

PALACIO DEL MAR
 HOMEOWNERS ASSOCIATION
 25 15th Place
 Long Beach, CA 90802

PARK REGENCY
 CONDOMINIUM OWNERS ASSOCIATION
 1901 E. Ocean Blvd.
 Long Beach, CA 90802

June 28, 2013

Long Beach City Council
 City of Long Beach
 City Council Chamber
 333 W. Ocean Blvd.
 Long Beach, CA 90802

Members of the Planning Commission
 City of Long Beach
 Planning Bureau
 333 W. Ocean Blvd., 5th Floor
 Long Beach, CA 90802

Re: Qualified Objections to Planning Commission's Decision to Approve a Local Coastal Development Permit and Modification to an Approved Site Plan Review

Applicant	:	Studio One Eleven
Application	:	No. 1302-16
Project Description	:	Modification to Entitled Project from a 56 Unit Complex with 40 Hotel Rooms to a 33 Unit Residential Complex with 72 Hotel Rooms and Associated Amenities.
Project Location	:	2010 E. Ocean Blvd. (Council District Two)
Project Appellants	:	James Anderson (et al.) and Melissa Wyss (et al.)
Hearing Date/Location:	:	July 5, 2013 at 5:00 p.m. Long Beach City Council Chamber

Dear Long Beach City Council Members and Planning Commissioners:

Project appellant James Anderson, as an individual and on behalf of his condominium association, Regency Park, and appellant Melissa Wyss, as individual and on behalf of her homeowners association, Palacio Del Mar, hereby respectfully submit their qualified objections to the above captioned revised building project.

The undersigned would appreciate an opportunity to present their views at the upcoming July 9th public hearing with the hope that any approval by the Long Beach City Council would be subject to a detailed traffic study and additional conditions and restrictions as set forth below.

The 2010 E. Ocean Boulevard Project as submitted by applicant Studio One Eleven, rests upon a prior 2007 proposed mixed use project, although there have been subsequent changes to the busy adjoining intersection of Ocean Boulevard and Cherry Avenue that have not been addressed. This area involves an existing congested "destination" intersection, adjoining a public park, the beach, high density housing and an existing hotel, along a major avenue of travel by the adjoining high rise downtown business and residential district.

The Concerned Parties:

Project appellant James Anderson lives immediately across Ocean Boulevard from the proposed 2010 E. Ocean Boulevard project, as a member of the Park Regency Condominium Owners Association. The Park Regency Condominium Owners Association consists of 28 condominiums located on the northwest corner of the intersection of Ocean Boulevard/Cherry Avenue. Please see the attached site photograph, marked as Exhibit A hereto. Park Regency Condominium Owners Association is located directly across Ocean Boulevard from the proposed project.

Project appellant Melissa Wyss resides in her condominium unit at Palacio Del Mar, a collection of 18 homes at 25 15th Place. The Palacio Del Mar Homeowners Association is located directly across 15th Place from the proposed project. Once again, please refer to the attached site photograph, marked as Exhibit A hereto.

Primary Concerns:

Traffic impacts; demolition impacts; restriction of access to garages on 15th Place; restrictions on street parking during construction (guest parking – beach access); limitations on hours of construction (early morning, evenings, weekends); limitations on dust from demo/construction, assistance with repainting or powerwashing of condo complex if needed; pedestrian crossings; views; loss of street parking in parking impacted area; instability of soils.

Project Background:

The proposed construction site is currently known as the Beach Plaza Hotel consisting of 40 hotel rooms. The existing Beach Plaza Hotel does not attract additional pedestrian and/or vehicular traffic by offering restaurant service. Guests of the existing Beach Plaza Hotel access the property via two driveways, one off of Ocean Boulevard and the other off of 15th Place.

By and large, trash truck and delivery vehicles service the existing Beach Plaza Hotel using 15th Place as their primary access road, even though 15th “Place” is of minimal width, ending abruptly just one block south of Ocean Boulevard (there is an absence of any circular turnaround area). Palacio Del Mar Homeowners Association is located on the west side of 15th Place, with three separate driveway entrances off 15th Place leading to its onsite residential parking.

Prior Site Project in 2007:

In 2007, proponent Studio 111 Architects proposed the prior project at this site entitled “Ocean & Cherry - West Millennium Homes” described as the demolition of the existing structure and construction of a new development consisting of a 40 room boutique hotel and 56 residential units with access to the hotel and the residential units off of 15th Place. The associated Mitigated Negative Declaration (MND) initial study was performed by Jill Griffiths, senior

planner, dated August 16, 2007.

In her August 16, 2007 Mitigated Negative Declaration initial study, senior planner Jill Griffiths found that this proposed project would potentially affect certain significant environmental factors including: 1) air quality, 2) geology/soils, 3) noise and 4) transportation/traffic. Ms. Jill Griffiths concluded her August 16, 2007 initial study by stating "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." Please see Exhibit B-1 hereto. Ms. Griffiths did not conclude that the prior proposed project could not have any significant potential effect on the environment.

Ms. Griffiths thought that the 2007 project would violate air quality standards or contribute substantially to a projected air quality violation "less than significant with mitigation incorporation" (see B-2) and would result in substantial soil erosion and/or be located on a geologic soil that is unstable or that would become unstable as a result of the project (see B-3). Less than significant impact "would result in noise levels in excess of established standards and/or expose persons to excessive ground borne vibration or ground borne noise levels "less than significant with mitigation incorporation" (see B-4) and result in an increase in traffic which is substantial and/or result in inadequate parking capacity "less than significant impact" (see Exhibit B-5).

With respect to the highlighted four areas of potential environmental harm, Jill Griffiths then discussed these environmental impacts beginning on page 15 of her report.

With respect to problem area number 1, Ms. Griffiths noted that "construction emissions would involve the demolition of the existing motel, excavation for the three subterranean levels." She envisioned that the primary long term emission source from the proposed project would be vehicles driven by hotel guests, residents and guests of the residents. Additionally, she noted that there would be "fugitive dust" as a consequence of construction activities. She believed that construction dust would be minimized with the requirement of watering exposed surfaces twice daily, applying water to exposed surface of all trucks hauling dirt and other measures (please see Exhibit B-6 and B-7 in this regard).

She projected that the environmental risk of geology/soils could only be expected to result in minimal soil erosion during construction (see B-8). With respect to the long term prospect of a potential landslide, lateral spreading or subsidence, Ms. Griffiths concluded that there would be a "less than significant impact" risk, although "the project site is located on soil that is predominantly cohesionless ... is also located in a slope stability study area where slopes are steeper than 2:1" although she did not consider the site to be unstable (see B-9).

Jill Griffiths discussed the potential environmental factor of noise by explaining that the anticipated demolition and construction activity "must conform to the City of Long Beach noise

ordinance.” Thereafter, she believed that the proposed project “could result in a permanent increase in ambient noise levels in the project vicinity” although she did not believe that the permanent increase would be substantial without providing any specifics.

Finally, Jill Griffiths discussed the anticipated transportation/traffic problems associated with the 2007 proposed project, by stating “since 1980, Long Beach has experienced significant growth ... inevitably continued growth will generate additional demand for travel ... without proper planning and necessary transportation improvements, the increase in travel demand, if unmanaged, could result in gridlock on freeways and streets and jeopardize the tranquility of residential neighborhoods” (please see Exhibit B-12 and B-13).

Ms. Griffiths concluded without any supporting data, that the 2007 project “would not be expected to have an impact upon the streets and intersection in the area that would be substantial to the point of congestion ... the increased impact would be anticipated to be less than significant.”

With respect to “inadequate parking capacity”, Jill Griffiths admitted that “the project site is located in a part of the city that is considered parking-impacted ... access to all hotel and residential parking would be off of 15th Place ... the project would comply with code requirement with the on-site parking being provided on three subterranean levels ... the parking for the hotel rooms would be on the first subterranean level and the assigned parking for the residential units would be primarily on the second and third levels ... **provided the parking is professionally managed and all spaces are utilized as they were intended**, the proposed project will not be expected to result in an inadequate parking supply.” Please see Exhibit B-14 hereto.

After senior planner Jill Griffiths authored her August 16, 2007 Mitigated Negative Declaration, initial study, the Long Beach City Council eventually approved the prior project with certain essential conditions of mitigation, on September 6, 2007. The Planning Commission did certify a Negative Declaration of Environmental Impact (ND 24-07) and approved a local coastal development permit (site plan review and tentative tract map for this 56 unit residential complex with 40 hotel rooms).

New Project’s Changes from 2007 Previous Project:

	2007 Project	2013 Project
Units	56 condos / 40 hotel (106)	33 condos/ 72 hotel (105 total)
Design	Same	Same; contemporary stucco and glass with tile and wood siding
Height	4 stories / 45 feet	4 stories / 45 feet (as measured from Ocean Blvd.); 7 stories from beach side, terraced down the hill. How tall is the penthouse?
Parking (spaces)	168 spaces	147 spaces

Parking (entrances)	Single driveway on 15th	Single driveway on 15th
Parking (configuration)	3 levels subterranean 50 shared spaces on (1); 58 condo spaces on (2); 60 condo spaces on (3)	2 levels subterranean, extends garage below setbacks at Ocean and along park; now includes tandem and compact spaces
Building Footprint	39,369 SF (Same 0.1 acre beach dedication)	39,369 SF site footprint (Same 0.1 acre beach dedication)
Distribution		Hotel rooms across from Bluff Park, Residential along 15th
Courtyards	2, facing beach and Bixby Park; 2 private stairways to beach	2, facing beach and Bluff Park
Lot Coverage	55%	56 %
Traffic/Circulation	Replacement of existing crosswalk with different configuration; “traffic signal system would also be anticipated” (MND p. 39.)	Not specified – would occur in consultation with City after approval, per conditions of approval
Roof Decks	Face ocean and parks, not Palacio	All over
Site Configuration	Relatively similar	Relatively similar
Floor to Area Ratio	Claims 2.1 in staff report [Staff Report for 2013 project also says 2.1]	2.5 – right at limit. [Staff report says 2.1 – why the discrepancy?]

Also, the 2013 Planning Commission Amendment stated: to approve the recommendation with an amendment to add conditions requiring the submittal and approval of an on-site valet parking plan to the satisfaction of the Director of Development Services and the City Traffic Engineer and that loading occur either on site or within a designated loading area.

Pending 2013 Application to Revise Project:

Applicant Studio One Eleven now seeks to drastically modify the prior 56 unit residential complex with 40 hotel rooms to a proposed 33 unit residential complex with 72 hotel rooms at 2010 E. Ocean Boulevard in the Ocean Boulevard Planned Development District (PD-5) Subarea 2 (District 2). However, this revised mixed use project also proposes associated amenities including a fitness room, dining facility and lounge. In the six years that have passed since the prior project was proposed, Cherry Avenue has been narrowed for use by vehicles as a result of perpendicular parking spots along the eastside of Cherry, just north of Ocean Boulevard (to facilitate the public’s use of Bixby Park, located at the northwest and southwest corners of this same intersection).

The new revised project also eliminates one complete floor of onsite parking, from the prior 2007 project that was approved. It certainly cannot be said that during local events of notoriety (the Long Beach Grand Prix, the Fourth of July holiday, the Gay Pride Festival and Parade, etc.) the expanded hotel occupancy would not demand as much onsite parking as the 2007 proposed project.

The intersection of Ocean Boulevard and Cherry Avenue is one of the most overburdened intersections in the City of Long Beach. Dina at LBPD Traffic was unable to provide us with obtain specific accident figures for this specific intersection, because these records are only available at the request of a City Council member.

Currently, the residents at this intersection are painfully aware that traffic flow is poor (especially at rush hour) and that neighborhood parking is inadequate on a chronic basis. Adding 33 residential units and 72 hotel rooms, with only minimum parking requirements met, would significantly aggravate the existing conditions.

Existing Traffic Problems:

With respect to eastbound traffic on Ocean Boulevard, the left turn lane onto northbound Cherry Avenue can only accommodate two cars or one bus. Additional drivers wishing to turn left queue without sufficient space and, therefore, stop the traffic flow on eastbound Ocean. Additionally, the number 21 and 22 buses make this same left turn throughout the day and night, without benefit of a left turn only signal phase. Furthermore, the number 121 bus stop on Ocean Boulevard forces two through lanes into one, further retarding traffic flow.

With respect to westbound Ocean Boulevard traffic, the left turn lane onto southbound 15th Place can only accommodate one car. Additional vehicles intending to turn left, queue in the westbound through lanes, once again retarding traffic flow on westbound Ocean. There is no existing traffic signal for the intersection of Ocean Boulevard and 15th Place, even though the proposed project would severely burden the use of 15th Place as its point of ingress and egress. The number 21 and number 22 buses require both westbound lanes to make their turn onto Ocean Boulevard.

With respect to northbound traffic on Cherry, the width of Cherry Avenue has been narrowed by the change to diagonal or perpendicular parking. The number 21 and number 22 buses must drift over the center line in order to make the turn. Similarly, trash trucks and delivery trucks have difficulty in passing over this path.

With respect to 15th Place, trash trucks and large delivery trucks cannot turn around at the end of 15th Place, immediately adjoining the proposed project. Truck drivers must be assisted by a helper, to stop approaching traffic while backing in or out, thus retarding traffic flow on Ocean Boulevard. Even smaller trucks, shuttles and large SUVs have difficulty in turning around at the 15th Place dead end, since there are no provisions for turning about.

Pedestrian and Wheeled Traffic:

The intersection of Ocean Boulevard and Cherry Avenue has a steady stream of pedestrian traffic, due to the adjoining Bixby Park, three bus stops, high density residences and its proximity to the beach. As the area currently exists, family groups, baby strollers, skateboarders, rollerskaters and cycles of all kinds, are confounded. Friction is common between these groups and traffic. There is no existing crosswalk for pedestrians at 15th Place across Ocean Boulevard. Pedestrians jaywalk with abandon, since the marked crosswalk at the Ocean Boulevard/Cherry Avenue intersection is overburdened. Clearly, the City Council should launch a detailed traffic study before allowing a traffic catastrophe.

REQUESTED PROJECT CONDITIONS

Project appellants sincerely request that the Long Beach City Council delay in any approval of the proposed modification to the 2007 approved site plan, until a detailed traffic study and survey is performed. The undersigned believe that a current traffic study is necessary because this important avenue of vehicle and pedestrian travel, is already overburdened with high density residential development adjoining intense use public areas and nearby business and visitor traffic. Cherry Avenue has been significantly compromised in its ability to support vehicular traffic by the installation of diagonal/perpendicular parking spaces.

Preconstruction Requests:

Project appellant Melissa Wyss and Palacio Del Mar Homeowners Association specifically request a current engineering report that pinpoints any weakness in the surrounding earth and bedrock that could negatively impact their adjoining building. During construction work at 1900 Ocean Boulevard, the developer was obligated to retain three engineers to monitor soil/ground movement, one of which to represent the interests of Palacio Del Mar.

All project appellants request a current traffic report, that would more predictably foresee the impact of this massive project on this existing overburdened, high rise residential neighborhood with its traffic lifelines, Ocean Boulevard and Cherry Avenue. The current diagrams of the proposed modified construction at 2010 E. Ocean Boulevard indicate only one entrance/exit located on 15th Place, and a drop off location located at the northeast corner of 15th Place and Ocean Boulevard.

It is also requested that the applicable CGL (Comprehensive General Liability) insurance required of all contractors and subcontractors, cover any potential property damage to the neighborhood buildings and property during the construction phase. The required Comprehensive General Liability insurance policies should 1) have no exclusion for property damage to condominiums and/or town homes and 2) exclude any "action over exclusion" clause. If an employee of a subcontractor is injured at this construction job site, such an employee could theoretically file a lawsuit against the general contractor alleging that the job site was not safe.

Under this scenario, the general contractor would be a third party that is being sued because the employee of the subcontractor could not sue his employer directly for any work related injury. The “action over exclusion” clause would exclude coverage for such a claim.

Requests for Mitigation During Construction:

The project appellants request increased security around this massive work site during construction.

The City of Long Beach should require vigilance in the adoption of strong dust and sound control measures.

According to the proposed conditions of approval, local coastal development permit/modification to site plan review, dated May 2, 2013, condition number 28 would allow loud and unusual noises as result of construction tools and equipment between the hours of 7:00 a.m. to 7:00 p.m. on weekdays and even on Saturdays between the hours of 9:00 a.m. to 6:00 p.m. The project appellants request that any such “loud or unusual noise” which annoys or disturbs a reasonable person of normal sensitivity, not begin until 8:00 a.m. on weekdays.

It is anticipated that special traffic control measures must be given a priority for 15th Place during construction.

Special measures should also be taken to arrange for off site parking.

Post Construction Requests:

The project appellants request three areas of post construction mitigation measures. 1) Parking, 2) security and 3) traffic.

With respect to post construction parking, this immediate area will develop significant problems from a lack of street/public parking, the intrusion of hotel employee parking, the need for delivery and service truck parking above ground and an expanded area of hotel guests loading and unloading.

The developer should mitigate the anticipated, chronic parking problem by restoring the third level of parking, which was eliminated from the prior proposed project. An additional floor of onsite parking, would minimize the onslaught of vehicular traffic generated by 32 additional hotel rooms and 33 additional condominium units to this congested area.

As things now stand, 15th Place is a narrow street and only one block long, ending abruptly without a turnaround area. Onsite parking for the proposed hotel should provide for an onsite driveway and for onsite temporary parking, that could accommodate any tall and wide truck.

The expanded hotel population will also present the immediate neighborhood with increased security risks. A condition of approval should be added that provides for extra security during high occupancy events. Security measures should include a system of cameras, monitored by trained personnel onsite.

Long term traffic concerns must be met up front, and not simply deferred to the future. Loading and unloading of delivery vehicles for the restaurant/bar/hotel should be provided for onsite. Loading and unloading of trash pick up should include Palacio Del Mar's trash bin so as to minimize the number of trips causing such noise.

If onsite loading and unloading of deliveries for the hotel/restaurant/bar cannot be accommodated, then such deliveries should be limited to the hours of 10:00 a.m. to 3:00 p.m. on weekdays and from 10:00 a.m. to 1:00 p.m. on Saturdays.

Most neighborhoods benefit from owners who reside onsite, as opposed to renters who have no long term financial investment in the property. The proposed project will already expand the anticipated number of hotel guests dramatically from 40 existing hotel rooms to 72 proposed hotel rooms. Consequently, the additional 33 condominium units should be limited to owners under the applicable Conditions, Covenants & Restrictions (CC&Rs). It is, therefore, respectfully requested that an additional condition of approval require that the CC&Rs for the 33 unit residential complex contain a provision that such condominium units may not be rented, either short term or long term.

There will likely be changes in traffic patterns. This is especially true given that the 2007 MND mentions the existing traffic and parking problems in this area. Even the 2007 MND would have required modifications to traffic signals and crosswalks. There are definitely areas where the existing mitigation measures and conditions of approval must be improved for the benefit of local residents.

Factors of Interest:

The 2007 mitigation measures are well-meaning but they defer some of the actual decisions that might negatively impact all residents until after project approval. Some of these issues are remedied in the 2013 Conditions of Approval, but not all. [MM = 2007 Mitigation Measure]

1. MM I-1: Construction Staging and Management Plan approved by Director of Planning prior to issuance of demolition permits. Requires ID of entry/exit points, staging areas, storage areas, screening, etc.
 - a. Condition #16; Condition #22 [plan shall provide for review and comment by Palacio HOA]
 - b. We seek an earlier preparation and disclosure of these to address our concerns, the deferral of these decisions until after project approval prevents a thorough analysis of the actual impact on the

Palacio and Park Regency Association owners and residents, as well as mitigation of these impacts.

2. MM I-2: Exterior lighting must be shielded, but this should address from the vantage point of our Association residents.
3. MM II-2: Compliance with Rule SCAQMD Rule 403 re fugitive dust (also Condition #25)
 - a. We seek reimbursement of any cost to powerwash or repaint our buildings, if reasonably required for aesthetics after the Project demo/construction are complete.
 - b. Condition #12 also requires dust minimization, but no remedies are set forth.
 - c. 15 mph speed limit is too high on such a small, narrow road as 15th Place.
4. Air Quality – no MM for ROG_s, which may be significant during construction.
 - a. Request for super-compliant, Low-VOC paints, etc. to protect health of sensitive receptors living nearby [there have been advances in this area since 2007]
5. MM XI-1 and 2: Drainage plan and justification of BMPs for preventing discharges
 - a. We have legitimate concerns by our owners and residents of destabilization of the bluff due to Project runoff and building activities.
6. MM XII-1: Codification of City's Noise Ordinance. We understand that there may only be the operation of tools or construction equipment "that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity" between 7 am and 7 pm on weekdays, and 9 am and 6 pm on Saturdays. No work is permitted on Sundays.
 - a. We request further modifications with activities to begin at the same time, with stricter morning limits on the loudest equipment (i.e., pile drivers, etc.).
 - b. Are there any measures that could be used to reduce noise associated with mass check-in and check-out events on Fridays/Sundays? Or to stagger these check-ins and outs? (allowing early check-in if possible, late checkouts without charge if is possible based on hotel room availability/cleaning needs)
 - c. We suspect that there should be limitations on public outdoor events, events at pools, roof decks, terraces, or in courtyards, if any are planned (weddings, weekend pool parties, etc.).
7. Traffic/Parking/Circulation
 - a. Conditions #33v, w, x defer analysis of the Project's potential traffic, congestion, and pedestrian impacts, as well as mitigation. No specificity is provided about where crosswalks are required and what type of traffic signal improvement is required.

- b. We do want a detailed traffic study including a trip-generation analysis comparing the 2007 proposal to the 2013 proposal, since trip distribution will be substantially different [residents drive during peak hours v. hotel guests, which will utilize more off-peak times]
 - c. This study should also be required of the impacts the parking garage may have on 15th Place – any cumulative queuing impacts given the Palacio garage access and garage access to other properties
 - d. Updated study of Ocean/Cherry/15th Place should include evaluation of pedestrian impacts and more detail about type of intersection signalization. The 2007 Project incorporated removal of existing crosswalk for one across Ocean. Is an elevated crosswalk possible?
 - e. Parking garage configuration: The faster that drivers can enter and exit, the quieter and less congested it will be. Tandem parking, compact spaces, valet cost, will likely prevent on site spaces from being fully used and that might drive hotel guests to park on our over-crowded streets. [City permits 50% to be compact spaces. Currently 69 compact spaces:78 standard. What is SUV distribution of hotel guests v. condominium owners? Seems unlikely that half of travelers will use compact-size vehicles]
 - i. Tandem parking is now proposed, as are 69 compact spaces.
 - ii. We suggest that tandem parking be prohibited and there should be a reduction in the number compact spaces.
 - iii. We would like the extension of the subterranean garages into setbacks.
 - iv. On-site parking should be required for all hotel employees.
 - f. We seek to bundle parking cost with room rate to prevent guests from using scarce street parking and contributing to traffic congestion while seeking street parking.
 - g. Condition #21 re 15th Place: if needs to be constructed, notice must be given to us, with measures to minimize impacts to their parking and parking access; noise, dust, etc.
8. Floor to Area Ratio:
- a. FAR of 2.5 is permitted. Per the site plan, this means an allowance of 99,097 SF of development on-site. Project is currently at 98,740 (FAR of 2.49, very close to limit).

- b. At least 49,054 SF parking space on levels P1 and P2 are not counted in FAR [may be permissible by code, but is still a *huge* amount of developed space – nearly half of the occupied area]
- c. 10,587 SF of open space is “private” open space – is not public open space and does not meet City’s objectives of increasing the available community open space. Also, this does not contribute to ground-level open space and does not provide a break from the city if this open space is located atop development on roof decks or on higher-level floor courtyards and terraces.
 - i. Therefore, some of the open space is not public open space – if it is located on private property in the roof decks or on higher-level floor courtyards and terraces.
 - ii. Since the FAR is so high, there should be a reduction of massing in such a way that protects our views. This project “steps down” from park and bluff, but not from our existing owners and residents.

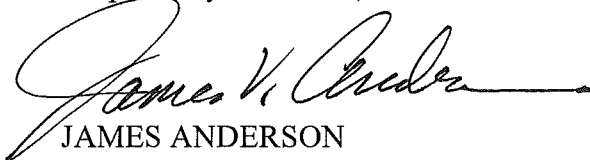
There are also other Pertinent Issues:

- Hotel uses almost doubled, residential uses almost halved.
- New traffic study is a fair request – change in use = change in traffic patterns. Residents are more likely to cluster trips during peak hours than tourists.
- We ask that there be a check in the calculations for compliance with the code.
- How much taller is the project than the existing hotel? Any public views being lost?

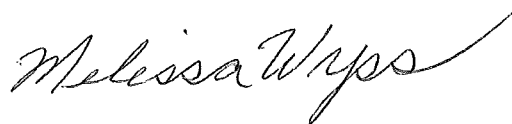
Please note that the parking problems in our neighborhood was well documented by City of Long Beach in the 2007 MND.

We do appreciate an opportunity to be heard at the upcoming hearing on July 9, 2013. If you would like any additional information, please contact our attorney, Raymond T. Kaiser, at the law firm of Kaiser, Swindells & Eiler.

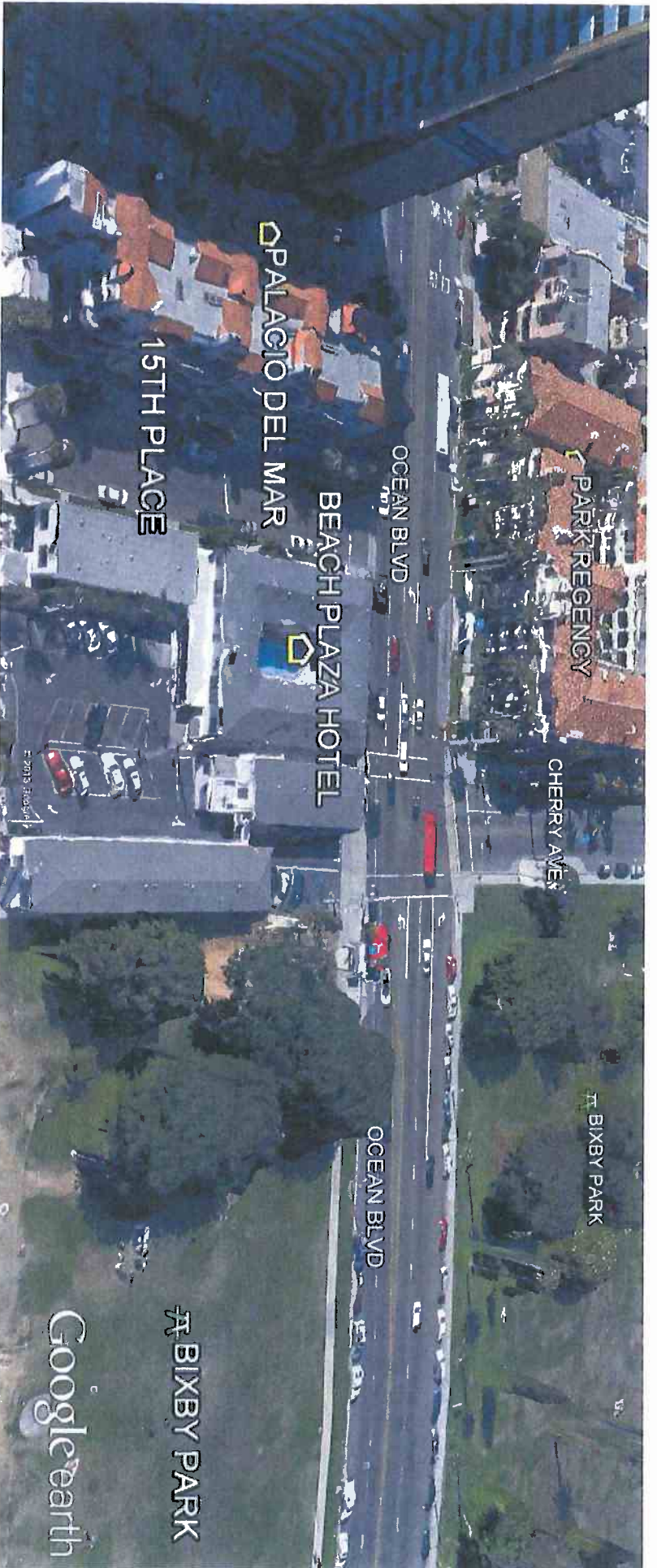
Respectfully submitted,



JAMES ANDERSON
Park Regency Condominium
Owners Association



MELISSA WYSS
Palacio Del Mar Homeowners
Association



PARK REGENCY

Google Earth: Directions

EXHIBIT "A"

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:

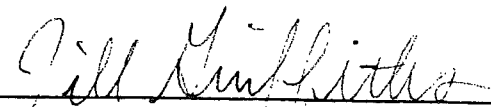
I find that the proposed project **COULD NOT** have a significant effect on the Environment and a **NEGATIVE DECLARATION** will be prepared.

✓ 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
Senior Planner

August 16, 2007

	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including Liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM – Would the project:				
a) Result in a significant loss of pervious surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant discharge of pollutants into the storm drain or water way?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Violate any best management practices of the National Pollution Discharge Elimination System permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Table 1. SCAQMD Significance Thresholds

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
ROG	75	55
NO _x	100	55
CO	550	550
PM ₁₀	150	150
SO _x	150	150

Construction emissions would involve the demolition of the existing motel, excavation for the three subterranean levels and development of the new boutique hotel and residential units. Construction emissions were based on an 18-month time period and were estimated using the URBEMIS 8.7 software. The estimated results are:

	ROG	NO _x	CO	PM ₁₀
2008	0.14	0.08	1.78	0.03
2009	94.73	0.16	3.28	0.06
AQMD Thresholds	75	100	550	150
Exceeds Thresholds	Yes	No	No	No

The primary long-term emission source from the proposed project would be vehicles driven by hotel guests, residents and guests of the residents. A secondary source of operational emissions would be the consumption of natural gas in the use of landscape maintenance equipment. Estimated operational (vehicle) emissions from the project are listed in the table below. The source of these estimates was the URBEMIS 8.7 software. Based upon the estimates, the proposed project would not exceed threshold levels for mobile emissions.

	ROG	NO _x	CO	PM ₁₀
Project Emissions	7.71	7.99	87.33	6.78
AQMD Thresholds	55	55	550	150
Exceeds Thresholds	No	No	No	No

The following mitigation measure is included to reduce the impacts of the construction emissions. The requirements of Rule 403 will reduce the construction-related impacts to below significance.

II-1 As required by South Coast Air Quality Management District Rule 403 - Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. The measures shall be printed on the final grading and construction plans. They include the following:

- Application of soil stabilizers to inactive construction areas.
- Quick replacement of ground cover in disturbed areas (as applicable).
- Watering of exposed surfaces twice daily.
- Watering of all unpaved haul roads three times daily.
- Covering all stockpiles with tarp.
- Reduction of vehicle speed on unpaved roads.
- Post sign on-site limiting traffic to 15 miles per hour or less.
- Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads.
- Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas.

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?

Less Than Significant 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 be anticipated to not produce substantial levels of any pollutant concentration that could affect sensitive receptors.

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 specific 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 would be required to be constructed in compliance with all current state and local building codes relative to seismic safety. A less than significant impact would be anticipated.

iii) Seismic-related ground failure, including Liquefaction?

No Impact.

According to Plate 7 of the Seismic Safety Element, the proposed project is located in a part of the city where the potential for liquefaction to occur is minimal. Therefore, no impact would be anticipated.

iv) Landslides?

Less Than Significant Impact.

Per the Seismic Safety Element, the project site is outside the area where landslides would be anticipated to occur. Therefore, a less than significant impact would be expected.

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

Less Than Significant Impact.

The proposed project could be expected to result in minimal soil erosion during construction. The completed project would not result in any soil erosion. A less than significant 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?

Less Than Significant Impact.

According to Table 4 and Plate 12 of the Seismic Safety Element, the project site is located on soil that is predominantly cohesionless, and is made up of granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths. The site is also located in a slope stability study area where slopes are steeper than 2:1. The site is not considered to be unstable and, as a result, the proposed project would be anticipated to have a less than significant impact in this category.

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. (c) 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.

Sewers are in place in the vicinity of the project site. The use of septic tanks or an alternative waste water disposal system would not be necessary and no impact would be anticipated.

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?

Less Than Significant Impact.

The proposed project would be the development of a 40-room boutique hotel and 56 residential. The function of the completed project would not involve the transport, use or disposal of hazardous materials. The project would not be anticipated to create a 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

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?

and

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 With Mitigation Incorporated.

During the period of demolition and construction, the project may cause temporary increases in the ambient noise levels and expose persons to periodic ground borne noise or vibration. While such noise would be typical for a development project, the demolition and construction must

conform to the City of Long Beach Noise Ordinance with regard to when it takes place. The following mitigation measure is included to ensure that all parties will be familiar with the Noise Ordinance standards:

XII-1 Any person(s) associated with the proposed project shall only operate or permit the operation of any tools or equipment used for site preparation, construction or any other related building activity that produces loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the following hours:

Weekdays	7:00am to 7:00pm	Sundays	No work permitted
Saturdays	9:00am to 6:00pm	Holidays	No work permitted.

The only exception shall be if the Building Official gives authorization for emergency work at the project site.

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, given the proposed land use, the permanent increase would not be expected to be substantial. Therefore, 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 demolition and new construction. Such noise could create a temporary increase in the ambient noise level in the surrounding neighborhood. Once the proposed project is completed, the noise levels created by the project would be expected to be non-disruptive and consistent with other similar developments in the neighborhood.

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?

project, the monies collected would assist in the acquisition and development of future park sites in the City.

e. Other public facilities?

No Impact.

No other public facilities have been identified that 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.

The proposed project would potentially increase the use of existing facilities in the City. However, the increased use by residents of the proposed project would not be expected to result in physical deterioration. Development of the project would not be anticipated to place an increased burden on the recreational facilities of the City. And, as indicated in XIV.d., a Park Impact Fee would be collected, based upon the type and number of dwelling units constructed.

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 project would include the following on-site recreational facilities: a hotel terrace, a residential terrace, a shared pool and courtyard, a roof deck, a roof garden, a community room and two stairway accesses to the beach. The project would not require the construction or expansion of any facilities that would have an adverse physical effect upon the environment. A less than significant impact would be anticipated.

XVI. TRANSPORTATION/TRAFFIC

Since 1980, Long Beach has experienced significant growth. Inevitably, continued growth will generate additional demand for travel. Without proper planning and necessary transportation improvements, the increase

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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.

The proposed project would replace an existing motel and would consist of a 40-room boutique hotel and 56 ownership residential units. The size and density of the project would be in conformance with the planned development guidelines for the area. The project would not be expected to have an impact upon the streets and intersections in the area that would be substantial to the point of congestion. The increased impact would be anticipated to be less than significant.

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.

As stated in XVI.a., the proposed project would be the appropriate size development for the site. It would not be expected to result in a volume of trips that would exceed the capabilities of the surrounding streets and intersections.

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 project site is located on the south side of Ocean Boulevard at the terminus of Cherry Avenue. Access to the proposed project would be off of 15th Place. With regard to design features and hazards, Zoning staff and the City's Traffic Engineer would work in consort with the applicant to resolve any issues relating to access prior to the issuance of building permits to ensure that any impact would be less than significant.

Development of the proposed project would result in two circulation changes: (1) the crosswalk that runs from the northwest corner of Ocean Boulevard and Cherry Avenue to the south side of Ocean Boulevard would be removed; and (2) a new crosswalk that would run from the north side of Ocean Boulevard to the southwest corner of Ocean Boulevard and 15th Place would be installed. A traffic signal system would also be anticipated for the Ocean Boulevard / 15th Place intersection.

e. Would the project result in inadequate emergency access?

Less Than Significant Impact.

Vehicular access to the project site would be off of 15th Place. During preliminary review and plan check, the Fire Department and Police Department would give input into the floor plans and the vehicular and pedestrian accesses for the proposed project. With the incorporation of their input, the 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 project site is located in a part of the City that is considered parking-impacted. Access to all hotel and residential parking would be off of 15th Place. The project would comply with Code requirements with the on-site parking being provided on three subterranean levels. The parking for the hotel rooms would be on the first subterranean level and the assigned parking for the residential units would be primarily on the second and third levels. Provided the parking is professionally managed and all spaces are utilized as they were intended, the proposed project will not be expected to result in an inadequate parking supply.

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

FROM

LAW FIRM OF

KAISER, SWINDELLS & EILER

SUITE 900

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TO

LONG BEACH CITY COUNCIL

CITY OF LONG BEACH

CITY COUNCIL CHAMBER

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