



# CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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Long Beach, CA 90802

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July 15, 2010

CHAIR AND PLANNING COMMISSIONERS  
City of Long Beach  
California

## RECOMMENDATION:

Recommend that the City Council adopt a resolution certifying the Local Development Report and its conformance with the Congestion Management Program. (Citywide)

APPLICANT: City of Long Beach  
333 W. Ocean Blvd  
Long Beach, CA 90802

## DISCUSSION

Public concern over the impacts of traffic congestion and air pollution on the State's economic vitality and quality of life contributed to the passage of Proposition 111 in 1990. Proposition 111 instituted the Congestion Management Program (CMP) and an increase in State gas tax for traffic reduction measures. The intent of this State-mandated program (§65088 et seq.) is to address the impacts of local growth on the regional transportation system. The CMP comprises two main program areas: (1) traffic and building permit data collection and analysis, and (2) action plans to reduce traffic congestion on regional highways and corridors.

Traffic congestion is, in part, the result of intra-regional travel; as a result, the ability of one city to address traffic congestion within its jurisdiction is limited. Land use and transportation planning occurs individually within the 89 jurisdictions in Los Angeles County. The CMP encourages cities and counties to address traffic congestion on a regional scale. By utilizing a regional approach, the CMP seeks to maximize the effectiveness of local efforts to reduce traffic congestion and air pollution. The Metropolitan Transportation Authority (MTA), which administers the CMP in Los Angeles County, uses the traffic and building permit data collected from cities and the County to create a "snapshot" of how the County's highways and roadways operate as a system. This understanding of regional traffic congestion, and its relationship to local growth and transportation improvements, aids cities and the County in selecting the best mix of projects and strategies to reduce traffic congestion.

In addition, the CMP requires cities and counties to offset a portion of the impact that their new development has on regional mobility by implementing coordinated transportation

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improvements. Previously, cities and the County demonstrated compliance with the CMP by utilizing a point system – implementing tracking debits from new developments and credits from capital improvements and strategies to reduce traffic congestion – where cities and the County must have a positive balance of credits over debits to maintain CMP conformance and to ensure receipt of Proposition 111 State gas tax funds.

However, in August 2003, the MTA Board authorized a Nexus Study to explore the feasibility of implementing a congestion mitigation fee to meet CMP Deficiency Plan requirements. While this study is underway, the CMP point system has been suspended. Nevertheless, the City is still required to certify and report building permit data on an annual basis.

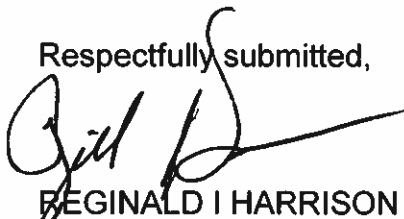
In that regard, the Department of Development Services has prepared the Local Development Report (LDR) (Exhibit A). The LDR is organized into three parts: New Development Activities, New Development Adjustments (i.e., demolition activity) and Exempt Development Activity (e.g., low income housing). For this reporting period, residential and commercial building permits have been significantly shifted downward as a result of current economic conditions. Noteworthy projects that received their building permits during this reporting period include Marshalls Department Store Bixby Knolls, Fire Station #12, 5-story 10-unit condominium on 4<sup>th</sup> Place and a 3-story port-related office building.

The report must be certified by the City Council and submitted to the Metropolitan Transportation Authority by September 1, 2010.

**GENERAL PLAN CONSISTENCY**

The proposed 2009-2010 Local Development Report (LDR) of the Congestion Management Plan (CMP) is consistent with the goals and policies of the General Plan. The Congestion Management Program is intended to allow for growth balanced with transportation improvements that will mitigate traffic impacts. Traffic improvements attract businesses while improving the quality of life for residents. These efforts are consistent with the growth management and economic development goals of the General Plan.

Respectfully submitted,



REGINALD I HARRISON  
INTERIM DIRECTOR OF DEVELOPMENT SERVICES

CB:JG:IB  
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Exhibit A: Local Development Report 2009-2010: Congestion Management Program

**City of Long Beach**  
**2010 CMP Local Development Report**  
**Reporting Period: JUNE 1, 2009 - MAY 31, 2010**

Date Prepared: July 7, 2010

Contact: Ira Borwn  
 Phone Number: 562-570-5972

**CONGESTION MANAGEMENT PROGRAM  
 FOR LOS ANGELES COUNTY**

**2010 DEFICIENCY PLAN SUMMARY<sup>1</sup>**

**\* IMPORTANT: All "#value!" cells on this page are automatically calculated.  
 Please do not enter data in these cells.**

**DEVELOPMENT TOTALS**

**RESIDENTIAL DEVELOPMENT ACTIVITY**

**Dwelling Units**

Single Family Residential	10.00
Multi-Family Residential	12.00
Group Quarters	0.00

**COMMERCIAL DEVELOPMENT ACTIVITY**

**1,000 Net Sq.Ft.<sup>2</sup>**

Commercial (less than 300,000 sq.ft.)	(73.00)
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	(4.00)

**NON-RETAIL DEVELOPMENT ACTIVITY**

**1,000 Net Sq.Ft.<sup>2</sup>**

Lodging	0.00
Industrial	(448.98)
Office (less than 50,000 sq.ft.)	30.73
Office (50,000-299,999 sq.ft.)	(80.00)
Office (300,000 sq.ft. or more)	0.00
Medical	35.00
Government	0.00
Institutional/Educational	104.00
University (# of students)	0.00

**OTHER DEVELOPMENT ACTIVITY**

**Daily Trips**

ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

**EXEMPTED DEVELOPMENT TOTALS**

Exempted Dwelling Units	0
Exempted Non-residential sq. ft. (in 1,000s)	0

1. Note: Please change dates on this form for later years.

2. Net square feet is the difference between new development and adjustments entered on pages 2 and 3.

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Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

**PART 1: NEW DEVELOPMENT ACTIVITY**

**RESIDENTIAL DEVELOPMENT ACTIVITY**

<b>Category</b>	<b>Dwelling Units</b>
Single Family Residential	25.00
Multi-Family Residential	23.00
Group Quarters	0.00

**COMMERCIAL DEVELOPMENT ACTIVITY**

<b>Category</b>	<b>1,000 Gross Square Feet</b>
Commercial (less than 300,000 sq.ft.)	281.00
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

**NON-RETAIL DEVELOPMENT ACTIVITY**

<b>Category</b>	<b>1,000 Gross Square Feet</b>
Lodging	0.00
Industrial	49.00
Office (less than 50,000 sq.ft.)	81.00
Office (50,000-299,999 sq.ft.)	0.00
Office (300,000 sq.ft. or more)	0.00
Medical	127.00
Government	0.00
Institutional/Educational	108.00
University (# of students)	0.00

**OTHER DEVELOPMENT ACTIVITY**

<b>Description</b> (Attach additional sheets if necessary)	<b>Daily Trips</b> (Enter "0" if none)
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

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**PART 2: NEW DEVELOPMENT ADJUSTMENTS**

IMPORTANT: Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure with the reporting period.

**RESIDENTIAL DEVELOPMENT ADJUSTMENTS**

Category	Dwelling Units
Single Family Residential	15.00
Multi-Family Residential	11.00
Group Quarters	0.00

**COMMERCIAL DEVELOPMENT ACTIVITY**

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	354.00
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	4.00

**NON-RETAIL DEVELOPMENT ACTIVITY**

Category	1,000 Gross Square Feet
Lodging	0.00
Industrial	497.98
Office (less than 50,000 sq.ft.)	50.28
Office (50,000-299,999 sq.ft.)	80.00
Office (300,000 sq.ft. or more)	0.00
Medical	92.00
Government	0.00
Institutional/Educational	4.00
University (# of students)	0.00

**OTHER DEVELOPMENT ACTIVITY**

Description (Attach additional sheets if necessary)	Daily Trips (Enter "0" if none)
ENTER IF APPLICABLE	0.00
ENTER IF APPLICABLE	0.00

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Enter data for all cells labeled "Enter." If there are no data for that category, enter "0."

**PART 3: EXEMPTED DEVELOPMENT ACTIVITY**  
**(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)**

Low/Very Low Income Housing	<input type="text" value="0"/>	Dwelling Units
High Density Residential Near Rail Stations	<input type="text" value="0"/>	Dwelling Units
Mixed Use Developments Near Rail Stations	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Development Agreements Entered into Prior to July 10, 1989	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Reconstruction of Buildings Damaged in April 1992 Civil Unrest	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Reconstruction of Buildings Damaged in Jan. 1994 Earthquake	<input type="text" value="0"/>	1,000 Gross Square Feet
	<input type="text" value="0"/>	Dwelling Units
Total Dwelling Units	<input type="text" value="0"/>	
Total Non-residential sq. ft. (in 1,000s)	<input type="text" value="0"/>	

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**Exempted Development Definitions:**

1. Low/Very Low Income Housing: As defined by the California Department of Housing and Community Development as follows:
  - Low-Income: equal to or less than 80% of the County median income, with adjustments for family size.
  - Very Low-Income: equal to or less than 50% of the County median income, with adjustments for family size.
2. High Density Residential Near Rail Stations: Development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.
3. Mixed Uses Near Rail Stations: Mixed-use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.
4. Development Agreements: Projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.
5. Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of > or = to 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.
6. Any project of a federal, state or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the LDR.