then estimated and assigned to the surrounding street system. The sum of the cumulative base and project-generated traffic represents the cumulative plus project conditions referred to as opening year (Year 2005) with Building B.

CUMULATIVE BASE (YEAR 2005) WITHOUT THE PROJECT TRAFFIC PROJECTIONS

The cumulative base traffic projections reflect growth in traffic over existing conditions from two primary sources: ambient growth and related projects. These two factors are described below.

Ambient Traffic Growth

Ambient traffic growth is the overall regional growth resulting from development outside of the study area. Development within the study area is accounted for via related projects as described below. Ambient traffic growth was estimated by adjusting the Existing (Year 2004) Conditions traffic volumes upwards using a growth factor of 1% per year. Using this growth

rate, the Existing (Year 2004) Conditions traffic volumes were adjusted upwards by 1% to reflect ambient growth occurring from 2004 to 2005.

Related Projects

Related projects are specific development projects located in the vicinity of the study area that could affect traffic at the eight study intersections. Future traffic forecasts included traffic generated by these related projects. A total of eight related projects were identified for inclusion in the analysis. The locations of these projects are illustrated in Figure 3.

Trip generation, distribution, and assignment for the related projects were obtained from previous or recent traffic study in the vicinity of the study area. Information for five of total eight related projects were obtained from *Traffic Impact Study for Long Beach Plaza Project* [Linscott, Law, & Greenspan Engineers, April 27, 2000], per direction from the City of Long Beach. The information for the remaining three was obtained from *Traffic and Parking Study for the Embassy Suites Project at the D'Orsay Promenade Long Beach* [Kaku Associates, July 2003].

Table 3 lists the eight related projects and the estimated trip generation for each. The eight related projects are projected to generate a combined total of approximately 73,456 daily trips, including about 5,081 and 7,366 trips during the weekday a.m. and p.m. peak hours, respectively.

Cumulative Base (Year 2005) without the Project Traffic Volumes

Cumulative Base (Year 2005) without the project forecasts were developed by adding ambient traffic growth and related project traffic to Existing (Year 2004) volumes. The resulting traffic volumes are illustrated in Figure 4.

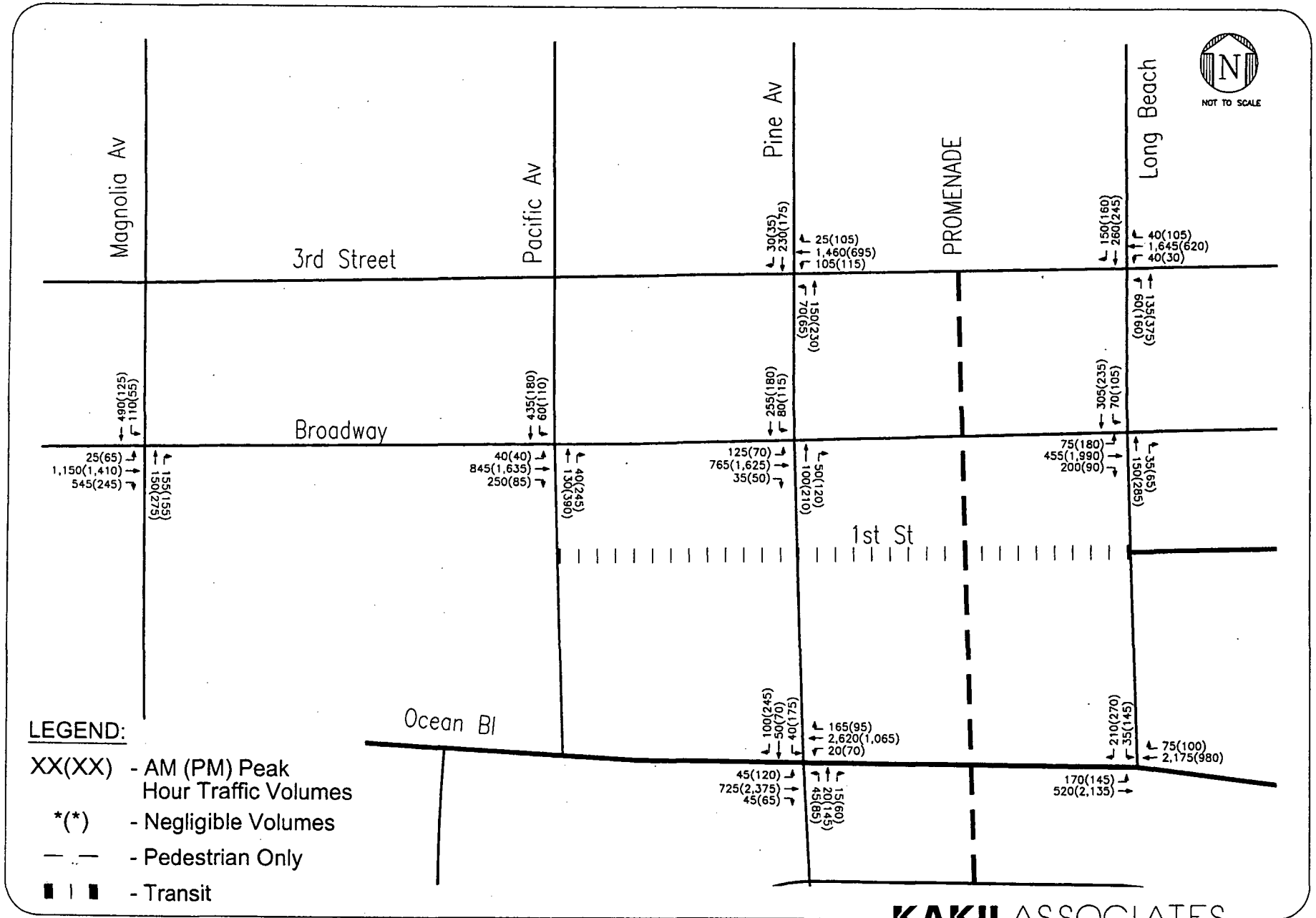


FIGURE 2
EXISTING TRAFFIC VOLUMES

TABLE 3
RELATED PROJECT TRIP GENERATION ESTIMATES

LAND USE [1]	SIZE [2]	TRANSIT	DAILY	AM Peak Hour Trips			PM Peak Hour Trips		
				IN	OUT	TOTAL	IN	OUT	TOTAL
1 Marriot Hotel Project	430 Rooms		3,840	176	129	305	150	155	305
2 Queensway Bay Project :									
Retail / Restaurant / Entertainment	372,673 SF		15,880	212	138	350	719	779	1,498
Multiplex / IMAX Theater	3,950 Seats		3,560	11	11	22	171	114	285
Subtotal			19,440	223	149	372	890	893	1,783
3 West Village Project	1,280 DU		8,486	104	548	652	532	262	794
4 Long Beach Pike Project :									
Office	1,704,800 GSF								
Retail	200,000 SF								
Hotel	500 Rooms								
Apartment	1,000 DU								
Subtotal			27,541	2,362	822	3,184	1,011	2,176	3,187
5 Long Beach Plaza Project :									
Shopping Center	477,210 GLSF								
Hotel	120 Rooms								
Apartment	350 DU								
Subtotal			10,851	169	216	385	518	492	1,010
6 Building A - Olson									
Condominiums	87 DU		510	6	32	38	31	16	47
Live-work Apartment	10 DU		66	1	4	5	4	2	6
Retail	12,000 SF		480	8	6	14	21	22	43
(Transit/Walk Credit)		20%	(211)	(4)	(8)	(12)	(11)	(8)	(19)
(Live-work non auto uses)			(3)	(0)	(1)	(1)	(0)	(0)	(1)
Subtotal			842	11	33	44	45	32	76
7 Building C - Lyon									
Apartment	96 DU		636	8	41	49	40	20	60
Retail	10,500 SF		420	8	5	13	19	19	38
Restaurant	3,500SF		456	17	15	32	23	15	38
(Transit/Walk Credit)		20%	(302)	(7)	(12)	(19)	(17)	(11)	(28)
Subtotal			1,210	26	49	75	65	43	108
8 Embassy Suites									
Hotel	230 Rooms		1,127	48	39	87	41	51	92
Retail	4,000 SF		160	3	2	5	7	7	14
Restaurant	7,000 SF		630	4	2	6	35	17	52
(Transit Credit)		20%	(671)	(18)	(16)	(34)	(28)	(27)	(55)
Subtotal			1,246	37	27	64	55	48	103
TOTAL			73,456	3,108	1,973	5,081	3,265	4,101	7,366

[1] Source: Traffic Impact Study for the Long Beach Plaza Project; Linscott, Law & Greenspan, Engineers; April 27,2000.
Traffic Impact Study for the Long Beach Promenade Residential Project; Kaku Associates; February, 2003.
[2] DU = dwelling unit, SF = square feet, GSF = gross square feet, GLSF = gross leasable square feet

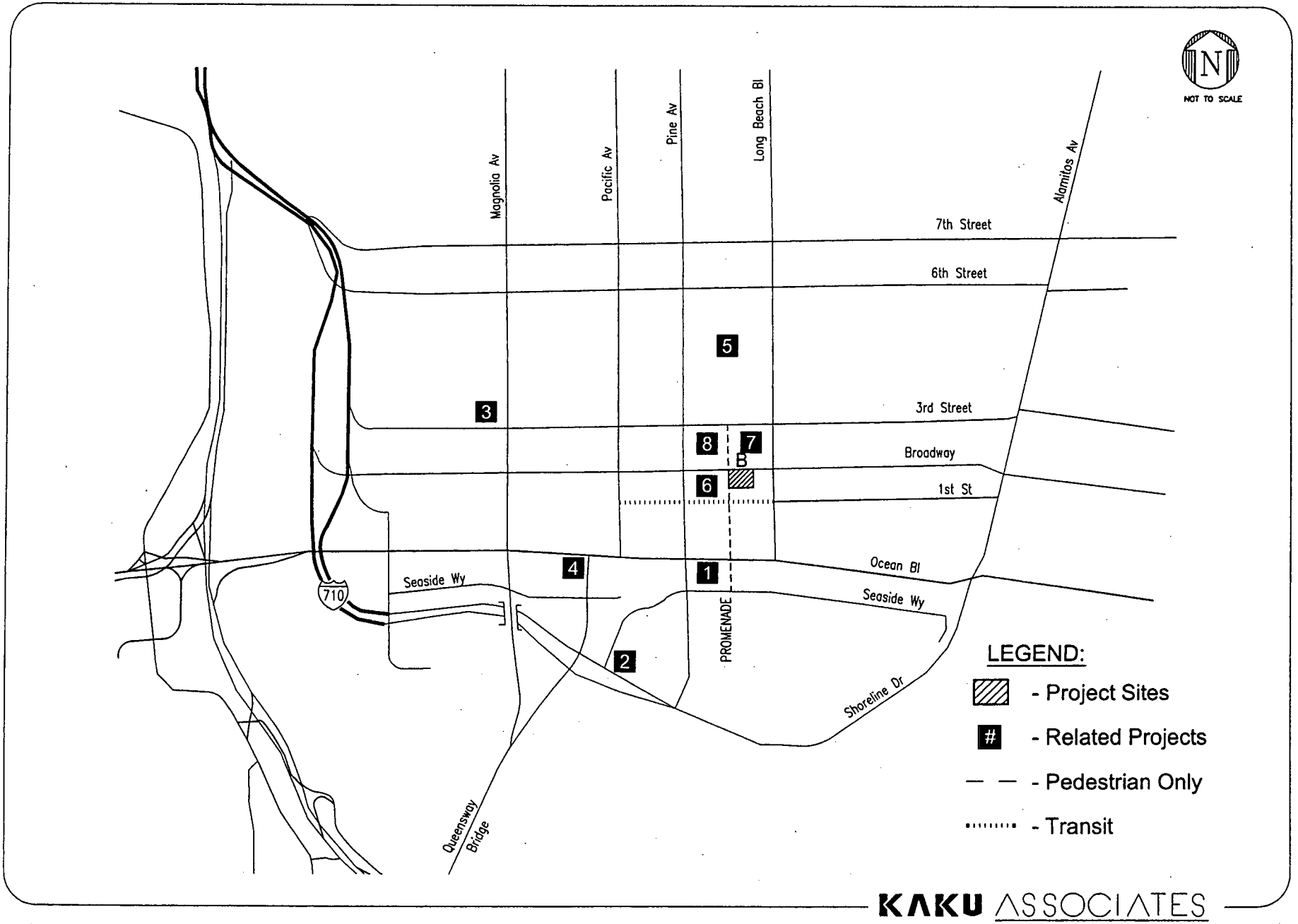


FIGURE 3
LOCATION OF RELATED PROJECTS

PROJECT TRAFFIC PROJECTIONS

Project Trip Generation

The trip generation for this project was developed using the trip generation rates obtained from *Trip Generation, 6th Edition* [Institute of Transportation Engineers, 1997] and from *Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region* [San Diego Association of Governments, July 1998]. These rates are summarized in Table 4.

Extensive transit services are available to the proposed project site in the immediate proximity to the site. In addition, the project site ids located within downtown Long Beach where both jobs and shopping opportunities are available within easy walking or shuttle bus distance. Given the pedestrian-friendly development characteristics of the study area and the available local and regional transit destinations such as downtown Los Angeles, it was estimated that 20% of the project trips would be transit, walking, or biking trips.

The trip generation estimates for the projected development are summarized in Table 5. In the opening year 2005, Building B would generate approximately 766 vehicle trips per day, with 47 trips in the morning peak hour and 68 trips in the afternoon peak hour.

Project Traffic Distribution

The geographic distribution of traffic generated by developments such as the proposed project depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and/or patrons of proposed commercial projects may be drawn, the geographic distribution of activity centers (employment, commercial, and other) to which residents of proposed residential projects may be drawn, and the location of the project in relation to the surrounding street system.

A trip distribution pattern was developed for the proposed project based on the distribution pattern developed for *The Park at Harbor View Traffic and Parking Analysis* [Kaku Associates, August, 2000]. The Park at Harbor View project distribution is transferable to the proposed project because the Park at Harbor View is located in the same area as the proposed project

TABLE 4
PROJECT TRIP GENERATION RATES

Proposed Land Use	ITE Land Use Code [a]		Trips per	Daily Rate	AM Peak Hour			PM Peak Hour		
					Rate	% In	% Out	Rate	% In	% Out
Building B										
A. 62 condominiums	230	Condominium	DU	5.86	0.44	17%	83%	0.54	67%	33%
B. 7,125 sf of retail	[a]	Specialty Retail/Strip Commercial	KSF	40.00	1.20	60%	40%	3.60	50%	50%
C. 2,375 sf of restaurant	832	High Turnover (Sit-Down) Restaurant	KSF	130.34	9.27	52%	48%	10.86	60%	40%

Note: KSF = thousands of square feet. ROOM = hotel rooms. GLA = gross leasable area measured in ksf.

[a] Trip rates from *Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region* [San Diego Association of Governments, July 1998] were used for retail component of project.

TABLE 5
PROJECT TRIP GENERATION ESTIMATES
BUILDING B

Land Use	Size	Transit & Walking (%)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Building B									
A. 62 condominiums	62 DU		363	5	22	27	22	11	33
condo transit credit		*20%*	*(73)*	*(1)*	*(4)*	*(5)*	*(4)*	*(3)*	*(7)*
B. 7,125 sf of retail	7.125 KSF		285	5	4	9	13	13	26
retail transit credit		*20%*	*(57)*	*(1)*	*(1)*	*(2)*	*(3)*	*(2)*	*(5)*
C. 2,375 sf of restaurant	2.375 KSF		310	11	11	22	16	10	26
restaurant transit credit		*20%*	*(62)*	*(2)*	*(2)*	*(4)*	*(3)*	*(2)*	*(5)*
SUB-TOTALS:									
Hotel Without Transit Credit			958	21	37	58	51	34	85
Hotel Transit Credit			(192)	*(4)*	*(7)*	*(11)*	*(10)*	*(7)*	*(17)*
Hotel With Transit Credit			766	17	30	47	41	27	68

Note: KSF = thousands of square feet. ROOM = hotel rooms. GLA = gross leasable area measured in ksf.

and has a similar array of land uses. Figure 5 illustrates the general traffic distribution pattern assumed.

Project Traffic Assignment

Utilizing the trip generation estimates for the project and the distribution pattern described in Figure 5, the traffic generated by the proposed project was assigned to the roadway system and to the project driveways. Figure 6 illustrates the project only peak hour traffic volumes.

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The project-generated traffic volumes were then added to the cumulative base traffic projections to yield the cumulative plus project traffic forecasts. The resulting projected cumulative plus project peak hour traffic volumes are shown in Figure 7.

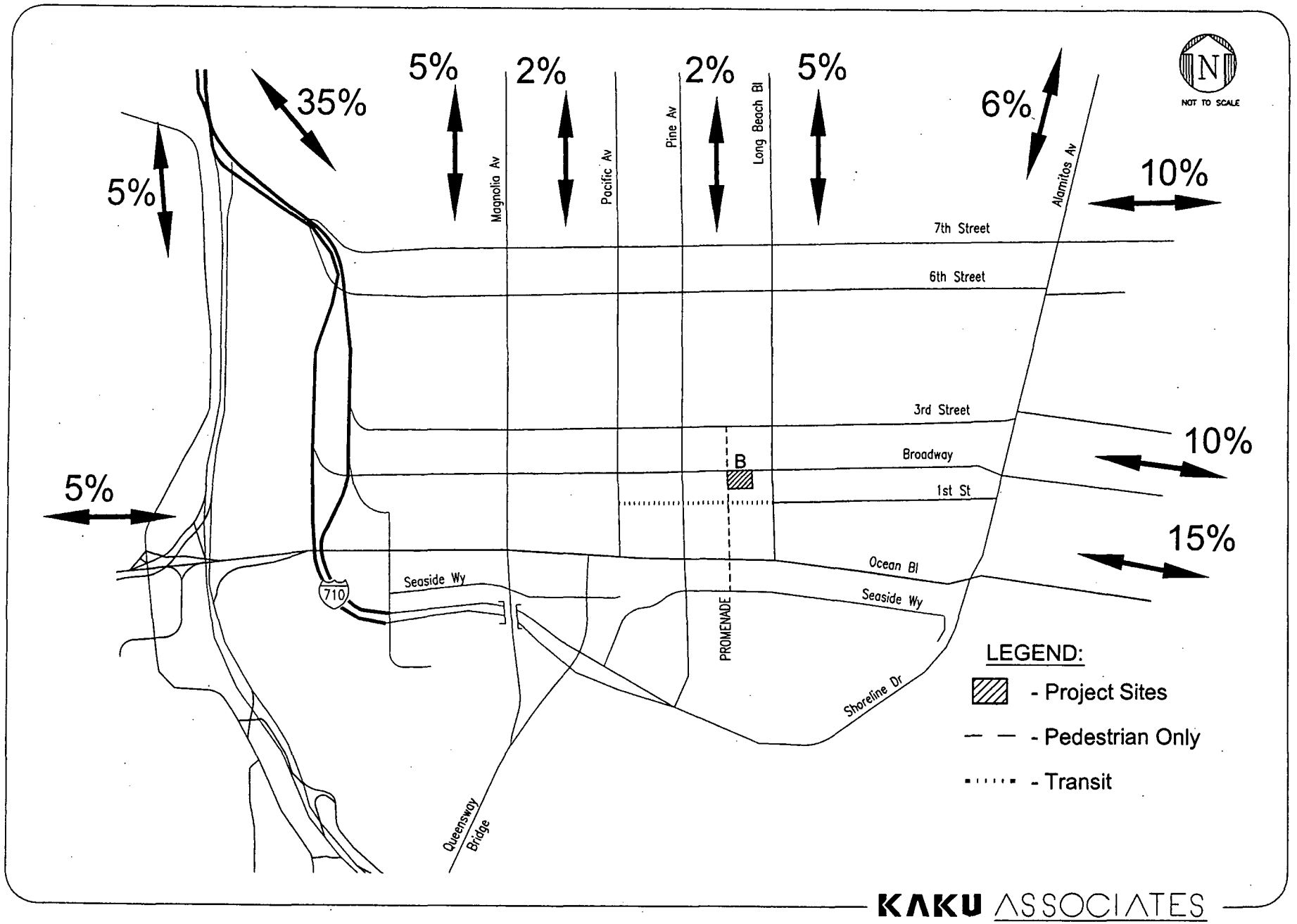


FIGURE 5
PROJECT TRAFFIC DISTRIBUTION

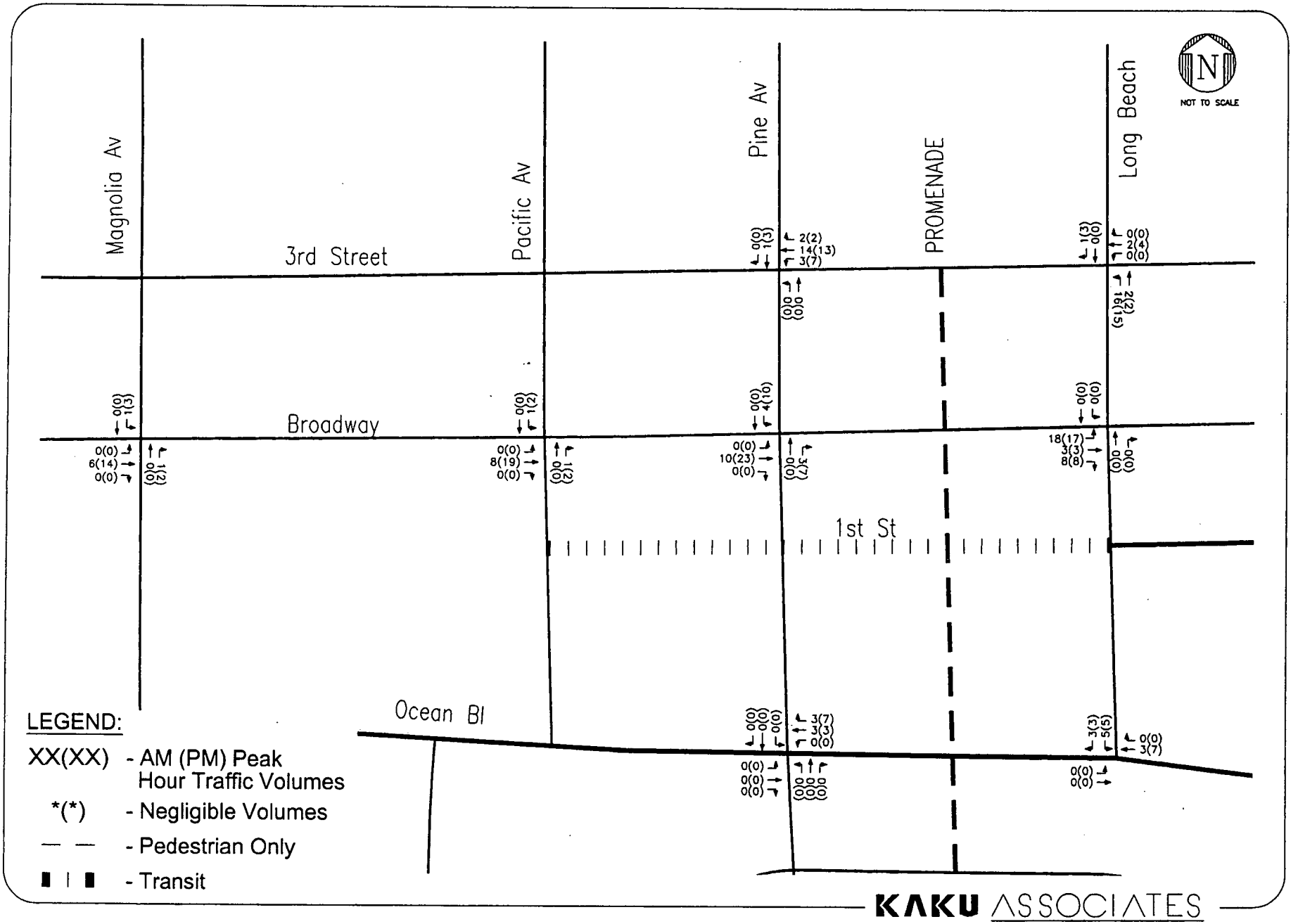


FIGURE 6
PROJECT ONLY TRAFFIC VOLUMES

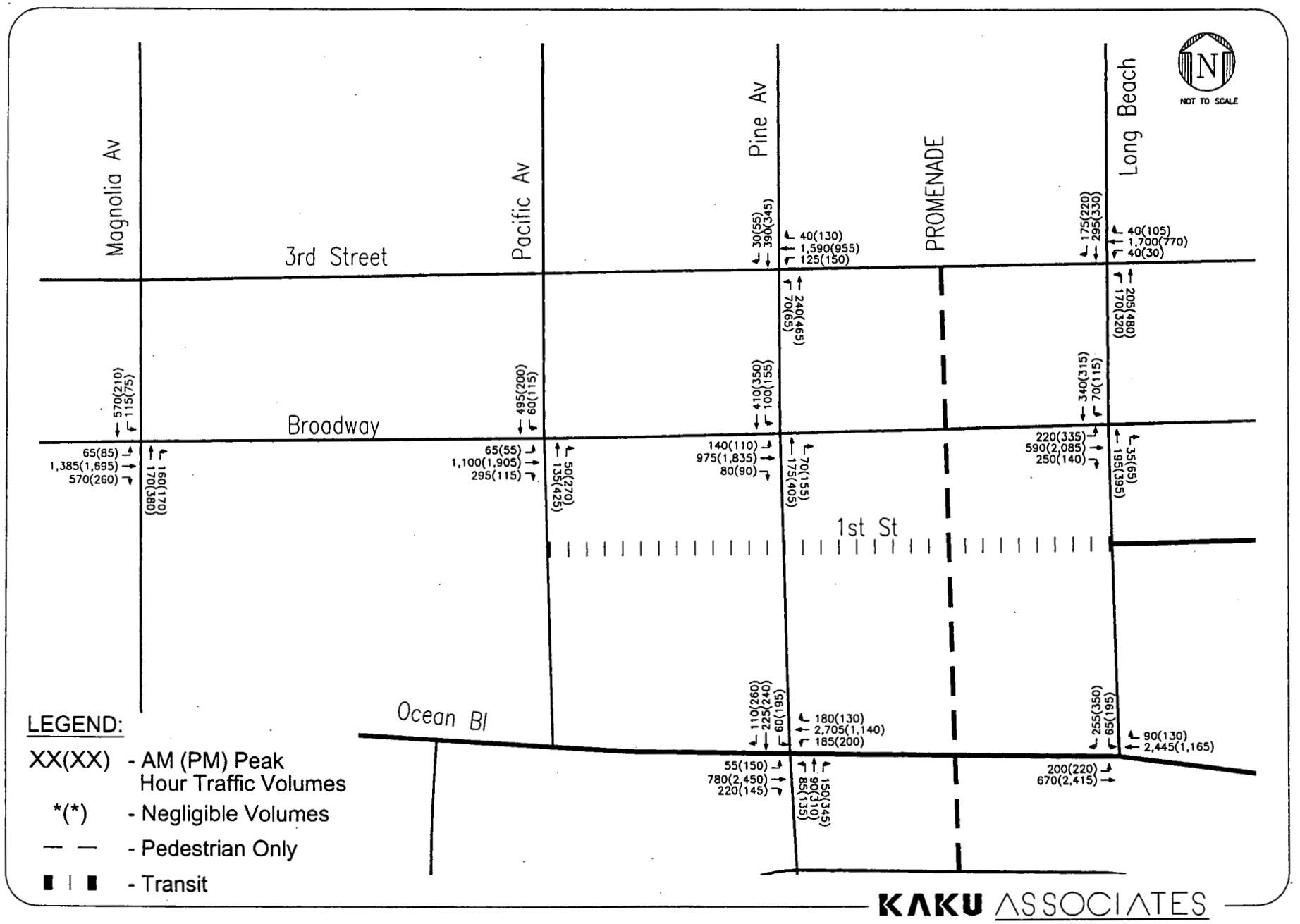


FIGURE 7

CUMULATIVE BASE PLUS PROJECT VOLUMES

IV. TRAFFIC IMPACT ANALYSIS

This chapter presents an analysis of the potential impacts of the proposed project on the local street system. The analysis compares the projected level of service at each study intersection under cumulative base and cumulative plus project conditions to determine potential project impacts. The significance of these impacts is determined by criteria established by the City of Long Beach.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

The City of Long Beach considers an intersection to be operating at an acceptable level of service if it is operating at LOS D or better. Any project that results in the degradation of an intersection to LOS E or F is considered to significantly impact that location. If an intersection is projected to operate at LOS E or F before the addition of project traffic, then the project has a significant impact if it causes the intersection volume/capacity ratio to increase by more than 0.02.

A project is said to mitigate its impact if it improves the LOS of the intersection to LOS D or better. If the intersection is projected to operate at LOS E or F in the pre-project condition, the project is considered to mitigate its impact if it implements mitigation that results in a volume/capacity ratio that is within 0.02 of conditions before the project.

CUMULATIVE BASE INTERSECTION OPERATING CONDITIONS

This section presents an analysis of future traffic conditions for year 2005 cumulative base without the project scenario. The cumulative base traffic volumes projected in Chapter III were analyzed using the level of service methodologies described in Chapter II to forecast cumulative base peak hour level of service at the study intersections.

The columns in Table 6 summarize the results of this analysis. The following three study intersections are projected to operate at LOS E or F during one or both peak hours under cumulative base conditions:

- Broadway Street and Pine Avenue
- Ocean Boulevard and Pine Avenue
- Ocean Boulevard and Long Beach Boulevard

PROJECT TRAFFIC IMPACT ANALYSIS

Application of the City of Long Beach's significance criteria, as shown on Table 6, results in the conclusion that the proposed project would not have significant impacts at any of the eight analyzed intersections during the morning or afternoon peak hours. Therefore, no project mitigation is needed.

When viewed on a cumulative basis, the three residential projects together do result in a significant impact at one intersection – Broadway and Pine.

The impact of the three projects on the intersection of Broadway and Pine Avenue would be mitigated by the addition of an eastbound exclusive right-turn lane along Broadway. This mitigation could be achieved within the existing 52-foot street width. Moving from north to the south on the eastbound approach, Broadway currently consists of a 10-foot left-turn lane extending about 40 feet west of the crosswalk, a 10-foot through lane, a 12-foot through lane, and a 20-foot curb lane used for through traffic and parking/loading.

The existing 20-foot lane along the south curb allows through and right-turn movements and contains curb parking and loading. Implementation of the proposed mitigation would involve prohibiting loading during the PM peak period along the southern curb and restriping the existing 20-foot curb lane as a 10-foot through lane and a 10-foot right-turn lane. If the right-turn lane were extended as far back as the existing left-turn lane (approximately 40 feet) approximately two loading zone spaces would be lost in the PM peak period.

TABLE 6
INTERSECTION LEVEL OF SERVICE ANALYSIS
BUILDING B - FUTURE CONDITIONS

Intersections	Peak Hour	Cumbase Year 2005		Cumbase Plus Project Year 2005		Impact	
		V/C	LOS	V/C	LOS	Change in V/C	Signif. Impact
1. 3rd St & Pine Ave	AM	0.715	C	0.719	C	0.004	NO
	PM	0.587	A	0.590	A	0.003	NO
2. 3rd St & Long Beach Blvd	AM	0.660	B	0.671	B	0.011	NO
	PM	0.655	B	0.666	B	0.011	NO
3. Broadway & Magnolia Ave	AM	0.670	B	0.671	B	0.001	NO
	PM	0.657	B	0.660	B	0.003	NO
4. Broadway & Pacific Ave	AM	0.580	A	0.581	A	0.001	NO
	PM	0.754	C	0.760	C	0.006	NO
5. Broadway & Pine Ave	AM	0.575	A	0.577	A	0.002	NO
	PM	0.930	E	0.946	E	0.016	NO
6. Broadway & Long Beach Blvd	AM	0.519	A	0.519	A	0.000	NO
	PM	0.818	D	0.824	D	0.006	NO
7. Ocean Blvd & Pine Ave	AM	1.010	F	1.010	F	0.000	NO
	PM	1.093	F	1.093	F	0.000	NO
8. Ocean Blvd & Long Beach Blvd	AM	1.049	F	1.050	F	0.001	NO
	PM	0.918	E	0.918	E	0.000	NO

V. CONGESTION MANAGEMENT PROGRAM ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis for the proposed project. This analysis was conducted in accordance with the transportation impact analysis (TIA) procedures outlined in the *2002 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, June 2002). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

CMP TRAFFIC IMPACT ANALYSIS

The closest CMP monitoring locations to the project site are the 7th Street/Alamitos Avenue intersection (a CMP arterial monitoring intersection), the Ocean Boulevard/Alamitos Avenue intersection (a CMP arterial monitoring intersection), and the Long Beach Freeway (I-710) north of its junction with Pacific Coast Highway (a CMP freeway monitoring location).

The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project is expected to add 50 or more vehicles per hour (vph) during either of the weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project is expected to add 150 or more vph in either direction during either of the weekday peak hours.

Based on the project trip assignments developed in Chapter III, the proposed project is not expected to add sufficient new traffic to exceed the arterial intersection analysis criteria or the freeway analysis criteria at the nearest monitoring locations. Since project traffic during either peak hour is projected to be less than the minimum criteria of 50 vph for arterial intersections and

150 vph for freeway locations, no further analysis of CMP arterial monitoring intersections or freeway monitoring locations is required.

CMP TRANSIT IMPACT ANALYSIS

Summary of Existing Transit Services

As discussed in Chapter II, the proposed project is situated in the hub of transit activity in downtown Long Beach, adjacent to the Long Beach Transit Mall. Long Beach Transit provides the majority of bus service within the study area, as well as water taxi service. 32 of LBT's 37 bus routes stop at the Transit Mall adjacent to the project site.

The Los Angeles County Metropolitan Transit Authority (MTA), Torrance Transit, City of Los Angeles Department of Transportation (LADOT), and the Orange County Transportation Authority (OCTA) provide additional bus and light rail transit services in the study area. The MTA Metrorail Blue Line, MTA Line 60, MTA Line 232, Torrance Transit Line 3, LADOT Community Connection 142, and OCTA Line 60 all stop at the downtown Long Beach Transit Mall, adjacent to the project site.

Significance Criteria

Project impacts on public transit services would be considered significant if the project results in a substantial increase in ridership on the existing public transit system, creating capacity shortages on the system and thereby necessitating system improvements to accommodate additional transit service.

Projected Project Transit Trip Increases and Impact Analysis

Considering the extensive transit services available at the proposed project site, their proximity to the project site, the congested nature of some of the parallel vehicle routes and the resulting time savings available to transit users, as well as the pedestrian and transit-friendly development

characteristics of the study area and available transit destinations such as downtown Los Angeles, it was assumed that 20% of project trips would be transit, walking, or biking trips.

It was further assumed that the ITE and SANDAG trip rates used in Tables 4 and 5 reflect primarily suburban conditions in which average vehicle occupancy (AVO) is very low, close to one person per vehicle.

Application of the 1.0 AVO and the 20% transit assumptions described above, yields an estimated 192 daily transit trips generated by the proposed project of which 11 occur in the a.m. peak hour and 17 occur in the p.m. peak hour. Given that numerous established transit routes serve the project, project related increases on any one line would be small and therefore no significant project related impacts on the area transit system are anticipated.

VI. PARKING IMPACT ANALYSIS

This chapter presents an analysis of the projected future parking supply and peak parking demands associated with buildout of the proposed Promenade Residential projects to ensure that the projects provide enough parking to accommodate the projected needs.

FUTURE PARKING SUPPLY

As indicated in Table 7, the three combined projects would require a total of 618 spaces to meet the City's Zoning Code. In fact, the projects propose to provide a total of 837 spaces – or 219 spaces in excess of City Code requirements. These additional spaces are planned in order to make up for the elimination of 298 existing public spaces on surface parking lots now occupying the project sites.

Project Building B proposes to include a total of 154 parking spaces in its development. This total would match the Code requirement for the land uses planned for Building B.

FUTURE PARKING DEMAND

Future peak parking demands fall into two categories. They include parking required for the proposed project and the replacement of existing public parking on the project site that would be displaced by the project.

Parking Requirements of the Proposed Projects

Rates contained in the Long Beach Municipal Code and the Long Beach Downtown Parking Management Plan were used to calculate the amount of parking required for the each of the three proposed projects. Table 7 summarized these rates and the parking required for the

TABLE 7
PROJECT PARKING REQUIREMENTS VERSUS SUPPLY

PROJECT	SIZE [1]	PARKING RATE [2]	PARKING SPACES REQUIRED	PARKING SPACES PROVIDED	EXCESS SPACES (provided - required)	EXISTING SPACES DISPLACED
PROJECT BUILDING A						
97 Condominiums [3]						
1 bedroom	48 units	1.5 per unit	72			
2 or 3 bedrooms	49 units	2 per unit	98			
Guest Stalls		0.25 per unit	25			
Retail	12000	3 per ksf	36			
Project Building A Total			**231**	**294**	**63**	**112**
PROJECT BUILDING B						
62 Condominiums [3]						
1 bedroom	31 units	1.5 per unit	47			
2 or 3 bedrooms	31 units	2 per unit	62			
Guest Stalls		0.25 per unit	16			
Retail	9,500 sf	3 per ksf	29			
Project Building B Total			**154**	**154**	**0**	**0**
PROJECT BUILDING C						
96 Apartments [3]						
1 bedroom	48 units	1.5 per unit	72			
2 or 3 bedrooms	48 units	2 per unit	96			
Guest Stalls		0.25 per unit	24			
Retail	13,475 sf	3 per ksf	41			
Project Building C Total			**233**	**389**	**156**	**186**
Total Projects A, B, and C			**618**	**837**	**219**	**298**

Notes:
[1] ksf = thousand square feet
[2] Source: Long Beach Municipal Code and
Long Beach Downtown Parking Management Plan
[3] Breakdown of residential units assumed for parking calculation purposes

proposed projects. City codes requires 231 spaces be provided by Project Building A, 154 spaces by Project Building B, and 233 spaces by Project Building C.

Parking requirements for condominiums and apartments vary by the size and number of bedrooms in each unit. Per City codes, one space is required for a studio of less than 451 square feet. One and a half spaces are required for studios greater than 450 square feet in size and for one-bedroom units. Two spaces are required for each unit of two or more bedrooms. One guest parking space is also required for every four units, regardless of unit size or the number of bedrooms in each.

For the residential components of the projects, a breakdown into one bedroom, and two or more bedroom units was assumed when calculating the parking requirement. The breakdown for the projects assumed that the buildings would be split evenly between studios/one bedrooms and two or more bedroom units. From a parking perspective, this represents a conservative estimate because most of the detailed plans for the three buildings indicates that the number of studios and one bedroom units would exceed the number of larger units.

Parking Demand of the Proposed Projects

The section above discusses the parking levels required by the City Zoning Code for each of the three projects. In fact, the three projects are all mixed-use developments with residential units on the upper floors and retail/restaurant uses on the street level. The residential apartment tenants and condominium owners will likely demand that a certain portion of the parking supply be reserved for their exclusive use, but the residential tenant parking demand is only one of the elements of the overall parking demand generated in each building. The total parking demand is also made up of visitors/guests of the project residents and of visitors to the retail/restaurant uses on site. The differences in the hourly patterns of parking demand for retail and for residential guests offer the opportunity to share these spaces and to reduce the overall parking supply needed to adequately serve the demand.

Tables 8A and 8B show the results of Shared Parking analyses of the combined residential projects. Table 8A shows the results for the month of December – the peak month of the year for parking demand at the projects. Table 8B shows the parking demand during February – a more typical month in terms of parking demand.

TABLE 8A -- PROMENADE RESIDENTIAL -- DECEMBER DEMAND
SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 1524
PROJECT : PROMENADE RESIDENTIAL Month : DEC

		DEMAND RATIO					MONTH ADJMT	
LAND USE	SIZE	Weekday	Saturday	%AUTO	PERS/AUTO	% CAPTIVE	Weekday	Saturday
OFFICE	0	3.00	0.50	90%	1.2	N/A	1.00	1.00
RETAIL	35.5	3.00	3.00	100%	1.8	0%	1.00	1.00
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.90	0.90
CINEMA	0	0.13	0.23	100%	2.0	0%	0.90	0.90
RESIDENTIAL	255	1.75	1.75	100%	N/A	N/A	1.00	1.00
RESID VISITOR	255	0.25	0.25	100%	N/A	N/A	1.00	1.00
HOTEL-ROOM	0	1.00	1.00	70%	1.4	N/A	0.85	0.65
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.80	0.80
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.20	0.20

TABLE 8A (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 1524
PROJECT : PROMENADE RESIDENTIAL Month : DEC

WEEKDAY

TIME	Office	Retail	Rest.	Reservd Resid	Visitor Res	Cinema	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	446	16	0	0	0	0	0	462	
7 a.m.	0	9	0	446	16	0	0	0	0	0	471	
8 a.m.	0	19	0	446	19	0	0	0	0	0	484	
9 a.m.	0	45	0	446	22	0	0	0	0	0	513	
10 a.m.	0	72	0	446	32	0	0	0	0	0	550	
11 a.m.	0	93	0	446	38	0	0	0	0	0	577	
12 noon	0	103	0	446	38	0	0	0	0	0	587	
1 p.m.	0	107	0	446	38	0	0	0	0	0	591	
2 p.m.	0	103	0	446	38	0	0	0	0	0	587	
3 p.m.	0	101	0	446	45	0	0	0	0	0	592	
4 p.m.	0	93	0	446	51	0	0	0	0	0	590	
5 p.m.	0	84	0	446	54	0	0	0	0	0	584	
6 p.m.	0	87	0	446	57	0	0	0	0	0	590	
7 p.m.	0	95	0	446	61	0	0	0	0	0	602	
8 p.m.	0	93	0	446	64	0	0	0	0	0	603	*
9 p.m.	0	65	0	446	64	0	0	0	0	0	575	
10 p.m.	0	34	0	446	57	0	0	0	0	0	537	
11 p.m.	0	14	0	446	51	0	0	0	0	0	511	
12 mid.	0	0	0	446	32	0	0	0	0	0	478	

SATURDAY

TIME	Office	Retail	Rest.	Reservd Resid	Visitor Res	Cinema	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals	
6 a.m.	0	0	0	446	26	0	0	0	0	0	472	
7 a.m.	0	5	0	446	26	0	0	0	0	0	477	
8 a.m.	0	11	0	446	26	0	0	0	0	0	483	
9 a.m.	0	32	0	446	32	0	0	0	0	0	510	
10 a.m.	0	48	0	446	32	0	0	0	0	0	526	
11 a.m.	0	80	0	446	35	0	0	0	0	0	561	
12 noon	0	91	0	446	35	0	0	0	0	0	572	
1 p.m.	0	101	0	446	38	0	0	0	0	0	585	
2 p.m.	0	107	0	446	38	0	0	0	0	0	591	
3 p.m.	0	107	0	446	45	0	0	0	0	0	598	*
4 p.m.	0	96	0	446	51	0	0	0	0	0	593	
5 p.m.	0	80	0	446	54	0	0	0	0	0	580	
6 p.m.	0	69	0	446	57	0	0	0	0	0	572	
7 p.m.	0	64	0	446	61	0	0	0	0	0	571	
8 p.m.	0	59	0	446	64	0	0	0	0	0	569	
9 p.m.	0	43	0	446	64	0	0	0	0	0	553	
10 p.m.	0	43	0	446	57	0	0	0	0	0	546	
11 p.m.	0	11	0	446	51	0	0	0	0	0	508	
12 mid.	0	0	0	446	38	0	0	0	0	0	484	

Note:
* Denotes peak shared parking demand.

TABLE 8B -- PROMENADE RESIDENTIAL -- FEBRUARY DEMAND
SHARED PARKING ESTIMATION-INPUT ASSUMPTIONS

PROJECT #: 1524
PROJECT : PROMENADE RESIDENTIAL Month : FEB

LAND USE	SIZE	DEMAND RATIO Weekday	DEMAND RATIO Saturday	%AUTO	PERS/AUTO	% CAPTIVE	MONTH ADJMT Weekday	MONTH ADJMT Saturday
OFFICE	0	3.00	0.50	90%	1.2	N/A	1.00	1.00
RETAIL	35.5	3.00	3.00	100%	1.8	0%	0.65	0.65
RESTAURANT	0	20.00	20.00	100%	2.0	0%	0.75	0.75
CINEMA	0	0.13	0.23	100%	2.0	0%	0.70	0.70
RESIDENTIAL	255	1.75	1.75	100%	N/A	N/A	1.00	1.00
RESID VISITOR	255	0.25	0.25	100%	N/A	N/A	1.00	1.00
HOTEL-ROOM	0	1.00	1.00	70%	1.4	N/A	0.90	0.70
HOTEL-REST.	0	10.00	10.00	100%	2.0	0%	0.75	0.75
HOTEL-CONF.	0	0.50	0.50	100%	2.0	0%	1.00	1.00
HOTEL-CONV.	0	30.00	30.00	100%	2.0	0%	0.40	0.40

TABLE 8B (CONTINUED)
PARKING ACCUMULATION SUMMARY

PROJECT #: 1524
PROJECT : PROMENADE RESIDENTIAL Month : FEB

WEEKDAY

TIME	Office	Retail	Rest.	Reservd Resid	Visitor Res	Cinema	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals
6 a.m.	0	0	0	446	16	0	0	0	0	0	462
7 a.m.	0	6	0	446	16	0	0	0	0	0	468
8 a.m.	0	12	0	446	19	0	0	0	0	0	477
9 a.m.	0	29	0	446	22	0	0	0	0	0	497
10 a.m.	0	47	0	446	32	0	0	0	0	0	525
11 a.m.	0	60	0	446	38	0	0	0	0	0	544
12 noon	0	67	0	446	38	0	0	0	0	0	551
1 p.m.	0	69	0	446	38	0	0	0	0	0	553
2 p.m.	0	67	0	446	38	0	0	0	0	0	551
3 p.m.	0	66	0	446	45	0	0	0	0	0	557
4 p.m.	0	60	0	446	51	0	0	0	0	0	557
5 p.m.	0	55	0	446	54	0	0	0	0	0	555
6 p.m.	0	57	0	446	57	0	0	0	0	0	560
7 p.m.	0	62	0	446	61	0	0	0	0	0	569
8 p.m.	0	60	0	446	64	0	0	0	0	0	570
9 p.m.	0	42	0	446	64	0	0	0	0	0	552
10 p.m.	0	22	0	446	57	0	0	0	0	0	525
11 p.m.	0	9	0	446	51	0	0	0	0	0	506
12 mid.	0	0	0	446	32	0	0	0	0	0	478

SATURDAY

TIME	Office	Retail	Rest.	Reservd Resid	Visitor Res	Cinema	Room	Hotel Rest	Hotel Conf.	Hotel Conv.	Totals
6 a.m.	0	0	0	446	26	0	0	0	0	0	472
7 a.m.	0	3	0	446	26	0	0	0	0	0	475
8 a.m.	0	7	0	446	26	0	0	0	0	0	479
9 a.m.	0	21	0	446	32	0	0	0	0	0	499
10 a.m.	0	31	0	446	32	0	0	0	0	0	509
11 a.m.	0	52	0	446	35	0	0	0	0	0	533
12 noon	0	59	0	446	35	0	0	0	0	0	540
1 p.m.	0	66	0	446	38	0	0	0	0	0	550
2 p.m.	0	69	0	446	38	0	0	0	0	0	553
3 p.m.	0	69	0	446	45	0	0	0	0	0	560
4 p.m.	0	62	0	446	51	0	0	0	0	0	559
5 p.m.	0	52	0	446	54	0	0	0	0	0	552
6 p.m.	0	45	0	446	57	0	0	0	0	0	548
7 p.m.	0	42	0	446	61	0	0	0	0	0	549
8 p.m.	0	38	0	446	64	0	0	0	0	0	548
9 p.m.	0	28	0	446	64	0	0	0	0	0	538
10 p.m.	0	28	0	446	57	0	0	0	0	0	531
11 p.m.	0	7	0	446	51	0	0	0	0	0	504
12 mid.	0	0	0	446	38	0	0	0	0	0	484

Note:
- Denotes peak shared parking demand.

The results of the Shared Parking analysis show that the peak parking demand at the combined projects would be 603 occupied spaces. The peak demand would occur on a December weekday evening when the residential tenant parking and the residential guest parking peaked. During this time period, the nighttime retail demand could still be high (Table 8A). The Saturday peak December demand actually peaks in the mid-afternoon when shopping activity is high as is the residential visitor activity. Table 8B shows that the more typical month parking demand would be in the 560-570 space demand range.

The analyses presented in Tables 8A and 8B assume that the residential tenant spaces are all reserved throughout the daytime and nighttime hours. The only sharing of spaces occurs between the retail and the residential visitor spaces.

Displacement of Existing Public Parking

Analysis of parking displacement due to the proposed project was based on two sources. Meyer, Mohaddes Associates, Inc. conducted inventory and occupancy counts in December 2002 for the Downtown Long Beach Parking Study. All public parking lots and structures in the downtown area were surveyed. Occupancy data was collected on a Tuesday (December 17, 2002) and a Saturday (December 14, 2002) between 8 a.m. and 10 p.m. The counts were conducted during the pre-Christmas season when parking demands for the area generally peak. Kaku Associates, Inc. inventoried the lots that would be replaced by the proposed projects in February 2003. The number of spaces occupied at approximately noon on Monday, February 3, 2003 was counted.

Approximately 112 parking spaces currently exist on the site of Project A and 186 spaces exist on three lots on the site of Project C, as indicated in Table 7. Thus the completion of the three Promenade Residential Projects would displace 298 existing public parking spaces.

Based on the occupancy data, while 112 parking spaces currently exist on the Project A site, an existing parking demand ranging between 64 and 125 spaces was found on the site parking lot. The maximum demand occurred in the afternoon, on a weekday, during the pre-Christmas season. The highest occupancy level observed on a weeknight was 117 spaces. The highest weekend occupancy observed was 105 spaces.

Likewise the 186 parking spaces on the site of Project C experience a peak parking demand of 147 spaces on a December weekday afternoon and 96 spaces during the same evening time period. This on-site demand decreases to 35 afternoon spaces and 33 evening spaces occupied on a December Saturday. Typical month afternoon weekday parking demand was 104 spaces – indicating that these parking lots are serving downtown employee parking demand.

Table 9 summarizes this analysis.

FUTURE PARKING SUPPLY VERSUS DEMAND ANALYSIS

As shown in Table 7, the total parking required for the combined proposed projects is 618 spaces for a weekday day or weekend. The proposed projects' estimated future supply of 837 parking spaces would more than adequately accommodate the needs of the proposed projects and it would offer additional; parking supply to accommodate the parking demand now generated by the public parking lots located on the development sites.

Given the 837 spaces supplied by the proposed combined projects, an excess of 219 spaces would result on a weekday day or weekend. These spaces would replace a portion of the existing 298 parking spaces that would be displaced by the proposed project, as shown in Table 9.

Table 9 shows that the proposed 837-spaces parking supply would be sufficient to accommodate the parking demand generated by the proposed combined projects and by the public parking demand on the lots now occupying the three development sites for almost all hours of the year. As shown on Table 9, it is only the weekday mid-afternoon time period in the two weeks immediately prior to Christmas that the proposed project parking supply would not fully satisfy the combined parking demand of the proposed projects and the existing on-site public parking. During this time period, the proposed parking supply would be 27 spaces short of meeting the total demand.

The 27 space displaced demand could be accommodated by City Place Parking Structures A, B, and C. Occupancy counts show that the unused capacity in the City Place structures even during the Christmas period is approximately 2,000 spaces. While the parking demand in the City Place

TABLE 9
ANALYSIS OF DISPLACED PARKING

Lot Number and Location [1]	Capacity (spaces)	Maximum Number of Spaces Occupied [2] Tuesday Afternoon (12-17-02	Tuesday Evening (12-17-02)	Saturday Afternoon (12-14-02)	Saturday Evening (12-14-02)	Monday Afternoon (2-3-03)
Peak Parking Demand of Combined Projects	829	592	603	598	571	553
Parking Displaced by Project						
Project Building A - Lot 10	112	125	117	64	105	102
Project Building C - Lots 14, 15, 16	186	147	96	35	33	104
Total Parking Demand		864	816	697	709	759
Parking Provided		837	837	837	837	837
Excess Parking Supply		**-27**	**21**	**140**	**128**	**78**
Alternative Parking Locations						
City Place						
Structure A	888	221	265	19	10	N/A
Structure B	916	97	72	124	97	N/A
Structure C	591	139	181	173	140	N/A
Other Lots [3]						
Lot 6	118	73	34	38	68	N/A
Lot 7	192	162	114	98	156	N/A
Lot 18	122	0	104	13	105	N/A
Occupied Spaces Subtotal						
City Place	**2,395**	**457**	**518**	**316**	**247**	**N/A**
Other Lots	**432**	**235**	**252**	**149**	**329**	**N/A**
Available Spaces Subtotal						
City Place		**1,938**	**1,877**	**2,079**	**2,148**	**N/A**
Other Lots		**197**	**180**	**283**	**103**	**N/A**
Are the Additional Spaces Needed Available in Alternative Locations?		**YES**	**NOT NEEDED**	**NOT NEEDED**	**NOT NEEDED**	**NOT NEEDED**

Notes:

[1] Lot numbers based on data collected for the Downtwon Long Beach Parking Study conducted by Meyer, Mohaddes Associates, Inc.

[2] Tuesday 12-17-02 and Saturday 12-14-02 data from the Downtown Long Beach Parking Study referenced above. Monday 2-3-03 data collected by Kaku Associates for this study

[3] Lots 6, 7, and 18 are located north of Broadway and south of Third Street. Lot 6 is located between Cedar and Pacific Avenues. Lot 7 is located between Pacific and Pine Avenues. Lot 18 is located between Pine Avenue and the project site.

garages is expected to grow as the retail space within City Place fills and matures, the maximum demand of 27 spaces displaced by the project could be adequately accommodated in the City Place garages. Planning of the City Place parking structures allotted 280 spaces for the Pine Avenue Parking District and 250 spaces for transient downtown parking demand. The demand displaced by the proposed project falls into these two categories and has thereby been accounted for in the planning of the City Place structures.

Several lots located between Broadway and 3rd Street also have substantial amounts of unused capacity that could serve a portion of the displaced demand. Table 9 indicates that the remaining public lots in the vicinity of the project have 103-283 empty spaces available to accommodate displaced parking from the project lot.

During the nighttime hours of the Christmas shopping peak, the three projects combined would provide sufficient parking to accommodate all of their demand and all of the public parking demand now using the sites. During the December weekend conditions and during all other time of the year, the three projects provide sufficient parking to accommodate all of the parking displaced from the existing surface parking lots on all three sites.

The maximum 27-space displaced parking demand could be accommodated in the 250 spaces set aside in the City Place garages to accommodate transient downtown parking demand. Thus, the parking plans of the three combined residential projects are consistent with the Long Beach Downtown Parking Management Plan.

VII. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze potential traffic and parking impacts of the proposed Long Beach Promenade Residential Project Building B. The following summarizes the key findings of the study:

- Morning and afternoon peak hour capacity analyses were conducted for eight intersections in the vicinity of the project site. Two of the eight intersections, Ocean Boulevard/Pine Avenue and Ocean Boulevard/Long Beach Boulevard, currently operate at a LOS considered by the City of Long Beach to be unacceptable. They operated at LOS E during one or both of the peak hours.

- Under Cumulative Base (Year 2005) without the project conditions, three of the analyzed intersections, Broadway/Pine Avenue, Ocean Boulevard/Pine Avenue and Ocean Boulevard/Long Beach Boulevard, are projected to operate at unacceptable LOS E or F conditions. The cumulative base forecasts include ambient traffic growth and traffic generated by related projects.

- The proposed project is projected to generate approximately 766 vehicle trips per day with 47 trips in the morning peak hour and 68 trips in the afternoon peak hour.

- Based on City of Long Beach impact criteria, the proposed project would not have a significant impact at any of the eight study intersections during the weekday morning or afternoon peak hours. No mitigation would be required of the project at any of the study intersections.

- On a cumulative basis, the three Promenade residential projects taken together do result in a significant impact at the intersection of Broadway and Pine. The impact can be mitigated by prohibiting loading during the afternoon peak hour and restriping the street to provide a PM peak hour exclusive right turn lane. The Project Building B should participate in its fair share of the implementation costs of this mitigation measure.

- Analyses of potential impacts on the regional transportation system conducted in accordance with Los Angeles County Congestion Management Program requirements determined that the project would not have a significant impact on either the CMP arterial highway network, mainline freeway system, or regional transit system.

- The proposed project's estimated future supply of 154 parking spaces could adequately accommodate the parking required for the proposed project.

- Excess spaces in the proposed project's parking supply could replace a portion of the existing parking demand that would be displaced by the three residential projects proposed along the Promenade. Occupancy counts show that the unused capacity in the

City Place structures could more than adequately accommodate the displaced parking demand. Several lots located between Broadway and 3rd Street also have unused capacity that could serve a portion of the displaced demand.

REFERENCES

Institute of Transportation Engineers, *Trip Generation, Sixth Edition*, 1997.

Kaku Associates, *The Park at Harbour View Traffic and Parking Analysis*, August 2000.

Kaku Associates,*Traffic and Parking Study for the Embassy Suites at D'Orsay Promenade Long Beach*, July 2003.

Linscott, Law & Greenspan, Engineers, *Traffic Impact Study, Long Beach Plaza Project*, April 27, 2000.

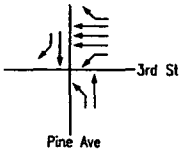
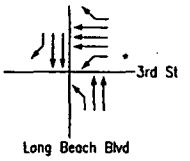
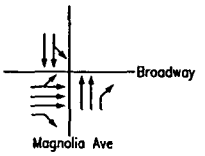
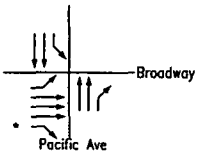
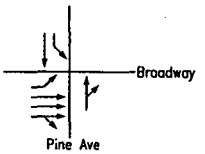
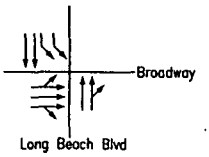
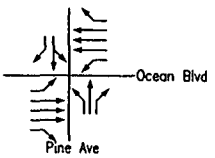
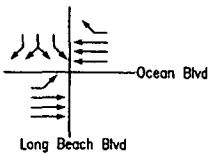
Los Angeles County Metropolitan Transportation Authority, *2002 Congestion Management Program for Los Angeles County*, June 2002.

San Diego Association of Governments, *Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region*, 1998.

APPENDIX A

INTERSECTION CONFIGURATIONS

INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE BASE CONDITIONS	PROJECT MITIGATION
1. Pine Ave & 3rd St		Same As Existing	No Mitigation Required
2. Long Beach Blvd & 3rd St		Same As Existing	No Mitigation Required
3. Magnolia Ave & Broadway		Same As Existing	No Mitigation Required
4. Pacific Ave & Broadway		Same As Existing	No Mitigation Required
5. Pine Ave & Broadway		Same As Existing	No Mitigation Required
6. Long Beach Blvd & Broadway		Same As Existing	No Mitigation Required
7. Pine Ave & Ocean Blvd		Same As Existing	No Mitigation Required
8. Long Beach Blvd & Ocean Blvd		Same As Existing	No Mitigation Required

NOT TO SCALE

KAKU ASSOCIATES

Exhibit C

SUMMARY REPORT PURSUANT TO SECTION 33433 OF THE CALIFORNIA HEALTH AND SAFETY CODE ON A DISPOSITION AND DEVELOPMENT AGREEMENT BY AND BETWEEN THE REDEVELOPMENT AGENCY OF THE CITY OF LONG BEACH AND LENNAR LONG BEACH PROMENADE PARTNERS, LLC

The following Summary Report has been prepared pursuant to Section 33433 of the California Health and Safety Code. The report sets forth certain details of the proposed Disposition and Development Agreement (Agreement) between the Redevelopment Agency of the City of Long Beach (Agency) and Lennar Long Beach Promenade Partners, a limited liability corporation (Developer). The purpose of the Agreement is to effectuate the Redevelopment Plan for the Downtown Long Beach Redevelopment Project Area (Redevelopment Plan).

The Agreement requires the Agency to convey the following to the Developer (Site):

1. The 30,000 square foot parcel located at the southeast corner of Broadway and The Promenade; and

2. The area beneath the surface of the Promenade between Broadway and Alta Way (Subterranean Parcel).

After receipt of the Site from the Agency, the Developer is required to construct the following Project on the Site:

1. Sixty-two (62) residential for-sale condominium units;

2. 4,333 square feet of gross leaseable area (GLA) commercial space; and

3. 144 parking spaces.

The Summary Report is based upon information contained within the Agreement and is organized into the following seven sections:

I. **Salient Points of the Agreement:** This section summarizes the scope of development and the major responsibilities imposed on the Developer and the Agency by the Agreement.

II. **Cost of the Agreement to the Agency:** This section details the total cost to the Agency associated with implementing the Agreement.

III. **Estimated Value of the Interests to be Conveyed Determined at the Highest Use Permitted under the Redevelopment Plan:** This section estimates the value of the interests to be conveyed determined at the highest use permitted under the Site's existing zoning and the requirements imposed by the Redevelopment Plan.

IV. **Estimated Reuse Value of the Interests to be Conveyed:** This section summarizes the valuation estimate for the Site based on the required scope of development and the other conditions and covenants required by the Agreement.

V. **Consideration Received and Comparison with the Established Value:** This section describes the compensation to be received by the Agency and explains any difference between the compensation to be received and the established highest and best use value of the Site.

VI. **Blight Elimination:** This section describes the existing blighting conditions on the Site and explains how the Agreement will assist in alleviating the blighting influence.

VII. **Conformance with the AB 1290 Implementation Plan:** This section describes how the Agreement achieves goals identified in the Agency's adopted AB 1290 Implementation Plan.

This report and the Agreement are to be made available for public inspection prior to the approval of the Agreement.

I. SALIENT POINTS OF THE AGREEMENT

A. SCOPE OF DEVELOPMENT

The scope of development required by the Agreement is as follows:

1. Residential Component:

    a. Sixty-two (62) market rate residential condominium units, which equates to a density of 90 units per acre. Each unit will have a private balcony and will be located on four floors above the commercial component.

b. The proposed unit mix, which totals 73,192 square feet of gross living area, is as follows:

	Number of Units	Unit Size (Sf)
Plan A – Flats	12	716
Plan B – Flats	8	811
Plan C – Flats	16	1,031
Plan D – Flats	12	1,239
Plan E – Townhomes	10	1,699
Plan F – Townhomes	4	2,169
Totals & Averages	62	1,180

c. A total of 3,608 square feet of gross building area (GBA) is allocated to the lobby, community center and support space, which are allocated on the ground floor.

d. A 4,479 square foot private common open space deck will be constructed on top of the podium and located on the second floor of the development.

e. Approximately 9,987 square feet is allowed for circulation.

f. The total residential gross building area equals 91,266 square feet.

2. Commercial Component:

a. The commercial GLA will incorporate 4,333 square feet of ground floor space located along the Promenade and fronting Broadway.

b. Approximately 2,931 square feet is provided for retail circulation and support.

c. The total commercial GBA equals 7,264 square feet.

3. Parking Component: The 144 space subterranean parking structure is to be allocated as follows:

a. 115 residential spaces; and

b. 29 public spaces allocated as follows:

i. 15 guest spaces; and

ii. 14 commercial spaces.

4. Public Improvements:

   a. The Developer must install improvements on the portion of Waite Court that is adjacent to the Project (Alley Improvements).

   b. The Developer is required to construct improvements on the Promenade for the portion of the Project adjacent to the Site between West Broadway and the southern alley way (Promenade Improvements).

   c. The Developer will also improve the adjacent area known as the Amphitheater (Amphitheater Improvements).

In addition, the Agreement imposes on-going maintenance standards on the Project, including the parking structure and commercial space.

B. DEVELOPER RESPONSIBILITIES

The Agreement requires the Developer to accept the following responsibilities:

1. The Developer agrees to purchase the Site for $1.80 million (Purchase Price), which equates to $60 per square foot of land area. The payment of the Purchase Price will be provided at close of escrow in the following form:

   a. The Developer will pay the Agency $1.52 million of the Purchase Price in cash; and

   b. A $285,181 promissory note (Purchase Note).

      i. The Purchase Note will accrue simple interest at the rate of 6% per year.

      ii. Instead of with a cash payment, the Purchase Note will be repaid through a credit in the amount of the Developer's Actual Construction Costs of the Promenade Improvements up to the original principal amount of the Purchase Note plus interest.

      iii. The Purchase Note is secured by a second trust deed that will be junior to the deed of trust securing the Developer's Construction Loan.

      iv. At the completion and dedication of the Promenade Improvements, the Developer will submit the Developer's Actual Construction Costs with any backup information reasonably requested by the Agency.

      v. Upon the mutual agreement of the Developer's Actual Construction Costs, the Agency will apply a credit against the Purchase Note in the

amount of the Actual Construction Costs. If there is a remaining balance, the Developer will pay all amounts owing the Agency within 60 days.

2. Developer will request the City to vacate the Subterranean Parcel and to grant such rights as are required to construct within the Subterranean Parcel. The Developer is responsible for all costs incurred with respect to the vacation of the Subterranean Parcel.

3. Prior to the execution of the Agreement, the Developer will provide a $25,000 Performance Deposit, which will be returned if the Agreement is not terminated and a Certificate of Completion is issued.

4. The Developer will develop the Site according to the Scope of Development and Schedule of Performance.

5. If the Developer causes the Agreement to be terminated, the Developer will provide the Agency with any and all plans, drawings, studies and related documents concerning the Site. If the Agency causes the Agreement to be terminated, the Agency will have the right but not the obligation to purchase the same items from the Developer at cost.

6. The Developer will pay to the Agency a public art fee in the amount of 1% of the total development costs as determined by the Agency at the Close of Escrow. This fee is included in the cash portion of the Purchase Price.

7. The Developer agrees to the greatest extent possible:

   a. To provide and require its contractors and subcontractors to provide opportunities to the lower income residents of the City for training and employment arising in connection with the development of the Project.

   b. To award and require its contractors and subcontractors to award contracts for work to be performed in connection with development of the Project to residents of the City, to business concerns which are located in or owned in substantial part by residents of the City, and to persons displaced, if any, as a result of the development of this Project.

   c. To utilize the services of the City's Training and Employment Development Division.

8. The Developer agrees that all public work performed pursuant to this Agreement shall conform to applicable California Labor Codes.

9. Prior to the Close of Escrow, the Developer and Lennar Homes of California (Lennar) will indemnify the Agency and City from any claims related to non-payment of prevailing wages. The indemnification obligations of Lennar will terminate in the event

a. The DIR issues a determination that the Project (other than Waite Court and Promenade Improvements) is not a "public work" for purposes of the prevailing wage law; or

b. The Developer provides a guarantee, bond or insurance policy reasonably acceptable to the Agency, which fully indemnifies the Agency and City against prevailing wage claims in the future.

10. The Developer will construct, at its cost, the following Public Improvements:

a. Promenade Improvements – The Developer will construct the Promenade Improvements on the portion of the Promenade abutting the Site in accordance with the Promenade Master Plan.

b. Alley Improvements – The Developer will improve the portion of Waite Court abutting the Site to the reasonable satisfaction of the Director of Public Works and the Agency's Executive Director with the following:

i. Concrete paving;

ii. Appropriate lighting; and

iii. Drainage.

The Alley Improvements are estimated to cost $236,000.

c. Amphitheater Improvements – The Developer is also responsible for improving the area abutting the southerly boundary of the Site known as the Amphitheater to the reasonable satisfaction of the Director of Public Works and the Agency's Executive Director. These costs are not to exceed $300,000 (Amphitheater Cost Cap). The work may include the following:

i. Demolition of a portion of the existing improvements;

ii. Partially filling the area with clean fill to a compaction as required by the Executive Director; and

iii. Constructing the Amphitheater Improvements in accordance with Stage III plans to be prepared by the Agency at its cost.

11. Covenants Affecting Real Property:

a. The Developer agrees that the taxable assessed value of the Project to be used in any given tax year from fiscal year 2005/06 through 2046/47 by the Los Angeles County Tax Assessor (Assessor) is to be the greater of:

i. The then-current taxable assessed value of the Site as improved with the Project; or

ii. The sum of the Purchase Price plus the cost of the Project as determined by the City for purposes of establishing the building permit fee (Stipulated Value). The Stipulated Value will be prorated for each condominium unit.

b. The Developer agrees that the Site will be maintained in a clean and attractive condition at all times, as provided in the Agreement Containing Covenants Affecting Real Property.

12. Promenade Maintenance:

a. The Developer will participate in a maintenance district (Maintenance District) with other developers along the Promenade.

b. The Maintenance District will initially be managed by the Agency and will be responsible for the maintenance and repair of the Promenade between Ocean Boulevard and 3rd Street.

c. The costs to perform the maintenance and repairs will be allocated among the properties abutting the Promenade to be developed by Olson 737 – Long Beach 2, LLC and Lyon Promenade, LLC and the Developer.

13. Public Parking:

a. Twenty-nine (29) spaces will remain available for general public use in accordance with the Downtown Parking Management Plan. These parking spaces may include the code-required spaces for invitees of the residential and commercial components.

b. The Developer must make the 29 spaces available on a first-come-first-served basis.

c. The Developer will bear all costs incurred in connection with the operation, maintenance, repair or replacement of the public parking spaces, and will have the right to all income generated by the license of such spaces.

d. The cost of developing the parking will be bourne by the Developer.

14. The Developer must inform prospective owners, tenants and licensees that the City is considering designating the area in which the Site is located as an "entertainment district".

C. AGENCY RESPONSIBILITIES

Under the Agreement, the Agency must accept the following responsibilities:

1. The Agency agrees to convey the Site to the Developer for the $1.80 million Purchase Price.

2. The Agency will purchase the Promenade Improvements to be constructed by the Developer and dedicate the improvements to the City. The Purchase Price to be paid by the Agency for the Promenade Improvements is a credit for the Purchase Note, which is equal to the Developer's Actual Construction Costs not to exceed $285,181 plus interest accrued at 6% per year.

3. The Agency's Executive Director will have the right to approve or disapprove proposed tenants by considering the following characteristics:

   a. The goods sold must be first quality goods; no "seconds," "close-outs," "odd-lots," or similar second quality goods; and

   b. The tenants' operations will be similar to quality urban retail stores within the City, such as the area surrounding the intersection of Broadway and Redondo Avenue.

4. The ad valorem taxes, possessory interest tax and assessments, if any, on the Site will be paid by the Agency prior to conveyance.

II. COST OF THE AGREEMENT TO THE AGENCY

The total Agency costs to implement the Agreement include the following:

	Nominal	Present Value
Site Acquisition	$1,756,385	$876,476
Tenant Relocation Costs	174,161	$ 86,906
Miscellaneous Expenses	35,000	17,465
Promenade Improvements Purchase	285,181	142,305
Art Fee	168,019	83,841
Bond Issue Costs (Estimated at 3% Proceeds)	72,504	36,179
Interest Costs (Estimated at 5%, 25 years)	1,927,758	$1,242,885
Total Agency Cost	$4,419,008	$2,486,057

However, the Agency Costs will be reduced by the land sale proceeds and future tax increment. The net Agency Revenues are estimated as follows:

	Nominal	Present Value
Land Sale Proceeds	$1,803,200	$1,803,200
Future Tax Increment Proceeds	6,325,000	3,230,000
(Less) Total Agency Costs	(4,419,008)	(2,489,057)
Net Agency Revenue / (Cost)	$3,709,192	$2,544,143

Therefore, the Agency anticipates receiving more revenue than the total estimated costs once this Project is completed.

III. ESTIMATED VALUE OF THE INTERESTS TO BE CONVEYED DETERMINED AT THE HIGHEST USE PERMITTED UNDER THE REDEVELOPMENT PLAN

Section 33433 of the California Health and Safety Code requires the Agency to identify the value of the interests being conveyed at the highest use allowed by the Site's zoning and the requirements imposed by the Redevelopment Plan. The valuation must be based on the assumption that near-term development is required, but the valuation does not take into consideration any extraordinary use, quality and/or income restrictions are being imposed on the development by the Agency.

Based on an appraisal conducted by R. P. Laurain & Associates (Appraiser) dated January 6, 2005, the Site is located within the Downtown Planned Development District (PD-30), which permits various commercial and high-density residential uses. The appraisal concluded that development consistent with the PD-30 zoning represents the highest and best use of the Site. The appraisal estimated the Site's value at the highest and best use is $1.68 million, or approximately $56 per square foot of land area. Since the date of the appraisal, land values have continued to escalate for residential development in Long Beach.

IV. ESTIMATED REUSE VALUE OF THE INTERESTS TO BE CONVEYED

Keyser Marston Associates, Inc. (KMA), the Agency's economic consultant, established the fair reuse value of the Site based on the requirements imposed by the Agreement in a memorandum dated June 21, 2005. The KMA analysis indicates that the Project supports a fair reuse value of $2.58 million, or $86 per square foot of land area, before deducting for the following extraordinary public improvements:

1. The Promenade Improvements are estimated at approximately $285,000;

2. The Alley Improvements are estimated at approximately $236,000; and

3. The Amphitheater Improvements are estimated at approximately $300,000.

It is KMA's opinion that the proposed development represents the highest and best use of the Site and thus, the re-use value before deduction for the extraordinary costs is the fair market price for the property.

Once the extraordinary public improvements, totaling $821,000 are deducted from the reuse value, the fair reuse value equals $1.76 million, or $59 per square foot of land area.

V. CONSIDERATION RECEIVED AND COMPARISON WITH THE ESTABLISHED VALUE

The Agreement imposes the following extraordinary controls on the Project:

1. All retail tenants must be approved by the Agency;

2. The Public Parking Spaces must take part in the Downtown Parking Plan; and

3. The Developer must construct extraordinary public improvements.

These factors reduce the value of the Site from the $2.58 million value at the highest and best use to the established reuse value of $1.76 million, or $59 per square foot of land area.

The Agreement requires the Agency to convey the Site to the Developer for $1.80 million, or $60 per square foot of land area. This amount exceeds the established fair reuse value. Thus, it can be concluded that the Agency is receiving fair consideration for the interest being conveyed to the Developer.

VI. BLIGHT ELIMINATION

The Site was previously acquired by the Agency, is currently vacant and considered to be an underutilized property. As such, the property does not further the revitalization of the downtown area. The development of the Project will contribute to the elimination of the current physical blighting conditions and create an economically viable use on the Site. Thus, the proposed development fulfills the blight elimination requirement.

VII. CONFORMANCE WITH THE AB 1290 IMPLEMENTATION PLAN

The Project conforms to the Project Area's Implementation Plan for 2004 - 2009. Specifically, the Project meets the following goals:

1. Expand and integrate the Project Area's housing supply through the support of private developments and the creation of a balanced housing supply available to individuals and families of diverse incomes;

2. Create a secure environment in the Project Area for residents, shoppers and workers and encourage pedestrian usage during daytime, evening and weekend hours; and

3. Promote development in the Project Area which provides economic benefits to the entire community, through the replanning, redesign and development of the portions of the Project Area, which are vacant, improperly utilized or not being utilized to their highest and best use.

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH APPROVING THE PROPOSED DISPOSITION AND DEVELOPMENT AGREEMENT BETWEEN THE REDEVELOPMENT AGENCY OF THE CITY OF LONG BEACH, CALIFORNIA, AND LENNAR LONG BEACH PROMENADE PARTNERS, LLC; FINDING THAT THE CONSIDERATION FOR THE SALE OF CERTAIN REAL PROPERTY IN THE DOWNTOWN LONG BEACH REDEVELOPMENT PROJECT IS NOT LESS THAN FAIR MARKET VALUE IN ACCORDANCE WITH COVENANTS AND CONDITIONS GOVERNING SUCH SALE; AND APPROVING THE SALE OF THE PROPERTY AND THE DISPOSITION AND DEVELOPMENT AGREEMENT

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

WHEREAS, the Redevelopment Agency of the City of Long Beach, California (the "Agency"), is engaged in activities necessary to execute and implement the Redevelopment Plan for the Downtown Long Beach Redevelopment Project (the "Project"); and

WHEREAS, in order to implement the Redevelopment Plan, the Agency proposes to sell certain real property (the "Property") in the Project pursuant to the terms and provisions of the Disposition and Development Agreement and which Property is described in Exhibit "A" which is attached and incorporated by reference; and

WHEREAS, Lennar Long Beach Promenade Partners, LLC (the "Developer") has submitted to the Agency a written offer in the form of a Disposition

and Development Agreement to purchase the Property for not less than fair market value for uses in accordance with the Redevelopment Plan and the covenants and conditions of the Disposition and Development Agreement; and

WHEREAS, the proposed Disposition and Development Agreement contains all the provisions, terms and conditions and obligations required by Federal, State and local law; and

WHEREAS, Developer possesses the qualifications and financial resources necessary to acquire and insure development of the Property in accordance with the purposes and objectives of the Redevelopment Plan; and

WHEREAS, the Agency has prepared a summary setting forth the cost of the Disposition and Development Agreement to the Agency, the estimated value of the interest to be conveyed, determined at the highest uses permitted under the Redevelopment Plan and the purchase price and has made the summary available for public inspection in accordance with the California Redevelopment Law; and

WHEREAS, the Agency has determined that the development of the Property is categorically exempt under the California Environmental Quality Act; and

WHEREAS, pursuant to the provisions of the California Community Redevelopment Law, the City Council of the City of Long Beach held a public hearing on the proposed sale of the Property and the proposed Disposition and Development Agreement after publication of notice as required by law; and

WHEREAS, the City Council has duly considered all terms and conditions of the proposed sale and believes that the redevelopment of the Property pursuant to the proposed Disposition and Development Agreement is in the best interests of the City and the health, safety, morals and welfare of its residents and in accord with the public purposes and provisions of applicable Federal, State and local law;

NOW, THEREFORE, the City Council of the City of Long Beach resolves as follows:

Section 1. The City Council finds and determines that the consideration

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

for sale of the Property pursuant to the Disposition and Development Agreement is not less than fair market value in accordance with covenants and conditions governing the sale, and the Council further finds and determines that the consideration for the sale of the Property, determined at the highest and best use under the Redevelopment Plan, is necessary to effectuate the purposes of the Redevelopment Plan for the Project.

Sec. 2. The sale of the Property by the Agency to Developer and the Disposition and Development Agreement which establish the terms and conditions for the sale and development of the Property are approved.

Sec. 3. The sale and development of the Property shall eliminate blight within the Project Area and is consistent with the implementation plan for the Project adopted pursuant to Health and Safety Code Section 33490.

Sec. 4. This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify to the vote adopting this resolution.

I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of _____, 2005, by the following vote:

Ayes: Councilmembers: _____

_____

_____

_____

Noes: Councilmembers: _____

_____

Absent: Councilmembers: _____

_____

_____
City Clerk

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Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

EXHIBIT A

LEGAL DESCRIPTION OF THE SITE

Lots 2, 4, 6, 8, 10, 12, 14 and 16 in Block 103 of the map of Long Beach, in the City of Long Beach, County of Los Angeles, State of California, as per map filed in Book 19, Page 91 of miscellaneous records of Los Angeles County, together with those portions of Locust Avenue (now known as The Promenade North) Waite Court and Alta Way, as shown on said map, that would pass with a conveyance of the within described lots.

Together with an adjacent strip of land being the easterly 22.00 feet of The Promenade North, 80.00 feet wide, formerly Locust Avenue, as per map of "Townsite of Long Beach" recorded in Book 19, Pages 91 through 96, inclusive of Miscellaneous Records of said County, said strip bounded on the north by the westerly prolongation of the northerly line of Lot 2 of Block 103 of said map and bounded on the south by the westerly prolongation of the southerly line of Lot 16 of said Block 103, and bounded by an upper elevation of 28.83 feet at the northeasterly and southeasterly corner of said strip and bounded by an upper elevation of 28.39 feet at the northwesterly and southwesterly corner of said strip. Said strip has no lower limit.

Said elevations being based on City of Long Beach Benchmark No. 1386, Elevation 29.503 feet above mean sea level, Datum 1929 NGVD, 1985 CLB Adjustment.

Excepting therefrom all oil, gas, minerals, and other hydrocarbon substances, without the right of surface entry, as set forth in the instruments recorded May 5, 1987 as Instrument No. 87-7502; June 25, 1986 as Instrument No. 86-790838 and January 5, 1990 as Instrument Nos. 90-22341 through 90-22351 inclusive, all Official Records.

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH MAKING CERTAIN FINDINGS REGARDING THE CONSTRUCTION OF CERTAIN PUBLIC IMPROVEMENTS WITH REDEVELOPMENT FUNDS (THE PROMENADE, ALTA WAY, WAITE COURT AND AMPHITHEATER IMPROVEMENTS)

WHEREAS, the City Council of the City of Long Beach adopted and approved a certain Redevelopment Plan (the "Redevelopment Plan") for the Downtown Long Beach Redevelopment Project (the "Project"); and

WHEREAS, in furtherance of the Project and the immediate neighborhood in which the Project is located, the Redevelopment Agency of the City of Long Beach, California (the "Agency"), has recognized the need for certain public improvements, which improvements will be located within the boundaries of the Project, and proposes to use redevelopment funds to finance the improvements; and

WHEREAS, Section 33445 of the California Community Redevelopment Law (Health and Safety Code Section 33000 et seq.) requires the Agency to make certain findings prior to the acquisition of land and construction of public improvements or facilities thereon; and

WHEREAS, Section 33678 of the Community Redevelopment Law provides that under certain conditions tax increment funds shall not be subject to the appropriations limitation of Article XIIIB of the California Constitution;

NOW, THEREFORE, the City Council of the City of Long Beach resolves as follows:

Section 1. The City Council determines that the construction of public improvements, more particularly described in Exhibit "A", are of benefit to the Project

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

and the immediate neighborhood in which the Project is located. This finding is supported by the following facts:

These improvements will assist in the removal of blight by providing useable open space in the newly developing residential neighborhood downtown, improving pedestrian flow through the downtown, improving safety of the residents, and promoting business attraction along The Promenade and the nearby streets.

Sec. 2. The City Council determines that no other reasonable means of financing the above-described improvements are available to the community. This finding is supported by the following facts:

Before the passage of Proposition 13, most of the City's general operating and capital improvements were funded through property taxes. However, the initiative placed severe constraints on the City's ability to use property tax revenues to offset increases in operating and capital costs. It has also been difficult for the City, by itself, to provide sufficient funds to support the construction of major public improvements. In fiscal year 2005-2006, the limited resources of the City's General Fund are committed to previously incurred obligations and planned projects.

Sec. 3. The City Council further determines that the payment of funds for the construction of the public improvements will assist in the elimination of one or more blighting conditions within the Project, and is consistent with the implementation plan adopted pursuant to Health and Safety Code Section 33490.

Sec. 4. This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify the vote adopting this resolution.

I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of _____, 2005 by

////

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

the following vote:

Ayes: Councilmembers: _____

_____

_____

_____

Noes: Councilmembers: _____

_____

Absent: Councilmembers: _____

_____

_____

City Clerk

Robert E. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 570-2200

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EXHIBIT "A"

DESCRIPTION OF THE PUBLIC IMPROVEMENTS

The improvement of The Promenade right-of-way, including new paving, lighting, landscaping, public art, pedestrian seating, water features, and similar improvements, and the renovation of the amphitheater at First Street and The Promenade.