



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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July 18, 2013

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

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

APPLICANT: City of Long Beach
Department of Development Services
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

DISCUSSION

Each year the City of Long Beach reports, as required by State law, its aggregate new development totals in support of regional transportation modeling and planning. Proposition 111 was passed in 1990 from public concerns over the impact of traffic congestion and air pollution on the State's economic vitality and quality of life. 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 (California Government Code §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 regional 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 inter-jurisdictional transportation 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 Development Activities, New Development Adjustments (i.e. demolition activity) and Exempt Development Activity (e.g., low-income housing). For this reporting period, residential permits have significantly shifted upwards while commercial building permits have continued to shift downward as a result of current economic conditions.

This report of development in Long Beach will aid the MTA's study on congestion management and alleviation. In order to comply with deadlines set forth by the MTA, the Local Development Report (LDR) must be certified by City Council and submitted to the MTA no later than September 1, 2013.

General Plan Consistency

The proposed 2012-2013 Local Development Report of the Congestion Management Program is consistent with the goals and policies of the General Plan. The CMP 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,



DEREK BURNHAM
PLANNING ADMINISTRATOR



AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:DB:sv

CITY OF LONG BEACH Date Prepared: June 27, 2013
2013 CMP Local Development Report
Reporting Period: JUNE 1, 2012 - MAY 31, 2013

Contact: Steven Valdez
 Phone Number: 562-570-6571

**CONGESTION MANAGEMENT PROGRAM
 FOR LOS ANGELES COUNTY**

2011 DEFICIENCY PLAN SUMMARY

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

<u>DEVELOPMENT TOTALS</u>	
RESIDENTIAL DEVELOPMENT ACTIVITY	
	Dwelling Units
Single Family Residential	8.00
Multi-Family Residential	47.00
Group Quarters	0.00
COMMERCIAL DEVELOPMENT ACTIVITY	
	1,000 Net Sq.Ft.²
Commercial (less than 300,000 sq.ft.)	13.20
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00
NON-RETAIL DEVELOPMENT ACTIVITY	
	1,000 Net Sq.Ft.²
Lodging	0.00
Industrial	224.20
Office (less than 50,000 sq.ft.)	0.00
Office (50,000-299,999 sq.ft.)	107.30
Office (300,000 sq.ft. or more)	0.00
Medical	0.00
Government	0.00
Institutional/Educational	0.00
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	129
Exempted Non-residential sq. ft. (in 1,000s)	7

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**

Category	Dwelling Units
Single Family Residential	14.00
Multi-Family Residential	61.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	20.40
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Lodging	0.00
Industrial	411.00
Office (less than 50,000 sq.ft.)	0.00
Office (50,000-299,999 sq.ft.)	162.60
Office (300,000 sq.ft. or more)	0.00
Medical	0.00
Government	0.00
Institutional/Educational	0.00
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 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	6.00
Multi-Family Residential	14.00
Group Quarters	0.00

COMMERCIAL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Commercial (less than 300,000 sq.ft.)	7.20
Commercial (300,000 sq.ft. or more)	0.00
Freestanding Eating & Drinking	0.00

NON-RETAIL DEVELOPMENT ACTIVITY

Category	1,000 Gross Square Feet
Lodging	0.00
Industrial	186.80
Office (less than 50,000 sq.ft.)	0.00
Office (50,000-299,999 sq.ft.)	55.30
Office (300,000 sq.ft. or more)	0.00
Medical	0.00
Government	0.00
Institutional/Educational	0.00
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	0	Dwelling Units
High Density Residential Near Rail Stations	0	Dwelling Units
Mixed Use Developments Near Rail Stations	7	1,000 Gross Square Feet
	129	Dwelling Units
Development Agreements Entered into Prior to July 10, 1989	0	1,000 Gross Square Feet
	0	Dwelling Units
Reconstruction of Buildings Damaged due to "calamity"	0	1,000 Gross Square Feet
	0	Dwelling Units
Reconstruction of Buildings Damaged in Jan. 1994 Earthquake	0	1,000 Gross Square Feet
	0	Dwelling Units
Total Dwelling Units	129	
Total Non-residential sq. ft. (in 1,000s)	7	

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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.