CITY OF
LONG BEACH

**Department of Public Works**
411 West Ocean Boulevard, 5th Floor Long Beach, CA 90802
(562) 570-6383

**R-41**

November 15, 2022

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Authorize the City Manager, or designee, to enter into an agreement with The Boeing Company to make a one-time cash payment of $2,547,880 to be earmarked for the improvement of the Cherry Avenue and San Diego Freeway (I-405) intersection and $250,000 for traffic management measures for a total of $2,797,880, as required by the Douglas Park Development Agreement. (District 5)

DISCUSSION

On March 22, 2022, the City Council authorized the City Manager to enter into an agreement with The Boeing Company to accept a one-time cash payment in lieu of performing improvements to the Cherry Ave/405 Intersection, condition MM-V.L-17 (Attachment A,) which were required to be completed by The Boeing Company per Exhibit F of the Amended and Restated Development Agreement Number 31625 (Attachment B). The underlying analysis included with this item estimated the project buildout cost would be $1,900,000 in 2022 to $2,600,000 in 2030.

The March 22, 2022 authorization did not explicitly include another mitigation requirement that was included by staff in calculating the original contribution amount. Exhibit F contains item number MM-V.L-18 which requires The Boeing Company to make payments in increments of $250,000 for a total of up to $500,000 to the City of Long Beach (City) for neighborhood traffic management purposes at different traffic thresholds. The City requested and The Boeing Company has already made the first payment of $250,000. As indicated in MM-V.L-18, the City has the option to request the second payment of $250,000 and has made the request to The Boeing Company. The Boeing Company requested that the second payment of $250,000 be included in the $2,797,880 one-time cash payment in order to clear and satisfy all of the requirements of mitigation measure MM-V.L-18. City staff agreed to accommodate this request but did not explicitly acknowledge this term of the agreement in the action brought to the City Council on March 22, 2022.

In approving this action, The Boeing Company would thereby pay a total of $2,797,880 to satisfy the requirements of both mitigation measure MM-V.L-17 (improvements to the Cherry Avenue/405 Intersection) and MM-V.L-18 (the second $250,000 for traffic mitigation measures). This will complete all required mitigation from The Boeing Company as part of their development.

City Council approval is requested to enter into agreement with The Boeing Company to accept a cash payment of $2,547,880 in lieu of the Cherry Ave/405 Intersection, improvements as

discussed in the March 22, 2022 staff report to the City Council, and to accept a cash payment of $250,000 for a total of $2,797,880 to satisfy condition MM-V.L-18.

This matter was reviewed by Deputy City Attorney Erin Weesner-McKinley on October 4, 2022 and by Budget Management Officer Nader Kaamoush on October 28, 2022.

## TIMING CONSIDERATIONS

City Council action on this matter is time critical.

## FISCAL IMPACT

This recommendation will allow for Boeing Company to fund $250,000 of the total $2,797,800 one-time cash payment for the purpose of traffic management measures for the project. The projected cost of the project buildout in 2030 is estimated to be $2,600,000, inclusive of design, construction, construction management, labor compliance, project oversight, inspections, and accounting for estimated future escalation of the cost of the improvement due to inflation. While the cash payment of $2,797,880 from Boeing for these improvements appears to be adequate to fully fund the current estimated improvement costs, it is an estimate based on a conceptual design without complete details considered or all design issues remedied or identified. Staff anticipates upcoming federal funding opportunities to fund additional needed traffic improvements in the area, which can assist in offsetting any future cost increases that are not currently anticipated. The project is budgeted in the Capital Projects Fund Group in the Public Works Department. No appropriation is needed for this request. This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. The number of additional local jobs created by this project will not be known until the contractors have completed their hiring and construction has commenced.

## SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

ERIC LOPEZ
DIRECTOR OF PUBLIC WORKS

APPROVED:

THOMAS B. MODICA
CITY MANAGER

EL:JH:BP:RM:pl.

ATTACHMENTS: A – MARCH 22, 2022 COUNCIL LETTER
B – DOUGLAS PARK TIPP

CITY OF LONG BEACH

**Department of Public Works**
411 West Ocean Boulevard, 5th Floor Long Beach, CA 90802
(562) 570-6383

**NB-27**

March 22, 2022

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Authorize the City Manager, or designee, to execute all documents necessary to enter into an Agreement with The Boeing Company, to accept a one-time cash payment of $2,797,879.50 for the improvement of the Cherry Avenue and San Diego Freeway (I-405) intersection, to allow the City of Long Beach to construct improvements as required by the Douglas Park Development Agreement in lieu of the Boeing Company; and,

Increase appropriations in the Capital Projects Fund Group in the Public Works Department by $2,797,879.50, offset by funds received from the Boeing Company for the Improvement of the Cherry Avenue/405 Intersection. (District 5)

DISCUSSION

City Council approval is requested to enter into an Agreement with the Boeing Company and increase appropriation in the Capital Project fund to allow the City of Long Beach (City) to construct improvements of the Cherry Avenue/405 intersection as required by the Douglas Park Development Agreement in lieu of the Boeing Company.

On December 14, 2004, the City Council approved Agreement 29232, the Development Agreement with McDonnell Douglas Corporation, for development of the former McDonnell Douglas manufacturing plant. McDonnell Douglas then expired as a legal entity, being purchased and subsumed by the Boeing Company. Subsequently, on May 4, 2010, the City Council approved the Amended & Restated Development Agreement 31625. Exhibit F under Agreement 31625 defined the improvements required of Boeing to ameliorate the increased traffic generated by the development. Condition of approval No. 140 requires compliance with the "Transportation Improvements and Phasing Program (TIPP)" (Attachment A). Pursuant to the TIPP (Exhibit F under Agreement 31625), The Boeing Company is required to make improvements to the intersection of Cherry Avenue and the San Diego Freeway (I-405) prior to exceeding a peak trip limit per item number MM-V.L-17. The PacifiCenter (Douglas Park) Program Environmental Impact Report (PEIR) was prepared to analyze the potential environmental impacts of the Douglas Park Planned Development District (PD-32). The PEIR found significant and unavoidable transportation impacts as a result of the project and identified improvements to the Cherry Avenue northbound on-ramp as one of the transportation mitigation measures. The TIPP requires that these improvements be completed before the trip generation threshold established under MM-V.L-17 are achieved.

Based on an analysis conducted by the City, it has been determined that trip generation resulting from development in the Douglas Park Planned Development District (PD-32) area is below the trip maximum established and the project can likely be delayed to 2030 without undue impact to traffic operations (Attachment B). As the build-out of the area nears completion, the Boeing Company proposes to satisfy this obligation by paying an in- lieu fee in an amount estimated to fund the cost of the improvement, in exchange for the City taking on the obligation and liability to complete these improvements. The Boeing Company has agreed to make a cash payment of $2,797,879.50 in lieu of constructing the required improvements. The agreed cash payment is based on a fair estimate of the required improvements, including design and construction management costs and future escalation of the cost of the improvement due to inflation (Attachment C). The cost estimate notes that by 2030, the projected cost of the project will be $2,600,000, depending on inflation rates. The improvements to the Cherry Ave/405 intersection must be completed before the traffic metrics laid out in Attachment A are achieved.

While the cash payment from Boeing for these improvements appears to be adequate to fully fund the current estimated improvement costs, it is an estimate based on a conceptual design without complete details considered or all design issues remedied or identified. As more time passes before the improvements are completed, there is an increasing likelihood that the actual cost of improvements in the future value of dollars may exceed today's cash payment amount. The Department of Public Works is working collaboratively with other public agencies such as the California Department of Transportation for a more expanded scope of work than is currently mandated for the project and is actively exploring State and Federal grant funding alternatives to fund the expanded scope and any potential future cost overruns.

In accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a Program Environmental Impact Report (PEIR) was prepared to analyze the potential impacts of anticipated levels of development in the Douglas Park Planned Development District (PD-32) area, and a Mitigation Monitoring and Reporting Program (MMRP) identified mitigation measures that would mitigate to the extent feasible the identified environmental impacts associated with build-out of the area. Further analysis conducted by the City provides substantial evidence that neither the trip generation from development in the area nor traffic volumes on the on-ramp are near the allowable maximum and therefore the implementation of the improvement can be delayed. This analysis also concluded that the timing of the improvement can likely be deferred to 2030 or beyond before reaching the allowable trip maximum (Attachment B). The analysis further establishes that the payment of the in-lieu fee to the City so that the City, rather than Boeing, will construct the required improvements as required by the mitigation measure in the MMPR of the PEIR does not constitute "significant new information" that would require recirculation of the EIR, as no new impact would occur and no mitigation improvements are being rejected or replaced (*State CEQA Guidelines* Section 15088.5) (Attachment D). As such, the payment of the proposed in-lieu fee to the City for the City to construct the improvements instead of Boeing is in compliance with CEQA, all the requirements of CEQA have been met and no further environmental review is required.

This matter was reviewed by Deputy City Attorney Erin Weesner-McKinley and Budget Management Officer Nader Kaamoush on March 17, 2022.

TIMING CONSIDERATIONS

City Council action is requested on March 22, 2022, to execute an Agreement with The Boeing Company, to make a one-time cash payment of $2,797,879.50 for the improvement of the Cherry Avenue and San Diego Freeway (I-405) intersection.

FISCAL IMPACT

The projected cost of the project buildout in 2030 is estimated to be $2,600,000, inclusive of design, construction, construction management, labor compliance, project oversight, inspections, and accounting for estimated future escalation of the cost of the improvement due to inflation. While the cash payment of $2,797,879.50 from Boeing for these improvements appears to be adequate to fully fund the current estimated improvement costs, it is an estimate based on a conceptual design without complete details considered or all design issues remedied or identified. Staff anticipates upcoming federal funding opportunities to fund additional needed traffic improvements in the area, which can assist in offsetting any future cost increases that are not currently anticipated.

An appropriation increase in the amount of $2,797,879.50 is requested in the Capital Projects Fund Group in the Public Works Department, offset by a one-time cash payment from the Boeing Company.

This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. The number of additional local jobs created by this project will not be known until the contractors have completed their hiring and construction has commenced.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

ERIC LOPEZ
DIRECTOR OF PUBLIC WORKS

APPROVED:

THOMAS B. MODICA
CITY MANAGER

EL:JH:BP:ms:RM

ATTACHMENTS:

A – DOUGLAS PARK TIPP
B – DOUGLAS PARK MITIGATION REVIEW
C – PEER REVIEW OF COST ESTIMATES MEMORANDUM
D – CEQA LETTER OF CONFORMITY FOR DOUGLAS PARK PROJECT

Recording Requested By:

CITY OF LONG BEACH
CITY CLERK

When Recorded, Mail to:

CITY OF LONG BEACH
CITY CLERK
333 W. Ocean Boulevard
1st Floor
Long Beach, CA 90802

31625

# DOUGLAS PARK

# AMENDED AND RESTATED

# DEVELOPMENT AGREEMENT

## BY AND BETWEEN

## THE CITY OF LONG BEACH

## AND

## THE BOEING COMPANY

# EXHIBIT F

# EXHIBIT F

## DOUGLAS PARK
## TRANSPORTATION IMPROVEMENTS AND PHASING PROGRAM

The goal of the Transportation Improvements Phasing Program for the Douglas Park project (the "Project") is to mitigate significant Project impacts before they occur during the development of the Project. In order to accomplish this goal, the measures in this program necessary to mitigate a significant Peak Hour (as defined in the Development Agreement) traffic impact being caused at the location by the Project shall be in place, as described below. The procedures described below shall be followed to ensure the timely implementation of these measures.

The project Trip Cap is 5,872 Peak Hour trips, which does not include any adjustments for internal trip reductions, or the Project Transportation Demand Management (TDM) Program. No Project building permit shall be issued if the calculated Project trip generation exceeds this Trip Cap and until otherwise demonstrated by the Company or its designee that any express trips have been adequately reduced or mitigated to the satisfaction of the City Traffic Engineer.

Prior to the issuance of each new Project building permit, a calculation shall be made of the total site trip generation. This calculation shall add the trip generation of the new Project building to the total site trip generation calculated for the previously approved Project building permit. The calculations shall be based on the trip generation rates in Table F-1. These rates do not include any adjustments for internal trip reductions or the Project TDM Program. If more current trip generation rates applicable to Project uses are available and have been published in the Institute of Transportation Engineers (ITE) Trip Generation manual, the City Traffic Engineer shall have the option of using the more current ITE rates. Where development flexibility is allowed, such flexibility shall be based on the trip generation equivalency rates in Table F-2, unless the equivalency rates require revision due to the use of more current ITE trip generation rates as previously noted. For allowable Project uses that are difficult to categorize, the City Traffic Engineer shall use reasonable methods to establish the appropriate trip generations or equivalencies for those uses.

Trip generation credit shall also be granted for buildings demolished or removed from the site since October 1, 2000, as documented by the Company or its designee. Such credit, not to exceed 159 trips, shall be granted according to the "Existing Uses" trip generation rate of 0.30 per 1,000 gross square feet in Table F-1. This rate is based on site driveway traffic volumes counted approximately October 1, 2002, which inherently reflect occupied and unoccupied buildings that existed on the site at that time.

Based on the total site trip generation calculated with the inclusion of the new Project building, any applicable transportation improvement measures shall be assigned from

the list below. All applicable measures shall be completed prior to issuance of the final certificate of occupancy for the new Project building, except that such a certificate shall not be withheld if and applicable measure is delayed by circumstances beyond the control of the Company or its designee, or rejected by a jurisdiction where the measure is located. In the event an applicable measure is rejected by a jurisdiction where the measure is located, prior to the construction or installation of that measure, a mitigation measure of reasonably similar cost and effectiveness may be substituted as the City shall direct. If no such measure can be identified, then an in-lieu payment in the amount of the cost of the original measure shall be made to the City's Traffic Mitigation Program Fund. The cost of the original improvement shall be determined by a Project Study Report or equivalent document acceptable to the Director of Public Works. In addition, the Company or its designee shall not be precluded from accelerating the implementation of any of these measures.

# Table F-1

## PROJECT TRIP GENERATION RATES FOR PROPOSED AND EXISTING USES

| Proposed Use | Trip Generation Rate |
|---|---|
| Office Park ("Commercial District") | 1.25 per 1,000 gsf |
| Retail | 4.96 per 1,000 gsf |
| Hotel | 0.61 per rm |
| **Existing Uses To Be Removed** | |
| Office, R & D, Warehousing, Manufacturing Mechanical Storage | 0.30 per 1,000 gsf |

Note: gsf = gross square feet
rm = room

# Table F-2

## PROJECT TRIP GENERATION EQUIVALENCY RATES FOR PROPOSED USES

| Proposed Land Use and Unit Measure | | Peak Hour Trip Generation Equivalency Rate | | |
|---|---|---|---|---|
| Office Park (Commercial District"), 1,000 gsf | =<br>= | 252.016<br>2.049 | gsf<br>rm | Retail<br>Hotel |
| Retail, 1,000 sf | =<br>= | 3,968.000<br>8.131 | gsf<br>rm | Office Park ("Commercial District")<br>Hotel |
| Hotel, 1 rm | =<br>= | 488.000<br>122.984 | gsf<br>gsf | Office Park ("Commercial District")<br>Retail |

# Exhibit F
## Transportation/Circulation and Parking

**Area-Wide Adaptive Traffic Control System (ATCS) and Intelligent Transportation Systems (ITS) Measures**

**MM-V.L-1:** Fund or cause the funding for the design and construction of a state-of-the-art traffic signal system such as Adaptive Traffic Control System (ATCS) for the following eight arterial corridors:

(1) Del Amo Boulevard, approximately from the Long Beach Freeway (I-710) to the San Gabriel River Freeway (I-605);
(2) Carson Street, approximately from Long Beach Boulevard – San Antonio Drive to I-605;
(3) Spring Street, approximately from Atlantic Avenue to I-605;
(4) Willow Street, approximately from Atlantic Avenue to I-605;
(5) Atlantic Avenue, approximately from the Artesia Freeway (SR-91) to Willow Street;
(6) Cherry Avenue, approximately from SR-91 to Pacific Coast Highway;
(7) Lakewood Boulevard, approximately from SR-91 to Stearn Street; and
(8) Bellflower Boulevard, approximately from SR-91 to the San Diego Freeway (I-405).[1]

**MM-V.L-2:** Fund or cause the funding for the design and construction of an area-wide ITS program to improve capacity at both corridor and non-corridor signalized intersections. The ITS program shall include interconnect, traffic detectors, surveillance cameras, message signs, and other means that connect the arterial traffic signal system with adjacent freeway on- and off-ramps meters and signals. Such connectivity and linkage with the freeway system will provide feedback to the surface street signal system and allow further adjustments in signal operations to enhance area-wide system capacity.

ATCS and the affiliated ITS program measures affecting the following intersections shall be installed no later than the triggering of the corresponding peak-hour trips:

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[1] *The capacity of the signalized intersections along the eight arterials being implemented with the ATCS and supportive ITS measures were assumed to improve by ten percent, which is consistent with that experienced in other jurisdictions with ATCS/ITS programs, such as the Cities of Los Angeles, Pasadena, and Glendale. Signalized intersections in the study area not directly along the ATCS/ITS routes would also benefit and experience improved traffic flow overall due to ITS technology informing motorists of traffic conditions in the area. Motorists can use this information to seek better routes and thereby better balance traffic demand with capacity. It was assumed that this betterment is commensurate with an approximately three percent improvement in capacity at these other intersections.*

| Corridors and Study Intersections | Corridor Trigger Value |
|---|---|
| o Lakewood Corridor (A):<br>- Lakewood Blvd./Carson St. (I/S #45; 1,081*)<br>- Lakewood Blvd./Spring St. (I/S #78; 1,113*)<br>- Lakewood Blvd./South St. (I/S #17; 1,332*)<br>- Lakewood Blvd./Stearns St. (I/S #95; 1,499*)<br>- Lakewood Blvd./Willow St. (I/S #89; 1,772*) | 1,081 |
| o Bellflower/Spring Corridor<br>- Bellflower Blvd./Wardlow Rd. (I/S #68; 1,257*)<br>- Bellflower Blvd./Spring St. (I/S #80; 3,559*)<br>- Spring St./Clark Ave. (I/S #79; 3,866*)<br>- Spring St./Cherry Ave. (I/S #74; 5,073*) | 1,257 |
| o Carson Corridor (A)<br>- Carson St./Clark Ave. (I/S #47; 1,449*)<br>- Carson St./Woodruff Ave. (I/S #49; 2,002*)<br>- Carson St./Cherry Ave. (I/S #43; 2,183*)<br>- Carson St./Palo Verde Ave. (I/S #50; 2,559*) | 1,449 |
| o Paramount Corridor (A)<br>- Paramount Blvd./Del Amo Blvd. (I/S #31; 1,507*) | 1,507 |
| o Redondo/Pacific Corridor<br>- Redondo Ave./Willow St. (I/S #88; 4,135*)<br>- Redondo Ave./Spring St. (I/S #77; 4,403*) | 2,223 |
| o Lakewood Corridor (B)<br>- Lakewood Blvd./Artesia Blvd. (I/S #13; 2,402*)<br>- Lakewood Blvd./Candlewood St. (I/S #23; 3,307*)<br>- Lakewood Blvd./Del Amo Blvd. (I/S #32; 3,766)<br>- Wardlow Rd./Douglas Rd./Lakewood Blvd. (I/S #66; 4,584*)<br>- Lakewood Blvd./Conant St. (I/S #60; 4,610*) | 2,402 |
| o Del Amo Corridor<br>- Del Amo Blvd./Clark Ave. (I/S #33; 3,194*)<br>- Del Amo Blvd./Woodruff St. (I/S #35; 3,194*)<br>- Del Amo Blvd./Orange Ave. (I/S #29; 3,718*)<br>- Del Amo Blvd./Palo Verde Ave. (I/S #36; 4,459*) | 3,194 |
| o Carson Corridor (B)<br>- Carson St./Los Coyotes Diagonal (#51; 3,981*)<br>- Carson St./605 Fwy. SB Off-Ramp (#52; 4,646*)<br>- Carson St./Paramount Blvd. (#44; 4,891*) | 3,981 |
| o Atlantic Corridor<br>- Atlantic Ave./Carson St./ (I/S #41; 4,459*)<br>- Wardlow Rd./Atlantic Ave. (I/S #63; 4,850*) | 4,459 |

* *Individual intersection (I/S) trigger value.*

The following alternative traffic flow enhancements will be completed if approved and accepted by the appropriate governing jurisdiction by or before 2,265 peak hour trips are generated from the development:

- Paramount Boulevard & Alondra Boulevard (City of Paramount): Upgrade the traffic controller and software to provide for enhanced peak period traffic management capabilities through the implementation of an automatic split adjustment algorithm.

- Norwalk Boulevard & Carson Street (City of Hawaiian Gardens): Upgrade the intersection to provide right-turn overlap operation for westbound, eastbound, and northbound traffic.

**MM-V.L-3:** Fund or cause the funding for the design and construction of a centralized ATCS/ITS command center to operate and manage the area-wide ATCS and affiliated ITS measures.

- Trigger Value: 1,081 peak-hour trips

**Intersection Improvements**

**MM-V.L-4:** Del Amo Boulevard and Lakewood Boulevard (Intersection 32, Cities of Lakewood and Long Beach):

Widen on the east and west sides of the north leg of Lakewood Boulevard; remove the nose islands and modify the remaining raised islands on the north and south legs; and restripe the north and south legs to provide a second southbound left-turn and three through lanes in each direction on Lakewood Boulevard.

- Trigger Value: 891 peak-hour trips

**MM-V.L-5:** Carson Street and Paramount Boulevard (Intersection 44, City of Lakewood):

Widen on the east side of the south leg of Paramount Boulevard; modify and shift the raised island on the north leg; remove the raised island on the south leg; and restripe the north and south legs to provide a northbound right-turn-only lane on Paramount Boulevard.

- Trigger Value: 618 peak-hour trips

**MM-V.L-6:** **[This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]**

**MM-V.L-7:** **[This mitigation measure as set forth in the MMRP included in the Certified EIR has been completed.]**

**MM-V.L-8:** Cover Street and Paramount Boulevard (Intersection 56, City of Lakewood); Cover Street from Paramount Boulevard to Industry Avenue (Cities of Long Beach and Lakewood):

Construct and stripe the east leg of Cover Street approaching Paramount Boulevard to provide two through lanes in each direction and a separated bike path easterly of Paramount Boulevard.

Restripe Paramount Boulevard north of Cover Street to provide one southbound left-turn lane onto eastbound Cover Street, two southbound right-turn-only lanes onto westbound, Cover Street, and two northbound through lanes.

Reconstruct Cover Street, as necessary, from Paramount Boulevard to Industry Avenue, remove the raised median island, and restripe to provide modified left-turn channelization and two through lanes and a bike lane in each direction.

Restripe Industry Avenue between Cover Street and Bixby Road-direction to provide one northbound left-turn lane onto westbound Cover Street, one northbound right-turn-only lane onto eastbound Cover Street, and one southbound through lane.

**(Note: These improvements are designed to enhance Project access via the Cover Street – Cherry Avenue route and should be implemented with Mitigation Measure V.L-14.)**

- Trigger Value: Pursuant to Section 2.4.2(c) of Development Agreement.

**MM-V.L-9:** **[This mitigation measure has been replaced with Mitigation Measure V.L-14.]**

**MM-V.L-10:** **[This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]**

**MM-V.L-11:** **[This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]**

**MM-V.L-12:** Douglas Center Drive/McGowen Street and Lakewood Boulevard (Intersection 105, City of Long Beach):

Construct McGowen Street as a fully improved public street with a curb-to-curb width of no less than 36 feet, exclusive of any raised median, between proposed Worsham Avenue and Lakewood Boulevard; modify

the raised island on Lakewood Boulevard for left-turn channelization; and restripe to provide a northbound left-turn lane accessing McGowen Street. Modify the existing traffic signal at Douglas Center Drive as necessary to control this expanded intersection.

**(Note: This improvement is designed to enhance Project access capacity on Lakewood Boulevard.)**

- Trigger Value: Certificate of occupancy for first Project building along McGowen Street between Worsham Avenue and Lakewood Boulevard

**MM-V.L-13:** **[This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]**

**MM-V.L-14:** Cover Street and Cherry Avenue (Intersection 108, Cities of Long Beach and Lakewood); Cover Street from Cherry Avenue to Industry Avenue (Cities of Long Beach and Lakewood):

Widen on the north side of Cover Street from Cherry Avenue to Industry Avenue; remove the raised median island on Cherry Avenue opposite Cover Street; and remove on-street parking on the east side of Cherry Avenue south of Cover Street (up to approximately 3 spaces) and on both sides of Cover Street east of Cherry Avenue (up to approximately 24 spaces). Restripe Cherry Avenue to provide a southbound left-turn lane and a northbound right-turn only lane onto eastbound Cover Street.

Restripe Cover Street to provide two westbound left-turn lanes onto southbound Cherry Avenue, one westbound right-turn-only lane onto northbound Cherry Avenue, one eastbound through lane, and one eastbound right-turn-only lane onto southbound Industry Avenue.

**(Note: This improvement is designed to enhance Project access via the Cover Street – Cherry Avenue route and should be implemented with Mitigation Measure V.L-8.)**

- Trigger Value: Construction of Mitigation Measure V.L-8 above

**MM-V.L-15:** **[This mitigation measure, originally set forth in the MMRP included in the Certified EIR and revised in the Addendum, has been completed.]**

**Project Transportation Demand Management (TDM) Program**

**MM-V.L-16:** Prior to the issuance of the first building permit for any Office Park ("Commercial District") use, the Applicant shall submit for City approval a

Transportation Demand Management (TDM) Program. The TDM Program shall be designed to achieve a 20 percent reduction in P.M. peak-hour trips generated by the Office Park ("Commercial District") uses. The employee commute mode choice shall be annually monitored and the TDM Program adjusted, if necessary, to achieve a 20 percent trip reduction. The City shall determine, based on actual performance, whether the TDM Program will reasonably achieve a 20 percent reduction in P.M. peak-hour trips. The City shall not issue building permits for Office Park ("Commercial District") uses beyond 3,000,000 square feet, except to the degree to which actual reductions have been achieved and subject to any adjustments for equivalency conversion between uses. The following formula shall be used for this determination:

Allowable Office Park ("Comm. Distr.") Building Area = (80 percent x 3,750,000 gsf) + (percent actual trip reduction achieved x 3,750,000 gsf)

The issuance of building permits for Office Park ("Commercial District") uses shall be subject to the limitation that the Office Park ("Commercial District") building area shall not exceed 3,750,000 gross square feet unless other uses are reduced in size by the equivalency procedures. In the event that the equivalency procedures are used, the 3,750,000 gross square-foot limits described above shall all be adjusted accordingly.

The TDM program may include but not be limited to the following measures:

- On-Site Employee Transportation Coordinator (ETC) – The ETC would be a full-time position. The ETC would be responsible for maintaining the transportation displays and providing services such as on-site monthly transit pass sales, assistance with carpool/vanpool matching, oversight of the carpool/vanpool program and other ridesharing related services. The ETC would also coordinate resources and ideas with other transportation management organizations.

- On-Site Transportation Management Office – This facility would be a dedicated office for the ETC and any support personnel. It would serve as a tangible focal point for the TDM program. The location and contact number of this office would be well publicized so that employees could conveniently call or come in for assistance.

- Preferential Parking Management – The ETC would oversee a preferred employee carpool/vanpool parking program. This program would assign preferential parking spaces (i.e., the more desirable and convenient spaces) to eligible employee carpools and vanpools, and monitor the use of the identified spaces to ensure that they are being properly used.

- Carpool/Vanpool Matching – A ride matching service would be made available to help employees seek carpool and vanpool partners. The ETC would facilitate employee ride matching, with the primary emphasis on matching project employees with one another. The availability of this service would be advertised on on-site transportation displays.

- Vanpool Start-Up Assistance – The ETC would assist employers or employees attempting to initiate vanpool service at the project. This assistance could include research of van leasing arrangements, research of applicable tax credits, increased marketing activity and developing vanpool routes.

- Vanpool Staging Areas – Special vanpool passenger loading/unloading areas would be established at one or more locations on-site. This incentive would make it more convenient and safer for commuters to load and unload their vanpools outside the normal flow of traffic.

- On-Site Transit Pass Sales – Monthly LBT, joint LBT/MTA, and MTA passes would be available for purchase through the on-site transportation management office (TMO).

- Centralized Information Board – A centralized bulletin board or kiosk with information on alternative transportation modes, including transit, would be provided on-site.

- New Business/Employee Commuter Benefits/Flier Packet – The ETC would prepare fliers and/or packets outlining key TDM amenities and services that are made available by the project in support of alternative transportation modes. The fliers/packets would be distributed to employers for their dissemination to employees.

- Guaranteed Ride Home Program – This program would provide the means to those employees who carpool, vanpool, bus or bicycle to work to have a guaranteed ride home in the event of an emergency or unexpected overtime.

- Compressed Work Week Schedule - Implement compressed work week schedules where weekly work hours are compressed into fewer than five days.

- Other Marketing – The annual state- and regional-level events of California Rideshare Week and Southern California Bike-to-Work Day would be advertised and potentially used as the setting for a site-specific marketing event or transportation fair.

- Shuttle System – This shuttle system would be implemented through a joint arrangement with the City of Long Beach and/or Long Beach Transit, whereby the project would supply the shuttle vehicles and other capital needed to operate the service, and the City agencies would operate the service. It is anticipated that the shuttle system would provide limited stop service to the Metro Blue Line and intersecting bus lines that are en route during the morning and afternoon commute periods, and would operate as a free project circulator during non-commute periods to provide an alternative to walking or short driving trips within the Douglas Park site.

- Fleet Vehicles - Develop a program to minimize the use of fleet vehicles during smog alerts for businesses not subject to Rule 2202 or Regulation XII.

o Trigger Value: First Project building permit for Office Park ("Commercial District") use

**Regional Transportation Improvements**

**MM-V.L-17:** I-405 (San Diego Freeway) Northbound On-Ramp from Southbound Cherry Avenue: Widen the two northbound on-ramps in the area where these ramps merge to provide an elongation of the merge section for a smoother and safer merge. Additionally, the ramp metering location for southbound traffic from Cherry Avenue could be relocated to provide added queuing length between the meter and Cherry Avenue.

o Trigger Value: No later than 5,000 P.M. peak-hour trips

**Residential Street Measures**

**MM-V.L-18:** The Applicant or its designee shall make an initial lump sum payment of $250,000 to the City of Long Beach, which the City shall administer for the study, design and implementation of neighborhood traffic management measures to deter potential Project traffic intrusion into the residential areas analyzed in the Draft EIR. The City shall coordinate with the City of Lakewood and other neighborhood groups in residential areas that may be significantly affected by such traffic intrusion. Potential neighborhood traffic management measures may include, but not be limited to, the following: additional Stop signs; speed bumps; turn restrictions; signal timing strategies; signalization prohibiting through traffic movements; parking restrictions; diverters; chokers; cul-de-sacs; partial cul-de-sacs; median islands; woonerfs ("chicanes"); traffic circles; one-way streets; and residential identity signs, gates, or monuments.

If requested by the City, and no sooner than 3,000 P.M. peak-hour trips, and provided that the initial $250,000 payment has been spent and a complete accounting thereof is submitted to the Applicant or its designee,

the Applicant or its designee shall make an additional lump sum payment of $250,000 to the City for additional design and implementation of neighborhood traffic management measures for the above-described residential areas. Any unused portion of this payment shall be returned to the Applicant or its designee within one year after the expiration of the Development Agreement.

- Trigger Value: First Project building permit for initial $250,000 payment; 3,000 P.M. peak-hour trips, provided that the initial $250,000 has been spent and accounted for.

**Public Transit Measures/Improvements**

**MM-V.L-19:** The Applicant shall consult with Long Beach Transit (LBT) to address the projects anticipated transit demand needs.

**Bicycle Facility Improvements**

**MM-V.L-20:** In keeping with the intent of the Long Beach Bicycle Master Plan, the project will continue to provide a Class I bike lane within the Carson Street parkway adjacent to the site and will provide a Class I bike lane that extends through the project site south from Carson Street along Brizendine Avenue and down McGowen Street to Cover Street. Class II bike lanes will be provided on Cover Street, Conant Street and Heinemann Avenue subject to approval by the City of Long Beach Traffic Engineer. All other public street portions within Vesting Tentative Tract Map No. 70937 shall be designed as Class III bicycle route capable.

- Trigger Value: Pursuant to Development Agreement schedule

**Parking Measure**

**MM-V.L-21:** A shared parking analysis will be prepared and submitted to the City of Long Beach for review and approval to justify a reduction in the Code-required on-site parking for the uses that will implement joint-use parking.